AeroGal

A319/A320
MINIMUM EQUIPMENT LIST

MEL Revision 17
Dated September 20, 2017

Reference:
MEL Rev 17 is based on EASA MMEL Dated 03 April, 2017 and EASA MMEL Dated 23 August, 2017

This MEL is effective for the following aircraft:
HC-CKN / HC-CLF / HC-CJM / HC-CJV / HC-CJW / HC-CRU / HC-CSB / HC-CSA / HC-CSF

MAINTENANCE MANAGEMENT
ENGINEERING
MARISCAL SUCRE INTERNATIONAL AIRPORT
QUITO – ECUADOR

AeroGal

A319/A320
MINIMUM EQUIPMENT LIST

MEL Revision 17
Dated September 20, 2017

PREPARED BY:

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AIRWORTHINESS CHIEF

DGAC ECUADOR APPROVED

DATE: 18 OCT. 2017

APPROVED BY: Byron Ruíz Y.

SIGNATURE:

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Quito, 18 de octubre del 2017

DGAC-OC-2017-123 0000068

Comandante
Pablo Hidalgo
Gerente de Operaciones Compañía AeroGal S.A.

De mi consideración

Una vez analizado el ***MINIMUM EQUIPMENT LIST MEL Revisión 17 Equipo A-319 / 320***, remitido por su representada, se ha verificado que las políticas establecidas cumplen con las RDAC y con las Guías Aplicables, por lo cual la Dirección de Inspección y Certificación Aeronáutica comunica a usted, que dicho documento ha sido ***APROBADO.***

Cabe indicar que el documento descrito, pese a su Aprobación se mantiene en permanente evaluación, y en caso de encontrarse discrepancias con la Legislación Aeronáutica vigente, se notificará oportunamente, a fin de que se proceda con las enmiendas respectivas.

Atentamente

Mgs. Silvia Victoria Vallejos Espinosa
Directora de Inspección y Certificación Aeronáutica

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DAC
DIRECCION DE INSPECCION Y CERTIFICACION AERONAUTICA

Upon receipt of revisions, insert revised pages in the manual and enter the revision Number, date, and abbreviated name of the individual responsible of the insertion.

Revision Number	Revision Date	Insertion Date	Insertion By
Original	July 14, 2011	Previously	
01	August 29, 2012	Previously	
02	March 04, 2013	Previously	
03	Aug 26, 2013	Previously	
04	Nov 13, 2013	Previously	
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DGAC ECUADOR APPROVED

NAME Byron Ruiz V.

DATE: 18 OCT. 2017

SIGNATURE:

Note: AeroGal A319/A320 MEL Rev 17 is based on EASA MMEL Dated 03 April, 2017 and EASA MMEL Dated 23 August, 2017

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	21.62	14	05-08-2016
ATA 22	22.1	01	29-08-2012
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	22.6	17	20-09-2017
	22.7	16	24-02-2017
	22.8	03	26-08-2013
	22.9	17	20-09-2017

System ATA	Page	Rev. No	Revision Date (DD-MM-YYYY)
	22.10	17	20-09-2017
	22.11	17	20-09-2017
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	22.23	16	24-02-2017
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	22.42	01	29-08-2012
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	22.51	17	20-09-2017
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	22.54	17	20-09-2017

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ATA 23	23.1	01	29-08-2012
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	23.6	01	29-08-2012
	23.7	01	29-08-2012
	23.8	01	29-08-2012
	23.9	16	24-02-2017
	23.10	01	29-08-2012
	23.11	16	24-02-2017
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	23.14	01	29-08-2012
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	23.16	01	29-08-2012
	23.17	01	29-08-2012
	23.18	17	20-09-2017
	23.19.	14	05-08-2016
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	23.23	16	24-02-2017
	23.24	01	29-08-2012
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	23.26	16	24-02-2017
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	23.33	02	04-03-2013
	23.34	01	29-08-2012
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	23.40	14	05-08-2016
	23.41	01	29-08-2012
	23.42	13	06-05-2016
	23.43	16	24-02-2017
	23.44	17	20-09-2017

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	23.46	16	24-02-2017
	23.47	16	24-02-2017
	23.48	16	24-02-2017
	23.49	16	24-02-2017
	23.50	16	24-02-2017
	23.51	16	24-02-2017
	23.52	16	24-02-2017
	23.53	16	24-02-2017
	23.54	16	24-02-2017
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	23.60	16	24-02-2017
	23.61	16	24-02-2017
	23.62	16	24-02-2017
	23.63	16	24-02-2017
	23.64	16	24-02-2017
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	24.16	01	29-08-2012
	24.17	15	31-10-2016
	24.18	11	28-10-2015
	24.19	01	29-08-2012
	24.20	17	20-09-2017
	24.21	01	29-08-2012
	24.22	01	29-08-2012
	24.23	01	29-08-2012
	24.24	01	29-08-2012

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	24.25	05	05-05-2014
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	24.34	01	29-08-2012
	24.35	01	29-08-2012
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	24.38	01	29-08-2012
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	25.7	01	29-08-2012
	25.8	01	29-08-2012
	25.9	01	29-08-2012
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	25.25	01	29-08-2012
	25.26	01	29-08-2012
	25.27	01	29-08-2012
	25.28	17	20-09-2017

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	26.10	01	29-08-2012

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	26.11	01	29-08-2012
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	26.16	17	20-09-2017
	26.17	01	29-08-2012
	26.18	09	06-02-2015
	26.19	17	20-09-2017
	26.20	14	05-08-2016
	26.21	14	05-08-2016
	26.22	14	05-08-2016
	26.23	05	05-05-2014
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	26.36	16	24-02-2017
	26.37	16	24-02-2017
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	26.39	16	24-02-2017
	26.40	16	24-02-2017
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	26.44	16	24-02-2017
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	27.6	01	29-08-2012
	27.7	01	29-08-2012
	27.8	01	29-08-2012
	27.9	01	29-08-2012
	27.10	01	29-08-2012

System ATA	Page	Rev. No	Revision Date (DD-MM-YYYY)
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	27.12	01	29-08-2012
	27.13	01	29-08-2012
	27.14	14	05-08-2016
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	27.50	14	05-08-2016
	27.51	14	05-08-2016
	27.52	17	20-09-2017
	27.53	14	05-08-2016
	27.54	14	05-08-2016
	27.55	14	05-08-2016

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	27.56	14	05-08-2016
	27.57	14	05-08-2016
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	28.10	01	29-08-2012
	28.11	16	24-02-2017
	28.12	02	04-03-2013
	28.13	15	31-10-2016
	28.14	15	31-10-2016
	28.15	13	06-05-2016

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	28.16	02	04-03-2013
	28.17	02	04-03-2013
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	28.24	09	06-02-2015
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	29.14	01	29-08-2012
	29.15	01	29-08-2012
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	30.6	01	29-08-2012
	30.7	01	29-08-2012
	30.8	17	20-09-2017
	30.9	01	29-08-2012

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	31.13	01	29-08-2012

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	31.35	17	20-09-2017
	31.36	17	20-09-2017
	31.37	17	20-09-2017
	31.38	17	20-09-2017
	31.39	17	20-09-2017
	31.40	17	20-09-2017
	31.41	17	20-09-2017
	31.42	17	20-09-2017
	31.43	17	20-09-2017
	31.44	17	20-09-2017
	31.45	17	20-09-2017
	31.46	17	20-09-2017
	31.47	17	20-09-2017
	31.48	17	20-09-2017
ATA 32	32.1	01	29-08-2012
	32.2	01	29-08-2012
	32.3	01	29-08-2012
	32.4	01	29-08-2012
	32.5	01	29-08-2012
	32.6	01	29-08-2012
	32.7	16	24-02-2017
	32.8	16	24-02-2017
	32.9	16	24-02-2017

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	32.10	16	24-02-2017
	32.11	16	24-02-2017
	32.12	16	24-02-2017
	32.13	16	24-02-2017
	32.14	16	24-02-2017
	32.15	16	24-02-2017
	32.16	16	24-02-2017
	32.17	16	24-02-2017
	32.18	16	24-02-2017
	32.19	17	20-09-2017
	32.20	16	24-02-2017
	32.21	16	24-02-2017
	32.22	16	24-02-2017
	32.23	16	24-02-2017
	32.24	16	24-02-2017
	32.25	16	24-02-2017
	32.26	16	24-02-2017
	32.27	16	24-02-2017
	32.28	16	24-02-2017
	32.29	16	24-02-2017
	32.30	16	24-02-2017
	32.31	16	24-02-2017
	32.32	17	20-09-2017
	32.33	16	24-02-2017
	32.34	17	20-09-2017
	32.35	16	24-02-2017
	32.36	16	24-02-2017
	32.37	16	24-02-2017
	32.38	17	20-09-2017
	32.39	16	24-02-2017
	32.40	17	20-09-2017
	32.41	16	24-02-2017
	32.42	17	20-09-2017
	32.43	16	24-02-2017
	32.44	16	24-02-2017
	32.45	16	24-02-2017
	32.46	16	24-02-2017
	32.47	16	24-02-2017
	32.48	16	24-02-2017
	32.49	16	24-02-2017
	32.50	16	24-02-2017
	32.51	16	24-02-2017
	32.52	16	24-02-2017
	32.53	16	24-02-2017
	32.54	16	24-02-2017

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Note: AeroGal A319/A320 MEL Rev 17 is based on EASA MMEL Dated 03 April, 2017 and EASA MMEL Dated 23 August, 2017

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	32.55	16	24-02-2017
	32.56	17	20-09-2017
	32.57	16	24-02-2017
	32.58	16	24-02-2017
	32.59	17	20-09-2017
	32.60	16	24-02-2017
	32.61	16	24-02-2017
	32.62	16	24-02-2017
	32.63	16	24-02-2017
	32.64	16	24-02-2017
	32.65	16	24-02-2017
	32.66	16	24-02-2017
	32.67	16	24-02-2017
	32.68	17	20-09-2017
	32.69	17	20-09-2017
	32.70	16	24-02-2017
	32.71	16	24-02-2017
	32.72	16	24-02-2017
	32.73	16	24-02-2017
	32.74	16	24-02-2017
	32.75	16	24-02-2017
	32.76	16	24-02-2017
	32.77	16	24-02-2017
	32.78	16	24-02-2017
	32.79	16	24-02-2017
	32.80	16	24-02-2017
	32.81	16	24-02-2017
	32.82	16	24-02-2017
	32.83	16	24-02-2017
	32.84	17	20-09-2017
	32.85	16	24-02-2017
	32.86	16	24-02-2017
	32.87	17	20-09-2017
	32.88	16	24-02-2017
	32.89	16	24-02-2017
	32.90	16	24-02-2017
ATA 33	33.1	01	29-08-2012
	33.2	01	29-08-2012
	33.3	01	29-08-2012
	33.4	16	24-02-2017
	33.5	17	20-09-2017
	33.6	17	20-09-2017
	33.7	09	06-02-2015
	33.8	01	29-08-2012

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	33.9	01	29-08-2012
	33.10	16	24-02-2017
	33.11	16	24-02-2017
	33.12	01	29-08-2012
	33.13	01	29-08-2012
	33.14	01	29-08-2012
	33.15	01	29-08-2012
	33.16	01	29-08-2012
	33.17	01	29-08-2012
	33.18	01	29-08-2012
	33.19	01	29-08-2012
	33.20	01	29-08-2012
	33.21	01	29-08-2012
	33.22	01	29-08-2012
	33.23	09	06-02-2015
	33.24	01	29-08-2012
	33.25	01	29-08-2012
	33.26	01	29-08-2012
	33.27	01	29-08-2012
	33.28	01	29-08-2012
	33.29	01	29-08-2012
	33.30	14	05-08-2016
	33.31	14	05-08-2016
	33.32	01	29-08-2012
ATA 34	34.1	16	24-02-2017
	34.2	01	29-08-2012
	34.3	14	05-08-2016
	34.4	14	05-08-2016
	34.5	01	29-08-2012
	34.6	01	29-08-2012
	34.7	14	05-08-2016
	34.8	16	24-02-2017
	34.9	14	05-08-2016
	34.10	14	05-08-2016
	34.11	14	05-08-2016
	34.12	14	05-08-2016
	34.13	10	14-08-2015
	34.14	01	29-08-2012
	34.15	17	20-09-2017
	34.16	01	29-08-2012
	34.17	01	29-08-2012
	34.18	01	29-08-2012
	34.19	16	24-02-2017
	34.20	17	20-09-2017

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Note: AeroGal A319/A320 MEL Rev 17 is based on EASA MMEL Dated 03 April, 2017 and EASA MMEL Dated 23 August, 2017

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	34.21	17	20-09-2017
	34.22	16	24-02-2017
	34.23	17	20-09-2017
	34.24	17	20-09-2017
	34.25	17	20-09-2017
	34.26	17	20-09-2017
	34.27	17	20-09-2017
	34.28	17	20-09-2017
	34.29	01	29-08-2012
	34.30	01	29-08-2012
	34.31	17	20-09-2017
	34.32	17	20-09-2017
	34.33	17	20-09-2017
	34.34	17	20-09-2017
	34.35	17	20-09-2017
	34.36	17	20-09-2017
	34.37	17	20-09-2017
	34.38	17	20-09-2017
	34.39	17	20-09-2017
	34.40	10	14-08-2015
	34.41	02	04-03-2013
	34.42	01	29-08-2012
	34.43	01	29-08-2012
	34.44	01	29-08-2012
	34.45	17	20-09-2017
	34.46	17	20-09-2017
	34.47	17	20-09-2017
	34.48	17	20-09-2017
	34.49	01	29-08-2012
	34.50	01	29-08-2012
	34.51	01	29-08-2012
	34.52	01	29-08-2012
	34.53	17	20-09-2017
	34.54	17	20-09-2017
	34.55	17	20-09-2017
	34.56	17	20-09-2017
	34.57	17	20-09-2017
	34.58	17	20-09-2017
	34.59	17	20-09-2017
	34.60	17	20-09-2017
	34.61	17	20-09-2017
	34.62	17	20-09-2017
	34.63	17	20-09-2017
	34.64	13	06-05-2016
	34.65	16	24-02-2017

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	34.66	17	20-09-2017
	34.67	17	20-09-2017
	34.68	17	20-09-2017
	34.69	17	20-09-2017
	34.70	17	20-09-2017
	34.71	17	20-09-2017
	34.72	17	20-09-2017
	34.73	17	20-09-2017
	34.74	17	20-09-2017
	34.75	17	20-09-2017
	34.76	17	20-09-2017
	34.77	17	20-09-2017
	34.78	17	20-09-2017
ATA 35	35.1	01	29-08-2012
	35.2	01	29-08-2012
	35.3	16	24-02-2017
	35.4	10	14-08-2015
	35.5	02	04-03-2013
	35.6	16	24-02-2017
	35.7	17	20-09-2017
	35.8	01	29-08-2012
	35.9	01	29-08-2012
	35.10	07	14-11-2014
	35.11	01	29-08-2012
	35.12	14	05-08-2016
	35.13	10	14-08-2015
	35.14	01	29-08-2012
	35.15	10	14-08-2015
	35.16	13	06-05-2016
	35.17	10	14-08-2015
	35.18	17	20-09-2017
	35.19	01	29-08-2012
	35.20	14	05-08-2016
ATA 36	36.1	16	24-02-2017
	36.2	16	24-02-2017
	36.3	10	14-08-2015
	36.4	10	14-08-2015
	36.5	10	14-08-2015
	36.6	10	14-08-2015
	36.7	11	28-10-2015
	36.8	15	31-10-2016
	36.9	15	31-10-2016
	36.10	15	31-10-2016

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	36.11	15	31-10-2016
	36.12	15	31-10-2016
	36.13	11	28-10-2015
	36.14	13	06-05-2016
	36.15	11	28-10-2015
	36.16	11	28-10-2015
	36.17	13	06-05-2016
	36.18	11	28-10-2015
	36.19	15	31-10-2016
	36.20	15	31-10-2016
	36.21	16	24-02-2017
	36.22	17	20-09-2017
	36.23	17	20-09-2017
	36.24	11	28-10-2015
	36.25	11	28-10-2015
	36.26	13	06-05-2016
	36.27	15	31-10-2016
	36.28	16	24-02-2017
	36.29	16	24-02-2017
	36.30	11	28-10-2015
	36.31	11	28-10-2015
	36.32	16	24-02-2017
	36.33	11	28-10-2015
	36.34	16	24-02-2017
	36.35	16	24-02-2017
	36.36	13	06-05-2016
ATA 46	46.1	17	20-09-2017
	46.2	01	29-08-2012
	46.3	01	29-08-2012
	46.4	01	29-08-2012
ATA 47	47.1	12	28-01-2016
	47.2	12	28-01-2016
ATA 49	49.1	01	29-08-2012
	49.2	01	29-08-2012
	49.3	01	29-08-2012
	49.4	01	29-08-2012
	49.5	17	20-09-2017
	49.6	14	05-08-2016
ATA 52	52.1	01	29-08-2012
	52.2	01	29-08-2012
	52.3	01	29-08-2012

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	52.4	01	29-08-2012
	52.5	09	06-02-2015
	52.6	01	29-08-2012
	52.7	01	29-08-2012
	52.8	01	29-08-2012
	52.9	09	06-02-2015
	52.10	01	29-08-2012
	52.11	01	29-08-2012
	52.12	09	06-02-2015
	52.13	09	06-02-2015
	52.14	13	06-05-2016
	52.15	13	06-05-2016
	52.16	13	06-05-2016
	52.17	13	06-05-2016
	52.18	13	06-05-2016
	52.19	13	06-05-2016
	52.20	13	06-05-2016
	52.21	14	05-08-2016
	52.22	13	06-05-2016
	52.23	13	06-05-2016
	52.24	13	06-05-2016
	52.25	13	06-05-2016
	52.26	16	24-02-2017
	52.27	13	06-05-2016
	52.28	13	06-05-2016
	52.29	13	06-05-2016
	52.30	13	06-05-2016
	52.31	13	06-05-2016
	52.32	14	05-08-2016
	52.33	13	06-05-2016
	53.34	13	06-05-2016
ATA 56	56.1	01	29-08-2012
	56.2	10	14-08-2015
	56.3	09	06-02-2015
	56.4	01	29-08-2012
	56.5	17	20-09-2017
	56.6	01	29-08-2012
ATA 70	70.1	17	20-09-2017
	70.2	01	29-08-2012
	70.3	01	29-08-2012
	70.4	01	29-08-2012
ATA 73	73.1	14	05-08-2016

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	73.2	01	29-08-2012
	73.3	14	05-08-2016
	73.4	01	29-08-2012
	73.5	01	29-08-2012
	73.6	01	29-08-2012
	73.7	01	29-08-2012
	73.8	14	05-08-2016
ATA 74	74.1	01	29-08-2012
	74.2	16	24-02-2017
	74.3	17	20-09-2017
	74.4	17	20-09-2017
ATA 76	76.1	01	29-08-2012
	76.2	01	29-08-2012
ATA 77	77.1	01	29-08-2012
	77.2	01	29-08-2012
	77.3	01	29-08-2012
	77.4	01	29-08-2012
	77.5	01	29-08-2012
	77.6	01	29-08-2012
	77.7	01	29-08-2012
	77.8	01	29-08-2012
ATA 78	78.1	01	29-08-2012
	78.2	01	29-08-2012
	78.3	17	20-09-2017
	78.4	02	04-03-2013
	78.5	01	29-08-2012
	78.6	01	29-08-2012
ATA 79	79.1	01	29-08-2012
	79.2	01	29-08-2012
	79.3	01	29-08-2012
	79.4	01	29-08-2012
	79.5	17	20-09-2017
	79.6	01	29-08-2012
	79.7	01	29-08-2012
	79.8	01	29-08-2012
ATA 80	80.1	01	29-08-2012
	80.2	05	05-05-2014
	80.3	17	20-09-2017
	80.4	01	29-08-2012

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APP CAT	CAT-1	17	20-09-2017
	CAT-2	17	20-09-2017
APP PBN	PBN-1	01	29-08-2012
	PBN-2	17	20-09-2017
	PBN-3	07	14-11-2014
	PBN-4	01	29-08-2012
APP ECAM	ECAM-1	01	29-08-2012
	ECAM-2	16	24-02-2016
	ECAM-3	16	24-02-2016
	ECAM-4	16	24-02-2016
	ECAM-5	04	13-11-2013
	ECAM-6	04	13-11-2013
	ECAM-7	11	28-10-2015
	ECAM-8	09	06-02-2015
	ECAM-9	09	06-02-2015
	ECAM-10	16	24-02-2016
	ECAM-11	16	24-02-2016
	ECAM-12	10	14-08-2015
	ECAM-13	17	20-09-2017
	ECAM-14	10	14-08-2015
	ECAM-15	16	24-02-2016
	ECAM-16	16	24-02-2016
	ECAM-17	15	31-10-2016
	ECAM-18	09	06-02-2015
	ECAM-19	17	20-09-2017
	ECAM-20	11	28-10-2015
	ECAM-21	16	24-02-2016
	ECAM-22	16	24-02-2016
	ECAM-23	16	24-02-2016
	ECAM-24	11	28-10-2015
	ECAM-25	17	20-09-2017
	ECAM-26	17	20-09-2017
	ECAM-27	09	06-02-2015
	ECAM-28	12	28-01-2016
	ECAM-29	12	28-01-2016
	ECAM-30	16	24-02-2016
	ECAM-31	17	20-09-2017
	ECAM-32	17	20-09-2017

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Airbus A319/A320 MEL Rev 17 is based on EASA MMEL Dated 03 April and EASA MMEL Dated 23 August 2017, and the following changes as listed:

ITEM	MEL CHANGE
INTRODUCTION	
RECORD OF REVISION	Record of Revision was updated.
TEMPORARY REVISION LIST	Temporal Revision List was updated in according to TR A32-17-01
TABLE OF CONTENTS	Table of Contents was updated.
LOG OF REVISION	Log of Revision was updated.
DISTRIBUTION LIST	Distribution List was updated.
CONTROL PAGE	Control Page was updated.
HIGHLIGHTS OF CHANGE	Highlights of Change were updated.
EFFECTIVITY	Effectivity was updated.
DEFINITIONS AND HOW TO USE THIS MANUAL	Definitions was updated.
TEMPORARY REVISIONS POLICY	Temporary Revisions Policy was updated.
MANUAL CONTROL	Manual Control was updated.
ABBREVIATIONS	Abbreviations was updated.
ATA 22 AUTO FLIGHT	
22-05-01A(B)	Deleted the reference CAT III
22-05-03A	Deleted the reference CAT III
22-10-01A(B)	Deleted the reference CAT III
22-10-04A(B)	Deleted the reference CAT III
22-10-05A	Deleted the reference CAT III
22-10-06A	Deleted the reference CAT III
22-30-01A	Deleted the reference CAT III
22-30-02A	Deleted the reference CAT III
22-60-02A	Deleted the reference CAT III
22-60-04A	Deleted the reference CAT III
22-70-01A (C)(D)	The item MEL was updated in according to MMEL
(O) Operational 22-70-01A (B)(C)(D)	The item MEL was updated in according to MMEL
22-81-01-03A	The item MEL was updated in according to the applicability
22-81-01-11A	The item MEL was updated in according to the applicability
(O) Operational 22-81-02-07A	The item MEL was updated in according to MMEL
(O) Operational 22-81-02-08A	The item MEL was updated in according to MMEL
22-81-03-01A	The item MEL was updated in according to the applicability
22-82-01A	The item MEL was updated in according to MMEL
(O) Operational 22-82-02A	The item MEL was updated in according to MMEL
22-83-01A (B)	Deleted the reference CAT III
ATA 23 COMMUNICATIONS	
23-31-01A	Deleted the reference RDAC
23-40-02A	Deleted the reference RDAC
23-51-02A	Deleted the reference RDAC
23-72-01A	Included the TR A32-17-01
23-73-01-01A	Deleted the reference RDAC
(O) Operational 23-73-05-01A	The item MEL was updated in according to MMEL

(Continued)

ITEM	MEL CHANGE
ATA 24 ELECTRICAL POWER	
(O) Operational 24-23-01A(B)(C)	The item MEL was updated in according to MMEL
24-32-01A(B)	The item MEL was updated in according to the applicability
ATA 25 EQUIPMENT/FURNISHINGS	
(O) Operational 25-11-05A	The item MEL was updated in according to MMEL
25-20-01A(B) (C) (D) (E) (F) (G)	The item MEL was updated.
25-50-04A	Deleted the reference FAR
25-65-02A	Deleted the reference RDAC
25-65-04B	Deleted the reference RDAC - FAR
25-65-06A	Deleted the reference RDAC
Pages 25,29 to 25,62	Change per page
ATA 26 FIRE PROTECTION	
26-12-01A	The item MEL was updated in according to MMEL
26-12-04A	The item MEL was updated in according to MMEL
26-15-01A	The item MEL was updated in according to MMEL
26-18-01B	The item MEL was updated in according to MMEL
ATA 27 FLIGHT CONTROLS	
27-22-01A (B)	Deleted the reference CAT III
27-23-01A	Deleted the reference CAT III
27-81-01A	The item MEL was updated in according to MMEL
27-93-01A	Deleted the reference CAT III
(O) Operational 27-94-01A	The item MEL was updated in according to MMEL
ATA 28 FUEL	
28-25-03A (B)	The item MEL was updated in according to MMEL
28-29-01A (B)	The item MEL was updated in according to MMEL
ATA 29 HYDRAULIC POWER	
29-07-08A	Deleted the reference CAT III
ATA 30 ICE AND RAIN PROTECTION	
30-00-01A	The item MEL was updated in according to the applicability
30-01-02-03A	The item MEL was updated in according to the applicability
(O) Operational 30-11-01A (B)	The item MEL was updated in according to MMEL
(O) Operational 30-31-01A (B) (C)	The item MEL was updated in according to MMEL
(O) Operational 30-31-04A (B) (C)	The item MEL was updated in according to MMEL
30-42-03A	Deleted the reference CAT III
30-45-01	Deleted the reference CAT III
30-45-03	Deleted the reference CAT III
30-81-01A	The item MEL was updated in according to the applicability
ATA 31 INDICATING/RECORDING SYSTEMS	
31-30-03A	Deleted the reference RDAC - FAR
31-38-03A	The item MEL was updated in according to the applicability
31-53-01A	Deleted the reference CAT III
31-53-06A	Deleted the reference RDAC
(O) Operational 31-56-06A	The item MEL was updated in according to MMEL
31-62-01A	The item MEL was updated in according to the applicability

(Continued)

ITEM	MEL CHANGE
31-62-02A	The item MEL was updated in according to the applicability
31-62-03A	The item MEL was updated in according to the applicability
31-63-02A	Deleted the reference CAT III
31-63-03A	Deleted the reference CAT III
31-63-04A	Deleted the reference CAT III
Pages 31,36 to 31,35	Change per page
ATA 32 LANDING GEAR	
32-07-08A	Deleted the reference CAT III
(O) Operational 32-31-01A	The item MEL was updated in according to MMEL
(O) Operational 32-31-02A	The item MEL was updated in according to MMEL
(O) Operational 32-32-02A	The item MEL was updated in according to MMEL
(O) Operational 32-32-03A	The item MEL was updated in according to MMEL
(O) Operational 32-33-01A	The item MEL was updated in according to MMEL
32-42-01A	Deleted the reference CAT III
32-42-03A	Deleted the reference CAT III
32-42-04A	Deleted the reference CAT III
32-51-01A	Deleted the reference CAT III
(O) Operational 32-51-03A (B)	The item MEL was updated in according to MMEL
ATA 33 LIGHTS	
33-10-01A	The item MEL was updated in according to the applicability
33-20-01A	The item MEL was updated in according to MMEL
ATA 34 NAVIGATION	
34-05-02A (B) (C)	The item MEL was updated in according to the applicability
34-05-07A	The item MEL was updated in according to MMEL
34-05-08A	Deleted the reference CAT III
34-06-01A	The item MEL was updated in according to MMEL
34-06-02A	The item MEL was updated in according to MMEL
34-06-03A	The item MEL was updated in according to MMEL
34-06-04A	The item MEL was updated in according to MMEL
34-06-05A	The item MEL was updated in according to MMEL
34-06-06A	The item MEL was updated in according to MMEL
34-10-02B	Deleted the reference CAT III
34-10-03A	Deleted the reference CAT III
34-10-04B (C)	The item MEL was updated in according to the applicability
34-10-05B (C)	The item MEL was updated in according to the applicability
34-10-06B	Deleted the reference CAT III
34-21-01A	The item MEL was updated in according to the applicability
34-21-02A	The item MEL was updated in according to the applicability
34-21-03A	The item MEL was updated in according to the applicability
34-21-04A	The item MEL was updated in according to the applicability
34-22-03B	The item MEL was updated in according to the applicability
34-23-01A	The item MEL was updated in according to the applicability
34-23-02A	The item MEL was updated in according to the applicability
34-23-03A	The item MEL was updated in according to the applicability

(Continued)

ITEM	MEL CHANGE
34-23-04B	The item MEL was updated in according to the applicability
34-23-05A	The item MEL was updated in according to the applicability
34-23-06A	The item MEL was updated in according to the applicability
34-30-04	Deleted the reference CAT III
34-40-01A	Deleted the reference RDAC
34-40-02	Deleted the reference CAT III
34-40-03	Deleted the reference CAT III
34-40-05A	Deleted the reference RDAC
34-40-05A	Deleted the reference RDAC
34-40-06A	Deleted the reference RDAC - FAR
34-40-07A (B)	Deleted the reference FAR
34-50-06A	Deleted the reference CAT III
ATA 35 OXYGEN	
(O) Operational 35-07-01A	The item MEL was updated in according to MMEL
35-20-05A	The item MEL was updated in according to MMEL
ATA 36 PNEUMATIC	
(O) Operational 36-12-01A	The item MEL was updated in according to MMEL
(O) Operational 36-12-02A	The item MEL was updated in according to MMEL
ATA 46 INFORMATION SYSTEMS	
46-11-01A(B)	The item MEL was updated in according to the applicability
ATA 49 AIRBORNE AUXILIAR POWER	
(O) Operational 49-10-01A(C)	The item MEL was updated in according to MMEL
ATA 56 WINDOWS	
56-20-01A	The item MEL was updated in according to MMEL
ATA 70 ENGINE	
70-00-01B (C)	The item MEL was updated in according to the applicability
ATA 74 IGNITION	
(O) Operational 74-31-01A	The item MEL was updated in according to MMEL
(O) Operational 74-31-02A	The item MEL was updated in according to MMEL
ATA 78 EXHAUST	
(O) Operational 78-30-01A	The item MEL was updated in according to MMEL
ATA 79 ENGINE OIL	
79-09-01A	The item MEL was updated in according to MMEL
ATA 80 STARTING	
(O) Operational 80-11-01A	The item MEL was updated in according to MMEL
APPENDIX CAT II	
CAT-1	Deleted the reference CAT III
CAT-2	Deleted the reference CAT III
APPENDIX PBN (RNAV-RNP) OPERATIONS	
PBN-2	The Appendix was updated in according to the minimun required
ECAM WARNINGS / MEL ENTRY	
F/CTL PITCH TRIM/MCDU/CG DISAGREE	The item MEL was updated in according to the applicability
ANTI ICE DETECT FAULT	The item MEL was updated in according to the applicability

(Continued)

ITEM	MEL CHANGE
ANTI ICE DETECTED	The item MEL was updated in according to the applicability
SEVERE ICE DETECTED	The item MEL was updated in according to the applicability
NAV LS TUNING DISAGREE	The item MEL was updated in according to the applicability
SURV ROW/ROP LOST	The item MEL was updated in according to MMEL
AIR ENG 1(2) LEAK DET FAULT	The item MEL was updated in according to the applicability
BLEED MONIT SYS 1(2) FAULT	The item MEL was updated in according to the applicability
ENG 1(2) START FAULT	The item MEL was updated in according to MMEL

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AeroGal

AIRBUS A319/A320
MINIMUM EQUIPMENT LIST
EFFECTIVITY

THIS MEL IS EFFECTIVE FOR THE FOLLOWING AIRCRAFT:

Model	Registration	Serial Number
A319-112	HC-CKN	MSN 1882
A319-112	HC-CLF	MSN 2078
A320-214	HC-CRU	MSN 3408
A319-115	HC-CSB	MSN 3467
A319-115	HC-CSA	MSN 3518
A320-214	HC-CSF	MSN 4100
A320-214	HC-CJM	MSN 4379
A320-214	HC-CJW	MSN 4487
A320-214	HC-CJV	MSN 4547

DGAC ECUADOR APPROVED
NAME Byron Ruiz Y.
DATE: 18 OCT. 2017
SIGNATURE:

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2. Administrative Control Item (ACI). An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, 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 ACI.

3. ATA System Page. The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.

(Example)

3.1 ITEM	SUBJECT	3.2 CAT	3.3 No INS	3.4 MIN REQ	3.5 REMARKS OR EXCEPTIONS
22-10-	Autopilot Systems				May be inoperative provided: **3.6↓**
01A	One inoperative	C	2	1	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. **3.7↓** NOTE 1: Any mode which operates normally may be used.

3.8

3.1. Item. This column depicts the equipment, system, component, or function listed in the "Item" column.

3.2. Repair Category. See definition #23.

3.3. Number Installed. This column depicts the number (quantity) of instrument and equipment 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., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.

3.4. Number Required for Dispatch. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column is met.

NOTE 1: When an item MEL has no category and the quantity installed is equal to the quantity required for Dispatch, the item is considered as NO GO item.

NOTE 2: When an item MEL has category and the quantity installed is equal to the quantity required for Dispatch is considered a degradation of the related item.

3.5 Remarks or Exceptions. This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

3.6 Provisos. Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.

3.7 Notes. Notes provide 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 aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.

3.8 Vertical Bar (change bar). 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. This bar will not appear in the following revision at the same location as the bar only denotes changes done in the current revision of the manual not the previous ones. In addition, for the digital version of the manual these changes are also visualized in dark blue letter case for easy identification of the modified text.

4. Airplane Flight Manual (AFM). The FAA-approved AFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft.

5. Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR). CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.

5.1 "Regulaciones de Aviación Civil" (RDAC). Means the applicable portions of the "*Dirección General de Aviación Civil del Ecuador".*

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

7. Continuing Authorization – Single Extension. An aircraft operator who has the authorization to use an approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items. Continuing Authorization – Single Extension is not authorized for repair category A and D items.

8. Dash (-). Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.

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

10. Deactivated and/or Secured. When the MEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight as specified on each item and write down in the technical logbook.

11. Deleted. "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.

12. Extended Range Operations (ER). ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

13. Excess Items. Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.

14. Flight Day. A flight-day is a 24-hour period (from midnight to midnight) in local time, during which at least one flight is initiated for the affected aircraft.

15. Heavy Maintenance Visit (HMV). HMV is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

16. Icing Conditions. An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

17. Inoperative. 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) and/or tolerance(s).

18. Inoperative Components of an Inoperative System. Inoperative instrument and equipment items, which are components of a system that 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 MEL).

19. Is Not Used. The phrase "Is Not Used" in the provisos, remarks or exceptions for an MEL instrument or equipment item may specify that another item in the MEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) 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. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.

20. Nonessential Equipment and Furnishings (NEF). NEFs are those items installed on the aircraft as part of the original type certification, STC, 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. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

For the sake of brevity, the MEL does not include obviously required items such as wings, control surfaces, engines, landing gears.

All the items of cosmetics issues such as the passenger cabin, cockpit, galley equipment, entertainment system, toilets systems and other passenger items at company convenience which do not affect the airworthiness of the aircraft, that does not listed in the MEL, Maintenance.

personnel shall be transferee a Non Routine Work Card Form AGMANTTO032 as specified in AEROGAL MGM Chapter 8 item 8.23.

21. Operative. An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MEL item. When an MEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral. Other terminology sometimes used interchangeably with "operative" within the MEL is "operates normally", "fully operative", and "considered operative".

22. Placarding. Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location is establish in each item MEL (as applicable).

23. Repair Category. All users of an MEL approved under parts 91K, 121, 125, 129, 135 and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

A. Repair Category A. This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

B. Repair Category B. This category item must be repaired within 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 3-day interval would begin at midnight the 26th and end at midnight the 29th.

C. Repair Category C. This category item must be repaired within 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.

D. Repair Category D. This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

24. Takeoff. Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power for the purpose of taking flight.

25. Visible Moisture. 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.

26. Visual Flight Rules (VFR). VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

27. Visual Meteorological Conditions (VMC). 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.

28. (M). This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.

NOTE: During every corrective action to close DMIs, the required maintenance actions (M) must be consulted in applicable MEL or Maintenance Manual. These maintenance actions must be brought back by returning the affected systems to their normal, original condition and an entry of this procedure must be also included as part of the corrective action.

29. (O). This 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 flightcrew; 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 aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.

30. Electronic Fault Alerting System. New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

AIRBUS (A319/A320)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING (Red), CAUTION (amber)). On A319/A320 the ECAM STATUS page also provides MAINTENANCE STATUS messages.

Any message that affects airplane dispatch is displayed at the WARNING or CAUTION level. For A319/A320, MAINTENANCE STATUS messages may also affect airplane dispatch.

System faults that result only in messages on the Centralized Fault Display System (CFDS) do not affected airplane dispatch and do not require action other c as addressed within the operator's standard maintenance program.

To expedite a revision requiring immediate implementation due to Aeronautical Authority (Airworthiness Directive or regulations), operational variations, policy changes or other related requirements, a temporary revision will be issued. The temporary revision shall be issued on yellow paper and recorded on a temporary revision list (refer to Temporary Revision List page to procedure details). All temporary revisions issued shall be included in the next MEL revision.

All temporary revisions will be approved by the AeroGal Airworthiness Chief and issued as a supplement to the approved MEL and the TR copy will send to DGAC via e-mail. The temporary Airbus A319/A320 MEL revisions will be published by the Technical Publication Department to all manual holders.

The temporary MEL revision will only be issued in the following cases:
1. Aircraft configuration mistakes.
2. Typographical error.
3. More restrictive requirement or changes from Manufacturer or Aeronautical Authority (Airworthiness Directive or regulations) related to (O) or (M) procedures.
4. SB Incorporations that affects the MEL Applicability.

TR Consecutive

TR A32-	**-00-**	**-01**
Affected fleet: A32: Airbus A32S	Current MEL revision number where the temporal revision is issued	Incremental Number

MEL Temporary Revision Layout (MEL-TR-001 Form Rev. 0)

MEL TEMPORARY REVISION TR A32-01-01

AeroGal
AIRBUS A319/A320
MINIMUN EQUIPMENT LIST

TEMPORARY REVISION: TR A32-01-01
DATED: FEBRUARY 24, 2017

SUPERSEDES: None

FILING INSTRUCTIONS:

Insert Temporary Revision TR A32-01-01 in front of the corresponding MEL pages numbers:

Item MEL Affected	Page Affected
23-51-03A Hand Microphone	23.26

Enter the temporary revision number in numerical order together with the temporary revision date in temporary revision list page. The temporary revision date is inserted followed by the filing person's initials. When the temporary revision is cancelled and the related pages are removed, the removal date and pages involved must be logged and the responsible person's initials included

DESCRIPTION:

The purpose of this TR is inform to the maintenance staff, flight operations, dispatch and MCC, the change in the item MEL 23-51-03A "Hand Microphone" to reflect the correct quantity installed for this item according the aircraft configuration.

VALIDITY:

This TR is valid until the publication of AeroGal MEL AIRBUS A319/A320 revision 02, where this item will be updated.

EFFECTIVITY:

Avianca AIRBUS A319/A320 (All Serial numbers)

PREPARED BY:

_____
Maintenance Program Engineer

APPROVED BY:

_____
Airworthiness Chief

AeroGal
MEL-TR-001 Form
Revision: 0

Page: 1 of 2

EXAMPLE

MEL TEMPORARY REVISION TR A32-01-01

AeroGal
AIRBUS A319/A320
MINIMUN EQUIPMENT LIST

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-51	Hand Microphone				
03A	Hand Microphone	C	3	0	One or more may be inoperative, or missing, or removed.

PLACARD

23-51-03 Install INOP placard adjacent to appropriate station panel.

EXAMPLE

Avianca
MEL-TR-001 Form
Revision: 0

Page: 2 of 2

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.

Technical Publications publishes on the network the Minimum Equipment List for access to all Technical Vicepresidency personnel and Third Parties. In case that the access is not granted by Third Parties a hard copy will be send.

Upon receipt of a revision, each manual holder will be responsible for updating the manual according to the list of effective pages for each new revision.

1 DEFINITION:

Deferred defects are defined as those defects reported in operational service, which are deferred for later rectification. When maintenance personnel are reviewing technical log defects and ECAM[1] messages, the technician approved for such action, when making decisions whether to defer a discrepancy from the technical log to the DMI[2] log, must strictly comply the following procedures:

NOTE: THE AEROGAL INFORMATION REMAINS INCLUDED IN THE AEROGAL GENERAL MAINTENANCE MANUAL CHAPTER 5 FOR DEFERRED REPORTS AND FOR MAINTENANCE LOGBOOK HANDLING.

2 ISSUING OF THE DMI

The maintenance personnel will follow the next items:
Thoroughly understand the pilot write up / ECAM message; if illegible or can not be easily interpreted, immediately contact the crew responsible to have a clear understanding of the defect, i.e. aircraft configuration when first noticed, attitude, speed, height, and aircraft position in operation sector.
Evaluate the defect rectification for trade category, if spares required are available on site and, if able to rectify during the scheduled turnaround / downtime. Consult the aircraft Minimum Equipment List (MEL) to determine if the particular defect is deferrable, according to the policies and intervals described in that document. Write down in the technical logbook the action column by quoting MEL reference, MEL category and deferred defect item number. Write down in the Deferred Maintenance Log, which has been developing to record the maintenance information related to the Items deferred. To more information refer to AeroGal General Maintenance Manual chapter 5.16.

3. DMI EXTENSIONS

Refer to AeroGal MCM “Manual de control de Mantenimiento” chapter 7.7.3.2

[1] ECAM (Electronic Centralized Aircraft Monitoring)
[2] DMI (Deferred Maintenance Item)

A	
A/C	Aircraft
A/THR	Autothrust
AAP	Additional Attendant Panel
AAT	Aircraft Allocation Table
ABCU	Alternate Braking Control Unit
AC	Alternating Current
ACARS	ARINC Communication Addressing and Reporting System
ACFT	Aircraft
ACMS	Aircraft Condition Monitoring System
ACOC	Air Cooled Oil Cooler
ACP	Audio Control Panel
ACT	Additional Center Tank
ADF	Automatic Direction Finder
ADIRS	Air Data Inertial Reference System
ADIRU	Air Data Inertial Reference Unit
ADR	Air Data Reference
AEVC	Avionic Equipment Ventilation Controller
AGL	Above Ground Level
AIP	Attendant Indication Panel
ALT	Altitude
AMM	Aircraft Maintenance Manual
AOA	Angle of Attack
AOC	Airline Operational Control
AP	Autopilot
APU	Auxiliary Power Unit
ARPT	Airport
ATA	Air Transport Association
ATC	Air Traffic Control
ATSAW	Airborne Traffic Situational Awareness
ATSU	Air Traffic Service Unit
ATT	Attitude
AUTO	Automatic
AVNCS	Avionics
B	
B/UP	Backup
BAT	Battery
BCL	Battery Charge Limiter
BMC	Bleed Air Monitoring Computer
BSCU	Braking Steering Control Unit
BTMU	Brake Temperature Monitoring Unit
C	
C/B	Circuit Breaker
CAM	Cabin Assignment Module
CAPT	Captain
CAT	Category
CDL	Configuration Deviation List
CDLS	Cockpit Door Locking System
CDSS	Cockpit Door Surveillance System
CDU	Control Display Unit
CFDIU	Centralized Fault Data Interface Unit

CFDS	Centralized Fault Display System
CG	Center of Gravity
CIDS	Cabin Intercommunication Data System
CL	Climb
CLB	Climb
COND	Conditioning
CONF	Configuration
CPC	Cabin Pressure Controller
CTL	Control
CTR	Center
CVR	Cockpit Voice Recorder
D	
DAC	Double Annular Combustor
DAR	Digital AIDS Recorder
DC	Direct Current
DDRMI	Digital Distance and Radio Magnetic
DEU	Decoder / Encoder Unit
DFDR	Digital Flight Data Recorder
DLRB	Data Loading Routing Box
DMC	Display Management Computer
DME	Distance Measuring Equipment
DMU	Data Management Unit
DU	Display Unit
E	
EASA	European Aviation Safety Agency
ECAM	Electronic Centralized Aircraft Monitoring
ECAS	Emergency Cockpit Alerting System
ECP	ECAM Control Panel
ECU	Engine Control Unit
EEC	Engine Electronic Controller
EFB	Electronic Flight Bag
EFIS	Electronic Flight Instrument System
EGT	Exhaust Gas Temperature
EHS	Enhanced Surveillance System
EIU	Engine Interface Unit
ELAC	Elevator Aileron Computer
ELEC	Electric
ELT	Emergency Locator Transmitter
EMCD	Electronic Magnetic Chip Detector
ENG	Engine
EPR	Engine Pressure Ratio
ESS	Essential
ETOPS	Extended Range Twin Engined Aircraft Operations
EVMU	Engine Vibration Monitoring Unit
EWD	Engine Warning Display
EWDU	Engine Warning Display Unit
F	
F/O	First Officer
FAC	Flight Augmentation Computer
FADEC	Full Authority Digital Engine Control
FANS	Future Air Navigation System

FAP	Flight/Forward Attendant Panel
FCDC	Flight Control Data Concentrator
FCOM	Flight Crew Operating Manual
FCU	Flight Control Unit
FD	Flight Director
FDIMU	Flight Data Interface and Management Unit
FDIU	Flight Data Interface Unit
FL	Flight Level
FLS	FMS Landing System
FMA	Flight Mode Annunciator
FMGC	Flight Management Guidance Computer
FMS	Flight Management System
FOB	Fuel on Board
FQI	Fuel Quantity Indication
FQIC	Fuel Quantity Indication Computer
FSN	Fleet Serial Number
FU	Fuel Used
FWC	Flight Warning Computer
FWD	Forward
G	
G/S	Gideslope
GAPCU	Ground and auxiliary Power Control Unit
GCU	Generator Control Unit
GEN	Generator
GLS	GNSS Landing System
GND	Ground
GNSS	Global Navigation Satellite System
GPCU	Ground Power Control Unit
GPS	Global Positioning System
GPU	Ground Power Unit
GPWS	Ground Proximity Warning System
GW	Gross Weight
H	
HF	High Frequency
HP	High Pressure
HPTACC	High Pressure Turbine Active Clearance Control
HUD	Head Up Display
HYD	Hydraulics
I	
IAS	Indicated Airspeed
ICV	Isolation Control Valve
IDG	Integrated Drive Generator
IFE	In-Flight Entertainment
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IP	Intermediate Pressure
IR	Inertial Reference
IRS	Inertial Reference System
ISA	International Standard Atmosphere
ISB	Inspection Service Bulletin
ISIS	Integrated Standby Instrument System
J	
JAA	Joint Aviation Authorities
L	
L/G	Landing Gear
LAF	Load Alleviation Function
LED	Light Emitting Diode
LEDU	List of Effective Documentary Units
LESS	List of Effective Sections/Subsections
LGCIU	Landing Gear Control Interface Unit
LH	Left Hand
LOM	List of Modifications
LP	Low Pressure
LVDT	Linear Variable Differential Transformer
LVR	CLB Lever Climb
M	
MAN	Manual
MCDU	Multipurpose Control and Display Unit
MCT	Maximum Continuous Thrust
MDDU	Multipurpose Disk Drive Unit
MEL	Minimum Equipment List
MES	Main Engine Start
MLS	Microwave Landing System
MMEL	Master Minimum Equipment List
MMI	Manual Magnetic Indicator
MMO	Maximum Operating Mach
MMR	Multi Mode Receiver
MOD	Modification
MP	Modification Proposal
MSN	Manufacturer Serial Number
MTO	Maximum Take-Off
MTOW	Maximum Takeoff Weight
N	
NAV	Navigation
ND	Navigation Display
NDU	Navigation Display Unit
NWS	Nose Wheel Steering
O	
OANS	On-board Airport Navigation System
OAT	Outside Air Temperature
OEB	Operations Engineering Bulletin
OEI	One Engine Inoperative
OP CLB	Open Climb
P	
P/N	Part Number
PAX	Passenger
PCU	Power Control Unit
PDF	Portable Document Format
PF	Pilot Flying
PFD	Primary Flight Display
PFDU	Primary Flight Display Unit
PHC	Probes Heat Computer
PM	Pilot Monitoring
PNF	Pilot Non Flying

PRV	Pressure Regulation Valve
PSL	Product Structure Level
PTP	Programming and Test Panel
PTU	Power Transfer Unit (Hydraulic)
PVI	Paravisual Indicator
PWR	Power
Q	
QAR	Quick Access Recorder
QCCU	Quantity Calculation Control Unit
QNH	Sea Level Atmospheric Pressure
QRH	Quick Reference Handbook
R	
RA	Radio Altitude
RAT	Ram Air Turbine
RH	Right Hand
RMI	Radio Magnetic Indicator
RMP	Radio Management Panel
RNP	Required Navigation Performance
ROP	Runway Overrun Protection
ROW	Runway Overrun Warning
RTO	Rejected Takeoff
RTOW	Regulatory Takeoff Weight
RVSM	Reduced Vertical Separation Minimum
S	
SAC	Single Annular Combustor
SAT	Static Air Temperature
SATCOM	Satellite Communication
SB	Service Bulletin
SD	System Display
SDAC	System Data Acquisition Concentrator
SDCU	Smoke Detection Control Unit
SDF	Smoke Detection Function
SDU	System Display Unit
SEC	Spoiler Elevator Computer
SFCC	Slat/Flap Control Computer
SFCS	Slat/Flap Control System
SOH	Summary of Highlights
STBY	Standby
T	
T/O	Takeoff
TACC	Turbine Active Clearance Control
TAS	True Air Speed

TAT	Total Air Temperature
TAWS	Terrain Awareness and Warning System
TCA	Throttle Control Assy
TCAS	Traffic Alert and Collision Avoidance System
TCC	Turbine Case Cooling
TLC	Takeoff and Landing Chart Computation
TOC	Table of Contents
TOGA	Takeoff/Go Around
TOW	Takeoff Weight
TPIC	Tire Pressure Indicating Computer
TR	Transformer Rectifier Unit
U	
UTC	Universal Coordinated Time
V	
V1	Critical Engine Failure Speed
V2	Takeoff Safety Speed
VAPP	Approach Speed
VCC	Video Control Center
VENT	Ventilation
VFE	Maximum Speed for each Flap
VFR	Visual Flight Rules
VHF	Very High Frequency
VLE	Max Landing Gear Extended Speed
VMC	Visual Meteorological Conditions
VMCA	Minimum Control Speed in Flight
VMCG	Minimum Control Speed on Ground
VMO	Maximum Operating Speed
VMU	Minimum Unstick Speed
VOR	VHF Omnidirectional Range
VR	Rotation Speed
VS	Reference Stalling Speed
VSB	Vender Service Bulletin
W	
WBS	Weight and Balance System
WTB	Wing Tip Brake
X	
XML	Extensible Mark-up Language
Z	
ZFW	Zero Fuel Weight
ZP	Pressure Altitude

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-00-	MAINTENANCE Messages on the STATUS SD page				
01A	PACK 1(2) MAINTENANCE Message	C			**Applicable to A319-112 Aircraft**. PACK 1(2) MAINTENANCE message may be displayed on the STATUS SD page.
02A	ZONE CONT MAINTENANCE Message	C			**Applicable to A319-112 Aircraft**. ZONE CONT MAINTENANCE message may be displayed on the STATUS SD page.
04A	TEMP CTL 1(2) MAINTENANCE Message	C			**Applicable to A320 and A319-115 Aircraft**. TEMP CTL 1(2) MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-01-01-	AIR COND Overhead Panel				
01A	PACK pb-sw FAULT light	C	2	0	One or both may be inoperative.
02A	PACK pb-sw OFF light	C	2	0	One or both may be inoperative.
03A	HOT AIR pb-sw FAULT light	C	1	0	May be inoperative provided that all zone duct temperature indications are operative on the COND SD page.
04A	HOT AIR pb-sw OFF light	C	1	0	May be inoperative.

PLACARD

21-01-01 Install INOP placard adjacent to the PACK p.b. switch or HOT AIR p.b. switch affected.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-01-02-	CABIN PRESS Overhead Panel				
01A	CABIN PRESS MODE SEL pb-sw FAULT light	C	1	0	May be inoperative.

PLACARD

21-01-02 Install INOP placard adjacent to MODE SEL p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-01-03-	CARGO VENT Overhead Panel				
01A	FWD ISOL VALVE pb-sw FAULT light	D	1	0	**Applicable to A320 and A319-115 Aircraft**. May be inoperative
02A	AFT ISOL VALVE pb-sw FAULT light	D	1	0	**Applicable to A319-112 Aircraft**. May be inoperative.

PLACARD FIRST PROVISO

21-01-03-01A Install INOP placard adjacent to FWD ISOL VALVE p.b. switch.

PLACARD SECOND PROVISO

21-01-03-02A Install INOP placard adjacent to AFT ISOL VALVE p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-01-04-	VENTILATION Overhead Panel				
01A	CAB FANS pb-sw OFF light	C	1	0	May be inoperative.
02A	BLOWER pb-sw FAULT light	C	1	0	May be inoperative.
03A	EXTRACT pb-sw FAULT light	C	1	0	May be inoperative.

PLACARD

21-01-04 Install INOP placard adjacent to the CAB FANS p.b. switch, BLOWER p.b. switch or EXTRACT p.b. switch affected.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-07-01-	Indications on the BLEED SD page				
01A	Pack Outlet Temperature Indication on the BLEED SD page	C	2	0	One or both may be inoperative.
02A	Pack Turbine Bypass Valve Position Indication on the BLEED SD page	C	2	0	One or both may be inoperative.
03A	Pack Compressor Outlet Temperature Indication on the BLEED SD page	C	2	0	One or both may be inoperative.
04A	Pack Flow Indication on the BLEED SD page	C	2	0	One or both may be inoperative.
05A	Pack Flow Control Valve Position Indication on the BLEED SD page	C	2	0	One or both may be inoperative.
06A	Emergency Ram Air Inlet Indication on the BLEED SD page	C	1	0	May be inoperative.

PLACARD

21-07-01 Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-07-02-	Indications on the CAB PRESS SD page				
01A	INLET and EXTRACT Indications on the CAB PRESS SD page	C	2	0	One or both may be inoperative. NOTE: During ground operations, correct avionics ventilation should be provided.
02A	Pressure Safety Valves Position Indication on the CAB PRESS SD page	C	1	0	**(M)** Pressure safety valves may be indicated open provided that both valves are visually checked closed.
03A	Pack 1 and 2 Indications on the CAB PRESS SD page	C	2	0	One or both may be inoperative.

PLACARD

21-07-02 Install INOP placard adjacent to Lower ECAM display.

MAINTENANCE (M) 21-07-02-02A

To Verification Test of the Safety Valves (6HL, 7HL) (Position Indication on ECAM CAB PRESS Page) refer to AMM 21-31-00-040-004.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-07-03-	Indications on SD pages				
01A	Indications on the COND SD page	C	13	0	One or more indications may be inoperative.

PLACARD

21-07-03 Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-07-04-	Indications on SD pages				
01A	Indications on the CRUISE SD page	C	7	0	Cabin and cockpit zone indications may be inoperative.

PLACARD

21-07-04 Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-09-	VENT BLOWER FAULT Alert				
01A	Blower fan operative	C	1	0	**(O) (M)** May be displayed provided that: 1) The blower fan is checked operative before each flight, and 2) The VENT AVNCS SYS FAULT alert is checked operative before each flight.
01B	Blower fan inoperative	C	1	0	May be displayed provided that the avionics blower fan is considered inoperative. Note: Refer to Item 21-26-01 Avionics Blower Fan NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-09-01 Install INOP (BLOWER FAULT warning is not serviceable) placard adjacent to lower ECAM display.

OPERATIONAL (O) 21-09-01A

DURING COCKPIT PREPARATION

- Disregard the VENT BLOWER FAULT alert displayed on the EWD.
- Disregard the BLOWER pb-sw FAULT light illuminated on the VENTILATION Overhead panel.

Note: If the ground horn sounds:
EIS/HORN/SPLY (121VU P09) C/B..... Pull
The C/B must be closed again after first engine start
If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

MAINTENANCE (M) 21-09-01A

To Check of the Blower Fan and AVNCS SYS FAULT Warning refer to AMM 21-26-00-040-010.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-09-	VENT EXTRACT FAULT Alert				
02A	Extract fan operative	C	1	0	**(O) (M)** May be displayed provided that: 1) The extract fan is checked operative before each flight, and 2) The VENT AVNCS SYS FAULT alert is checked operative before each flight.
02B	Extract fan inoperative	C	1	0	May be displayed provided that the avionics extract fan is considered inoperative. Note: Refer to Item 21-26-02 Avionics Extract Fan NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-09-02 Install INOP placard (EXTRACT FAULT warning is not serviceable) adjacent to lower ECAM display.

OPERATIONAL (O) 21-09-02A

DURING COCKPIT PREPARATION

- Disregard the VENT EXTRACT FAULT alert displayed on the EWD.

MAINTENANCE (M) 21-09-02A

To Check of the Extract Fan and AVNCS SYS FAULT Warning refer to AMM 21-26-00-040-011.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-09-	ECAM Alerts				
03A	CAB PR SAFETY VALVE OPEN Alert	C	1	0	**(M)** May be displayed provided that both safety valves are visually checked closed.

PLACARD

21-09-03 Install INOP Placard (SAFETY VALVE OPEN warning is not serviceable) adjacent to lower ECAM display

MAINTENANCE (M) 21-09-03A

To Verification Test of the Safety Valves (6HL,7HL) refer to AMM 21-31-00-040-005.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-21-	Air Distribution and Recirculation				
01A	Cabin Fan	C	2	1	**(O)** One may be inoperative. Note: Apply the operational procedure only in the case of continuous operation of the affected cabin fan, or in the case of "burning smell" associated with the inoperative cabin fan.

PLACARD

21-21-01 Install INOP placard adjacent to the cabin fan switch on overhead panel.

OPERATIONAL (O) 21-21-01A

DURING COCKPIT PREPARATION

- **If LH cabin fan is affected:**

AIR COND/RECIRC FAN/L/SPLY (122VU X18) C/B..... Pull

- **If RH cabin fan is affected:**

AIR COND/RECIRC FAN/R/SPLY (122VU W18) C/B.....Pull

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-23-	Lavatory and Galley Ventilation				
01B	Lavatory and Galley Extraction Fan	C	1	0	**(O)** May be inoperative provided that all duct temperatures indications for the cabin are operative on the COND SD page.

PLACARD

21-23-01B Install “Lavatory and Galley Extraction Fan-INOP” placard adjacent to the ventilation control panel.

OPERATIONAL (O) 21-23-01B

DURING COCKPIT PREPARATION

Applicable to A319-112 Aircraft only:

GENERAL INFORMATION

- Two amber crosses replace the cabin zone temperature indications on the COND SD page. Refer to Item 21-07-03-01 Indications on the COND SD page
- The INOP SYS column on the STATUS SD page may display the LAV DET message.
- The cabin zone temperature regulation is lost.
- The Zone Controller commands fixed FWD and AFT cabin ducts temperature (set to 15 °C or 59 °F).

To recover the cockpit temperature regulation:
- HOT AIR pb-sw.....OFF
- To control cockpit temperature, use the COCKPIT selector on the AIR COND overhead panel.

Applicable to A320 and A319-115 Aircraft only:

GENERAL INFORMATION

- Two amber crosses replace the cabin zone temperature indications on the COND SD page. Refer to Item 21-07-03-01 Indications on the COND SD page
- The INOP SYS column on the STATUS SD page may display the LAV DET message.
- The cabin zone temperature regulation is lost.
- The Air Conditioning System Controller commands FWD and AFT cabin ducts temperature using the position of the FWD CABIN selector and the AFT CABIN selector on the AIR COND overhead panel.
- Slight effect on cabin comfort may occur.
- The cockpit temperature regulation is still operative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Blower Fan				
01A	VENT AVNCS SYS FAULT not displayed	C	1	0	**(O)** May be inoperative provided that: 1) The BLOWER pb-sw is set to OVRD, and 2) Both air conditioning packs are operative, and 3) The VENT AVNCS SYS FAULT alert is not displayed.
01B	Air conditioning inlet valve checked open	C	1	0	**(O)(M)** May be inoperative provided that: 1) The BLOWER pb-sw is set to OVRD, and 2) Both air conditioning packs are operative, and 3) The air conditioning inlet valve is checked open before each flight.
01C	Avionics ventilation system checked	C	1	0	**(O)(M)** May be inoperative provided that: 1) The BLOWER pb-sw is set to OVRD, and 2) Both air conditioning packs are operative, and 3) The air conditioning inlet valve is secured in the open position, and 4) The avionics ventilation system is checked before each flight. NOTE: During ground operation, correct avionics ventilation should be provided.

PLACARD
Install 21-26-01 INOP placard adjacent to Blower p.b. switch on the ventilation control panel.

OPERATIONAL (O) 21-26-01A

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- BLOWER pb-sw…….....OVRD
- AVNCS VENT/BLOWER/FAN (123VU AD10) C/B.....Pull
- Check that the VENT AVNCS SYS FAULT and VENT EXTRACT FAULT alerts are not displayed on the EWD.

- **If the** VENT EXTRACT FAULT **alert is displayed on the EWD, the blower fan may be seized. In that case:**

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-26- Avionics Blower Fan (Continued)

- Contact the maintenance personnel to exchange the blower fan and the extract fan.
  Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.
- When the blower and extract fans are exchanged, Refer to Item 21-26-02 Avionics Extract Fan

OPERATIONAL (O) 21-26-01B

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- BLOWER pb-sw……OVRD
- AVNCS VENT/BLOWER/FAN (123VU AD10) C/B..... Pull
- Check that the VENT EXTRACT FAULT alert is not displayed on the EWD

If the VENT EXTRACT FAULT **alert is displayed on the EWD, the blower fan may be seized. In that case:**

- Contact the maintenance personnel to exchange the blower fan and the extract fan.
  Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.
- When the blower and extract fans are exchanged, Refer to Item 21-26-02 Avionics Extract Fan

OPERATIONAL (O) 21-26-01C

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that air the conditioning correctly operates with both air conditioning packs set to on.
- BLOWER pb-sw……OVRD
- AVNCS VENT/BLOWER/FAN (123VU AD10) C/B..... Pull
- Check that the VENT EXTRACT FAULT alert is not displayed on the EWD

After application of the maintenance procedure:
Clear the VENT AVNCS SYS FAULT alert using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing

If the VENT EXTRACT FAULT **alert is displayed on the EWD, the blower fan may be seized. In that case:**
- Contact the maintenance personnel to exchange the blower fan and the extract fan.
  Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.
- When the blower and extract fans are exchanged, Refer to Item 21-26-02 Avionics Extract Fan

MAINTENANCE (M) 21-26-01B
To Check that the Air Conditioned Inlet Valve is Open refer to AMM 21-26-00-040-006.

MAINTENANCE (M) 21-26-01C
To Deactivation of the Conditioned - Air Inlet Valve when the Blower Fan is Inoperative refer to AMM 21-26-00-040-013

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Extract Fan				
02A	VENT AVNCS SYS FAULT not displayed	C	1	0	**(O)** May be inoperative provided that: 1) The blower fan is operative, and 2) The EXTRACT pb-sw is set to OVRD, and 3) Both air conditioning packs are operative, and 4) The VENT AVNCS SYS FAULT alert is not displayed.
02B	Air conditioning inlet valve checked open	C	1	0	**(O) (M)** May be inoperative provided that: 1) The blower fan is operative, and 2) The EXTRACT pb-sw is set to OVRD, and 3) Both air conditioning packs are operative, and 4) The air conditioning inlet valve is checked open before each flight.
02C	Avionics ventilation system checked	C	1	0	**(O) (M)** May be inoperative provided that: 1) The blower fan is operative, and 2) The EXTRACT pb-sw is set to OVRD, and 3) Both air conditioning packs are operative, and 4) The air conditioning inlet valve is secured in the open position, and 5) The avionics ventilation system is checked before each flight. NOTE: During ground operation, correct avionics ventilation should be provided.

PLACARD
21-26-02 Install INOP placard adjacent to Extract p.b. switch on the ventilation control panel

OPERATIONAL (O) 21-26-02A

FLIGHT PREPARATION/LIMITATIONS
Time limitation on ground with electrical network supplied:

OAT (°C)	**≤ 38**	**≤ 45**	**≤ 55**
Max time	No limit	3 h	35 min

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-26- Avionics Extract Fan (Continued)

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD
- Clear the VENT EXTRACT FAULT alert using the CLR pb.
- AVNCS VENT/EXTC/FAN (123VU AE2) C/B.....Pull
- Check that the VENT AVNCS SYS FAULT alert is not displayed on the EWD.

Note: If the ground horn sounds:

EIS/HORN/SPLY (121VU P09) C/B..... Pull
The C/B must be closed again after first engine start
If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

OPERATIONAL (O) 21-26-02B

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

OAT (°C)	≤ 38	≤ 45	≤ 55
Max time	No limit	3 h	35 min

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD
- Clear the VENT EXTRACT FAULT alert using the CLR pb.
- AVNCS VENT/EXTC/FAN (123VU AE2) C/B.....Pull

Note: If the ground horn sounds:

EIS/HORN/SPLY (121VU P09) C/B..... Pull
The C/B must be closed again after first engine start
If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

OPERATIONAL (O) 21-26-02C

FLIGHT PREPARATION/LIMITATIONS
Time limitation on ground with electrical network supplied:

OAT (°C)	≤ 38	≤ 45	≤ 55
Max time	No limit	3 h	35 min

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-26- Avionics Extract Fan (Continued)

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD
- Clear the VENT EXTRACT FAULT alert using the CLR pb.
- AVNCS VENT /EXTC/FAN (123VU AE2) C/B.....Pull

- **After application of the maintenance procedure:**

Clear the VENT AVNCS SYS FAULT alert using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing.

Note: If the ground horn sounds:

EIS/HORN/SPLY (121VU P09) C/B..... Pull
The C/B must be closed again after first engine start
If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

MAINTENANCE (M) 21-26-02B

To Extract Fan Inoperative - Check of Conditioned-Air Inlet Valve Open refer to AMM 21-26-00-040-007.

MAINTENANCE (M) 21-26-02C

To Extract Fan Inoperative - Do the Deactivation of the Conditioned-Air Inlet Valve Refer to AMM 21-26-00-040-015.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Equipment Ventilation				
03A	Avionics Skin Exchanger Inlet Bypass Valve	C	1	0	**(O) (M)** May be inoperative provided that: 1) The avionics skin exchanger inlet bypass valve is manually secured in the closed position, and 2) The avionics ventilation system is checked before each flight. NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-26-03 Install INOP placard adjacent to lower ECAM display.

OPERATIONAL (O) 21-26-03A

ON GROUND

- **After application of the maintenance procedure:**

Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing.

MAINTENANCE (M) 21-26-03A

To Deactivation of the Skin Exchanger Inlet Bypass Valve Refer to AMM 21-26-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Equipment Ventilation				
04A	Avionics Skin Air Outlet Valve	C	1	0	**(O) (M)** May be inoperative provided that: 1) The internal flap is manually secured in the open position, and 2) The skin air outlet valve is displayed in a partially open position amber or green on the CAB PRESS SD page, and 3) Both air conditioning packs are operative, and 4) The skin exchanger isolation valve is secured in the open position, and 5) The avionics ventilation system is checked before each flight. NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-26-04 Install INOP placard adjacent to lower ECAM display

OPERATIONAL (O) 21-26-04A

ON GROUND

- **After application of the maintenance procedure:**

Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing.

Note: Avionics smoke may be not perceptible from the cockpit due to the opening of the internal flap of the valve.
In the case of AVIONICS SMOKE alert:
Apply the ECAM procedure even if the smoke is not perceptible.

MAINTENANCE (M) 21-26-04A

To Deactivation of the Skin Air Outlet Valve in the Closed Position with the Auxiliary Flap in the Open Position Refer to AMM 21-26-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Skin Air Inlet Valve				
05A	Air Conditioning Inlet Valve open on ground	C	1	0	**(O) (M)** May be inoperative provided that: 1) The avionics skin air inlet valve is manually secured in the closed position, and 2) The air conditioning inlet valve is open on ground, and 3) The avionics ventilation system is checked before each flight.
05B	Air Conditioning Inlet Valve Secured Open	C	1	0	**(O) (M)** May be inoperative provided that: 1) The avionics skin air inlet valve is manually secured in the closed position, and 2) The air conditioning inlet valve is secured in the open position, and 3) The avionics ventilation system is checked before each flight. NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-26-05 Install INOP placard adjacent to lower ECAM display.

OPERATIONAL (O) 21-26-05A

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with one or two air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD
- Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.

Note: With only one air conditioning pack operative, operating time on ground is limited to 1 h.

AFTER TAKEOFF
EXTRACT pb-sw.....AUTO

AFTER LANDING
EXTRACT pb-sw..... OVRD

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-26- Avionics Skin Air Inlet Valve (Continued)

OPERATIONAL (O) 21-26-05B

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with one or two air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD

- **After application of the maintenance procedure:**

Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing.

Note: With only one air conditioning pack operative, operating time on ground is limited to 1 h.

AFTER TAKEOFF
EXTRACT pb-sw.....AUTO

AFTER LANDING
EXTRACT pb-sw.....OVRD

MAINTENANCE (M) 21-26-05A

To Deactivation of the Skin Air Inlet Valve Refer to AMM 21-26-00-040-004.

MAINTENANCE (M) 21-26-05B

To Skin Air-Inlet Valve Inoperative - Do the Deactivation of the Conditioned-Air Inlet Valve Refer to AMM 21-26-00-040-014.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Skin Exchanger Isolation Valve				
06A	Valve inoperative in the open position	C	1	0	**(O) (M)** May be inoperative in the open position provided that the avionics ventilation system is checked before each flight.
06B	Valve secured open	C	1	0	**(O) (M)** May be inoperative provided that: 1) The avionics skin exchanger isolation valve is secured in the open position, and **NOTE:** If the valve cannot be secured in the open position, it can be interchanged with the skin exchanger outlet bypass valve. 2) The avionics ventilation system is checked before each flight. NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-26-06 Install INOP placard adjacent to lower ECAM display

OPERATIONAL (O) 21-26-06 BOTH PROVISOS

ON GROUND

- **After application of the maintenance procedure:**

Clear the **VENT** AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.

MAINTENANCE (M) 21-26-06A

To Skin-Exchanger Isolation Valve Inoperative - Check of the Open Position of the Valve Refer to AMM 21-26-00-040-008.

MAINTENANCE (M) 21-26-06B

To Deactivation of the Skin-Exchanger Isolation Valve Refer to AMM 21-26-00-040-016.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Equipment Ventilation				
07A	Avionics Skin Exchanger Outlet Bypass Valve	C	1	0	May be inoperative. NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-26-07 Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Equipment Ventilation				
08A	Avionics Air Conditioning Inlet Valve	C	1	0	**(O) (M)** May be inoperative provided that: 1) The avionics air conditioning inlet valve is manually secured in the open position, and 2) Both air conditioning packs are operative, and 3) The avionics ventilation is checked before each flight. NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-26-08 Install INOP placard adjacent to lower ECAM display.

OPERATIONAL (O) 21-26-08A

ON GROUND

- **After application of the maintenance procedure:**

Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.

MAINTENANCE (M) 21-26-08A

To Deactivation of the Conditioned-Air Inlet Valve Refer to AMM 21-26-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Ventilation Filter				
09A	VENT AVNCS SYS FAULT not displayed	C	1	0	**(O)** May be inoperative (clogged) provided that: 1) The blower and extract fans are operative, and 2) The EXTRACT pb-sw is set to OVRD, and 3) Both air conditioning packs are operative, and 4) The VENT AVNCS SYS FAULT alert is not displayed.
09B	Avionics Ventilation Filter (Air conditioning inlet **valve checked open** before each flight)				**(O) (M)** May be inoperative (clogged) provided that: 1) The blower and extract fans are operative, and 2) The EXTRACT pb-sw is set to OVRD, and 3) Both air conditioning packs are operative, and 4) The air conditioning inlet valve is checked open before each flight.
09C	Valve secured open	C	1	0	**(O) (M)** May be inoperative (clogged) provided that: 1) The blower and extract fans are operative, and 2) The EXTRACT pb-sw is set to OVRD, and 3) Both air conditioning packs are operative, and 4) The air conditioning inlet valve is secured in the open position, and 5) The avionics ventilation system is checked before each flight. NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-26-09 Install INOP placard adjacent to lower ECAM display.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-26- Avionics Ventilation Filter (Continued)

OPERATIONAL (O) 21-26-09A

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD
- Check that the VENT AVNCS SYS FAULT alert is not displayed on the EWD.

OPERATIONAL (O) 21-26-09B

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD

OPERATIONAL (O) 21-26-09C

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning is operating with both air conditioning packs set to on.
- EXTRACT pb-sw.....OVRD

- **After application of the maintenance procedure:**

Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb.
The VENT AVNCS SYS FAULT alert will be displayed after landing.

MAINTENANCE (M) 21-26-09B

To Deactivation of the Avionics Ventilation Filter Refer to AMM 21-26-00-040-009.

MAINTENANCE (M) 21-26-09C

To Avionics Ventilation Filter Inoperative - Do the Deactivation of the Conditioned-Air Inlet Valve Refer to AMM 21-26-00-040-017.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-26-	Avionics Equipment Ventilation				
10A	Avionics Equipment Ventilation Computer (AEVC)	C	1	0	**(O) (M)** May be inoperative provided that: 1) Both air conditioning packs are operative, and 2) The BLOWER pb-sw and the EXTRACT pb-sw are set to OVRD, and 3) The air conditioning inlet valve and the skin air outlet valve are checked in the correct position before each flight, and 4) The extract fan is checked operative before each flight, and 5) The skin air inlet valve is secured in the closed position. NOTE: During ground operations, correct avionics ventilation should be provided.

PLACARD

21-26-10 Install INOP placard (AEVC is deactivated) adjacent to lower ECAM display

OPERATIONAL (O) 21-26-10A

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the conditioning is operating with both air conditioning packs set to on.
- BLOWER pb-sw.....OVRD
- EXTRACT pb-sw.....OVRD

Note: If the ground horn sounds:
EIS/HORN/SPLY (121VU P09) C/B.....Pull
The C/B must be closed again after first engine start
If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

Note: In the case of a low pressure in the avionics compartment ventilation ducts, the weather radar image may not be displayed on the ND on ground.

Clear the VENT AVNCS SYS FAULT alert displayed on the EWD using the CLR pb

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-26- Avionics Equipment Ventilation (Continued)

IN FLIGHT

- **In the case of an air conditioning pack failure:**

- The cabin altitude may reach about 9 700 ft (3 000 m), and
- The CAB PR EXCESS CAB ALT alert may be displayed on the EWD.

MAINTENANCE (M) 21-26-10A

To Avionics Equipment Ventilation Computer Inoperative (AEVC) - Check of the Ventilation System Refer to AMM 21-26-00-040-005.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-28-	Cargo Compartment Ventilation				
01A	FWD Cargo Extraction Fan	D	1	0	**Applicable to A320 and A319-115 Aircraft**. **(O)** May be inoperative.

PLACARD

21-28-01 Install INOP placard adjacent to the Cargo Vent Panel.

OPERATIONAL (O) 21-28-01A (Applicable to A320 and A319-115 Aircraft)

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool and notify dispatch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-28-	FWD Cargo Isolation Valve				
02A	Inoperative in the closed position	D	2	0	**Applicable to A320 and A319-115 Aircraft**. **(O)** One or both may be inoperative in the closed position provided that: 1) Both FWD cargo isolation valves are checked closed, and 2) FWD ISOL VALVE pb-sw FAULT light is checked operative.
02B	Deactivated in the closed position	D	2	0	**Applicable to A320 and A319-115 Aircraft**. **(O) (M)** One or both may be inoperative provided that both FWD cargo isolation valves are deactivated in the closed position.

PLACARD

21-28-02 Install INOP placard adjacent to the Cargo Vent Panel.

OPERATIONAL (O) 21-28-02A (Applicable to A320 and A319-115 Aircraft)

FLIGHT PREPARATION/LIMITATIONS

The FWD Cargo Heating and the ventilation in the FWD cargo compartment are not available. Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, use the Live Animal Transportation Calculation Tool and notify dispatch.

DURING COCKPIT PREPARATION

- ANN LT selector.....TEST
- Check that the FWD ISOL VALVE pb-sw FAULT light comes on
- ANN LT selector..... BRT or DIM
- FWD ISOL VALVE pb-sw..... OFF
- Check that the FWD ISOL VALVE pb-sw FAULT light does not come on.

- **If the FWD ISOL VALVE pb-sw FAULT light comes on:**
  The FWD cargo isolation valve must be secured in the closed position. Refer to Item 21-28-02B FWD Cargo Isolation Valve

Disregard the COND FWD CRG ISOL VALVE alert displayed on the EWD.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-28- FWD Cargo Isolation Valve (Continued)

OPERATIONAL (O) 21-28-02B (Applicable to A320 and A31-115 Aircraft)

GENERAL INFORMATION

When the FWD cargo isolation valve is deactivated in the closed position, the COND SD page displays the FWD cargo isolation valve in the green open position.

FLIGHT PREPARATION/LIMITATIONS

The FWD Cargo Heating and the ventilation in the FWD cargo compartment are not available. Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, use the Live Animal Transportation Calculation Tool and notify dispatch.

DURING COCKPIT PREPARATION

Disregard the FWD ISOL VALVE pb-sw FAULT light.
Disregard the COND FWD CRG ISOL VALVE alert displayed on the EWD.

MAINTENANCE (M) 21-28-02B

To Deactivation of the Fwd Cargo-Compartment Ventilation Isolation-Valves 4HN, 5HN Refer to AMM 21-28-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-28-	Cargo Compartment Ventilation				
03A	AFT Cargo Extraction Fan	D	1	0	**Applicable to A319-112 Aircraft**. **(O)** May be inoperative.

PLACARD

21-28-03 Install INOP placard adjacent to the Cargo Vent Panel

OPERATIONAL (O) 21-28-03A (Applicable to A319-112 Aircraft)

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool and notify dispatch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-28-	AFT Cargo Isolation Valve				
04A	Inoperative in the closed position	D	2	0	**Applicable to A319-112 Aircraft**. **(O)** One or both may be inoperative in the closed position provided that: 1) Both AFT cargo isolation valves are checked closed, and 2) AFT ISOL VALVE pb-sw FAULT light is checked operative.
04B	Deactivated in the closed position	D	2	0	**Applicable to A319-112 Aircraft**. **(O) (M)** One or both may be inoperative provided that both AFT cargo isolation valves are deactivated in the closed position.

PLACARD

21-28-04 Install INOP placard adjacent to the Cargo Vent Panel.

OPERATIONAL (O) 21-28-04A (Applicable to A319-112 Aircraft)

FLIGHT PREPARATION/LIMITATIONS
The AFT Cargo Heating and the ventilation in the AFT cargo compartment are not available. Ensure that the AFT cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, use the Live Animal Transportation Calculation Tool and notify dispatch.

DURING COCKPIT PREPARATION

- ANN LT selector.....TEST
- Check that the AFT ISOL VALVE pb-sw FAULT light comes on
- ANN LT selector..... BRT or DIM
- AFT ISOL VALVE pb-sw.....OFF
- Check that the AFT ISOL VALVE pb-sw FAULT light does not come on.

- **If the AFT ISOL VALVE pb-sw FAULT light comes on:**
  The AFT cargo isolation valve must be secured in the closed position. Refer to Item 21-28-04B AFT Cargo Isolation Valve

Disregard the COND AFT CRG ISOL VALVE alert displayed on the EWD.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-28- AFT Cargo Isolation Valve (Continued)

OPERATIONAL (O) 21-28-04B

GENERAL INFORMATION
When the AFT cargo isolation valve is deactivated in the closed position, the COND SD page displays the AFT cargo isolation valve in the green open position.

FLIGHT PREPARATION/LIMITATIONS (Applicable to A319-112 Aircraft)

The AFT Cargo Heating and the ventilation in the AFT cargo compartment are not available. Ensure that the AFT cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, use the Live Animal Transportation Calculation Tool and notify dispatch.

DURING COCKPIT PREPARATION

Disregard the AFT ISOL VALVE pb-sw FAULT light.
Disregard the COND AFT CRG ISOL VALVE alert displayed on the EWD.

MAINTENANCE (M) 21-28-04B

To Deactivation of the Aft Cargo-Compartment Ventilation Isolation-Valves 33HN, 34HN Refer to AMM 21-28-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-31-	Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)				
01A	Automatic CPC 1 inoperative	C	2	1	**(O)** Automatic cabin pressure control system 1 may be inoperative provided that: 1) ETOPS is not conducted, and 2) It is deactivated, and 3) The cabin pressure indications on the CAB PRESS SD page are checked operative in manual mode, and 4) The LDG ELEV selector MAN function is operative.
01B	Automatic CPC 2 inoperative	C	2	1	**(O)** Automatic cabin pressure control system 2 may be inoperative provided that: 1) It is deactivated, and 2) The cabin pressure indications on the CAB PRESS SD page are checked operative in manual mode, and 3) The LDG ELEV selector MAN function is operative.
01C	Both automatic CPCs inoperative	C	2	0	Both may be inoperative provided that: 1) The manual cabin pressure control system is operative, and 2) The flight is not pressurized. NOTE: Refer to FCOM/PRO-SPO-20 Flight Without Cabin Pressurization and notify dispatch.

PLACARD

21-31-01 Install INOP Placard adjacent to pressure system control panel.

OPERATIONAL (O) 21-31-01A & 21-31-01B (Applicable to A319-112 Aircraft)

DURING COCKPIT PREPARATION

- **If CPC 1 is affected:**
  AIR COND/CAB/PRESS/CTL 1 (49VU D09) C/B.....Pull
- **If CPC 2 is affected:**
  AIR COND/CAB/PRESS/CTL 2 (122VU Y22) C/B..... Pull

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-31- Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel) (Continued)

- MODE SEL pb-sw.....MAN
- On the CAB PRESS SD page, check that the cabin differential pressure, the cabin vertical speed, the cabin altitude, and the outflow valve position are available.
- MAN V/S CTL sw.....DN
- On the CAB PRESS SD page, check outflow valve movement.
- MODE SEL pb-sw.....AUTO

OPERATIONAL (O) 21-31-01A & 21-31-01B (Applicable to A320 and A319-115 Aircraft)

DURING COCKPIT PREPARATION

- **If CPC 1 is affected:**
  AIR COND/CAB/PRESS/CTL 1 (49VU D09) C/B.....Pull
- **If CPC 2 is affected:**
  AIR COND/CAB/PRESS/CTL 2 (122VU Y22) C/B.....Pull

- RPCU (122VU X23) C/B.....Pull
- MODE SEL pb-sw.....MAN
- On the CAB PRESS SD page, check that the cabin differential pressure, the cabin vertical speed, the cabin altitude, and the outflow valve position are available.
- MAN V/S CTL sw.....DN
- On the CAB PRESS SD page, check outflow valve movement.
- RPCU (122VU X23) C/B.....Push
- MODE SEL pb-sw.....AUTO

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-31-	Pressure Control and Monitoring				
02A	Manual Cabin Pressure Control System (MAN V/S CTL selector, Outflow Valve MAN Channel)	C	1	0	**(M)** May be inoperative provided that: 1) The LDG ELEV selector MAN function is operative, and 2) Both automatic cabin pressure control systems are checked operative before each flight.

PLACARD

21-31-02 Install INOP Placard adjacent to pressure system control panel.

MAINTENANCE (M) 21-31-02A

To Verification Test of the Automatic Cabin-Pressure Control-Systems Refer to AMM 21-31-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-31-	Pressure Control and Monitoring				
03A	Pressure Safety Valve	C	2	1	**(M)** One may be inoperative in the closed position provided that: 1) Both automatic cabin pressure control systems are operative, and 2) The three outflow valve motors are checked operative.

PLACARD

21-31-03 Install INOP Placard adjacent to lower ECAM display.

MAINTENANCE (M) 21-31-03A

To Verification Test (Safety Valves and Outflow Valve) Refer to AMM 21-31-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-31-	Pressure Control and Monitoring				
04A	Landing Elevation Selection AUTO Function	C	1	0	**(O)** May be inoperative.

PLACARD

21-31-04 Install INOP placard adjacent to LDG ELEV knob (pressure system control panel).

OPERATIONAL (O) 21-31-04A

BEFORE TAKEOFF

- Set the LDG ELEV selector on the CABIN PRESS panel at the destination airport altitude.
- On the CAB PRESS SD page, check that the LDG ELEV MAN message is displayed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-31-	Pressure Control and Monitoring				
05A	Landing Elevation Selection MAN Function	C	1	0	**(O)** May be inoperative provided that: 1) The landing elevation selection AUTO function is operative, and 2) Both FMGCs are operative.

PLACARD

21-31-05 Install INOP placard adjacent to MAN V/S CTL toggle switch (pressure system control panel).

OPERATIONAL (O) 21-31-05A

DURING COCKPIT PREPARATION

On the CAB PRESS SD page, check that the LDG ELEV AUTO message is displayed to confirm correct position of the LDG ELEV selector.

Note: The landing field elevation of the destination airport may not be correctly displayed on the CAB PRESS SD page. It is automatically corrected after first engine start.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-51-	Pack Flow Control Valve				
01A	One inoperative in the closed position	C	2	1	**Applicable to A319-112 Aircraft**. **(M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The affected pack flow control valve is secured in the closed position, and 3) The associated air conditioning pack is considered inoperative. NOTE: Refer to Item 21-52-01 Air Conditioning Pack
01B	Non pressurized flight	C	2	0	**Applicable to A319-112 Aircraft**. Both may be inoperative provided that: 1) The manual cabin pressure control system is operative, and 2) The flight is not pressurized. NOTE: Refer to FCOM/PRO-SPO-20 Flight Without Cabin Pressurization and notify dispatch.

PLACARD

21-51-01 Install INOP placard adjacent to associated PACK p.b. switch.

MAINTENANCE (M) 21-51-01A

To Deactivation of the Pack Flow-Control Valve Refer to AMM 21-51-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-51-	Pack Flow Control				
02A	Pack Flow Selection	C	1	0	May be inoperative.

PLACARD

21-51-02 Install INOP placard adjacent to affected Pack flow selector switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-51-	Pack Flow Control				
03A	Pack Flow Sensor	C	2	1	**Applicable to A320 and A319-115 Aircraft**. **(O)** One may be inoperative.

PLACARD

21-51-03 Install INOP placard adjacent to appropriate PACK p.b. Switch.

OPERATIONAL (O) 21-51-03A (Applicable to A320 and A319-115 Aircraft)

GENERAL INFORMATION

The hot air pressure regulating valve automatically closes.
The Flow Control Valve on the affected side operates in pneumatic backup mode.

FLIGHT PREPARATION/LIMITATIONS

- **If the FWD cargo heating is installed:**
  For live animal transportation, use the Live Animal Transportation Calculation Tool and notify dispatch.

DURING COCKPIT PREPARATION

AIR COND HOT AIR pb-sw..... OFF

Note:

- Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.
- The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-52-	Air Conditioning Pack				
01A	With speedbrakes available for 'C' repair interval	C	2	1	**Applicable to A319-112 Aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight altitude is limited to 37 000 ft (11 200 m), and 3) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and 4) The affected PACK 1(2) pb-sw is set to OFF, and 5) The speedbrakes are operative, and 6) The associated pack flow control valve is checked closed on the BLEED SD page. Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.
01B	Limitation to 31 500 ft for 'C' repair interval	C	2	1	**Applicable to A319-112 Aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight altitude is limited to 31 500 ft (9 600 m), and 3) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and 4) The affected PACK 1(2) pb-sw is set to OFF, and 5) The associated pack flow control valve is checked closed on the BLEED SD page. Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-52-	Air Conditioning Pack (Continued)				
01C	With speedbrakes available for 'B' repair interval	B	2	1	**Applicable to A319-112 Aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and 3) The affected PACK 1(2) pb-sw is set to OFF, and 4) The speedbrakes are operative, and 5) The associated pack flow control valve is checked closed on the BLEED SD page. Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01. NOTE: In the case of depressurization at altitudes higher than 37 000 ft (11 200 m), oxygen masks may drop down during the descent.
01D	With speedbrakes available for 'C' repair interval	C	2	1	**Applicable to A320 Aircraft**. **(O) (M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The following alerts: AIR PACK 1(2) REGUL FAULT AIR COND CTL 1(2)-A FAULT AIR COND CTL 1(2)-B FAULT associated with the operative pack are not displayed on the EWD, and 3) The affected PACK 1(2) pb-sw is set to OFF, and 4) The speedbrakes are operative, and 5) The associated pack flow control valve is secured in the closed position.
01D	With speedbrakes available for 'C' repair interval	C	2	1	**Applicable to A319-115 Aircraft**. **(O) (M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight altitude is limited to 37 000 ft (11 200 m), and 3) The following alerts: AIR PACK 1(2) REGUL FAULT AIR COND CTL 1(2)-A FAULT AIR COND CTL 1(2)-B FAULT associated with the operative pack are not displayed on the EWD, and 4) The affected PACK 1(2) pb-sw is set to OFF, and 5) The speedbrakes are operative, and 6) The associated pack flow control valve is secured in the closed position.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-52-	Air Conditioning Pack (Continued)				
01E	Limitation to 31 500 ft for 'C' repair interval	C	2	1	**Applicable to A320 and A319-115 Aircraft**. **(O) (M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight altitude is limited to 31 500 ft (9 600 m), and 3) The following alerts: AIR PACK 1(2) REGUL FAULT AIR COND CTL 1(2)-A FAULT AIR COND CTL 1(2)-B FAULT associated with the operative pack are not displayed on the EWD, and 4) The affected PACK 1(2) pb-sw is set to OFF, and 5) The associated pack flow control valve is secured in the closed position.
01F	With speedbrakes available for 'B' repair interval	B	2	1	**Applicable to A319-115 Aircraft**. **(O) (M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The following alerts: AIR PACK 1(2) REGUL FAULT AIR COND CTL 1(2)-A FAULT AIR COND CTL 1(2)- B FAULT associated with the operative pack are not displayed on the EWD, and 3) The affected PACK 1(2) pb-sw is set to OFF, and 4) The speedbrakes are operative, and 5) The associated pack flow control valve is secured in the closed position. Note: In the case of depressurization at altitudes higher than 37 000 ft (11 200 m), oxygen masks may drop down during the descent.
01G	Air cycle machine failed	C	2	1	**Applicable to A320 and A319-115 Aircraft**. **(O)** One may be operated on heat exchanger cooling only (air cycle machine failure) provided that: 1) The following alerts: AIR COND CTL 1(2)-A FAULT AIR COND CTL 1(2)-B FAULT associated with the operative pack are not displayed on the EWD, and 2) The affected pack outlet temperature indication is operative on the BLEED SD page.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-52-	Air Conditioning Pack (Continued)				
01G	Air cycle machine failed	C	2	1	**Applicable to A319-112 Aircraft**. **(O)** One may be operated on heat exchanger cooling only (air cycle machine failure) provided that: 1) The corresponding pack controller is operative, and 2) The affected pack outlet temperature indication is operative on the BLEED SD page.
01H	Non pressurized flight	C	2	0	**Applicable to all A319 and A320 Aircraft**. Both may be inoperative provided that: 1) The flight is not pressurized. Refer to FCOM/PRO-SPO-20 Flight Without Cabin Pressurization and notify dispatch. 2) The flight is performed with no passengers on board.

PLACARD

21-52-01 Install INOP placard adjacent to appropriate PACK pb-sw affected.

OPERATIONAL (O) 21-52-01A, 21-52-01B, 21-52-01D & 21-52-01E

DURING COCKPIT PREPARATION
PACK FLOW selector..... HI

IN FLIGHT
- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**

- The cabin altitude may reach about 9 700 ft, and
- The CAB PR EXCESS CAB ALT alert may be displayed on the EWD

OPERATIONAL (O) 21-52-01C, 21-52-01F (Applicable to A319-112 and A319-115 Aircraft)

DURING COCKPIT PREPARATION
PACK FLOW selector..... HI

IN FLIGHT
- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**

- The cabin altitude may reach about 9 700 ft, and
- The CAB PR EXCESS CAB ALT alert may be displayed on the EWD

- **In the case of failure of the remaining air conditioning pack:**

Apply the procedures associated with the AIR PACK 1+2 FAULT and the CAB PR EXCESS CAB ALT alerts displayed on the EWD.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-52- Air Conditioning Pack (Continued)

OPERATIONAL (O) 21-52-01G

DURING COCKPIT PREPARATION
PACK 1(2) pb-sw in "heat exchanger cooling only".....OFF

IN FLIGHT
- **When the TAT is equal to or less than 12°C:**
  PACK 1(2) pb-sw in "heat exchanger cooling only".....On

- **If the non affected air conditioning pack fails:**
  Maximum flight altitude.....31 500 ft (9 600 m)

DURING DESCENT
- **If the TAT is above 12°C:**
  PACK 1(2) pb-sw in "heat exchanger cooling only"..... OFF

AT THE END OF THE DESCENT, BEFORE LANDING
PACK 1(2) pb-sw in "heat exchanger cooling only".....OFF

MAINTENANCE (M) 21-52-01D, 21-52-01E and 21-52-01F

To Deactivation of the Air Conditioning Pack Refer to AMM 21-51-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-52-	Air Conditioning Pack Ram Air Inlet Flap				
02A	Flap deactivated	C	2	0	**(M)** One or both may be inoperative provided that the affected flap is deactivated in the open position.
02B	Only one inoperative	C	2	1	One may be inoperative in the closed position provided that the associated air conditioning pack is considered inoperative. NOTE: Refer to Item 21-52-01 Air Conditioning Pack
02C	Non pressurized flight	C	2	0	Both may be inoperative in the closed position provided that the flight is not pressurized. NOTE: Refer to FCOM/PRO-SPO-20 Flight Without Cabin Pressurization and notify dispatch.

MAINTENANCE (M) 21-52-01A

To Deactivation of the Air Inlet Flap in the Open Position Refer to AMM 21-61-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-55-	Emergency Ram Air Inlet				
01A	Ram air inlet deactivated	C	1	0	**(M)** May be inoperative provided that: 1) The emergency ram air inlet is deactivated in the closed position, and 2) Both air conditioning packs are checked operative.
01B	Non pressurized flight	C	1	0	May be inoperative in the open position provided that: 1) ETOPS and extended overwater flight is not conducted, and 2) The flight is not pressurized. NOTE: Refer to FCOM/PRO-SPO-20 Flight Without Cabin Pressurization and notify dispatch.

PLACARD

21-55-01 Install INOP placard on RAM AIR p.b. switch (Air Conditioning Panel)

MAINTENANCE (M) 21-55-01A

To Deactivation of the Emergency Ram-Air Inlet in closed Position Refer to AMM 21-55-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-61-	Pack Temperature Control				
01A	Pack Turbine Bypass Valve	C	2	1	One may be inoperative.

PLACARD

21-61-01 Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-61-	Pack Temperature Control				
02A	Pack Controller Primary Channel	C	2	1	**Applicable to A319-112 Aircraft**. **(O)** One may be inoperative.

PLACARD

21-61-02 Install INOP placard adjacent to lower ECAM display.

OPERATIONAL (O) 21-61-02A (Applicable to A319-112 Aircraft)

GENERAL INFORMATION

- **If primary channel is failed:**
  Pack flow is fixed at the value reached at the time of failure.
- **If primary and secondary channels are failed:**
  The air conditioning pack outlet temperature is controlled by the anti-ice valve to a nominal value of 15°C.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-63-	Zone Controller Channel				
01A	Primary channel inoperative	C	2	1	**Applicable to A319-112 Aircraft**. **(O)** Primary channel may be inoperative provided that the hot air pressure regulating valve is checked closed on the COND SD page. NOTE: 1. Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed. 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.
01B	Secondary channel inoperative	C	2	1	**Applicable to A319-112 Aircraft**. Secondary channel may be inoperative provided that the minimum idle on ground is considered inoperative. NOTE: Refer to Item 73-20-05A Minimum Idle on Ground
01C	Both channels inoperative	C	2	0	**Applicable to A319-112 Aircraft**. **(O) (M)** Primary and secondary channel may be inoperative provided that: 1) The hot air pressure regulating valve is secured in the closed position, and 2) The minimum idle on ground is considered inoperative. Note: Refer to Item 73-20-05A Minimum Idle on Ground NOTE: 1. Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed. 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-63- Zone Controller Channel (Continued)

PLACARD

21-63-01 Install placard INOP adjacent to lower ECAM display.

OPERATIONAL (O) 21-63-01A

DURING COCKPIT PREPARATION

-HOT AIR pb-sw.....OFF
-On the COND SD page page, check that the hot air pressure regulating valve is closed.

OPERATIONAL (O) 21-63-01C

DURING COCKPIT PREPARATION

HOT AIR pb-sw.....OFF

MAINTENANCE (M) 21-63-01C

To Zone Controller - Deactivation of the Hot-Air Pressure-Regulating Valve Refer to AMM 21-63-00-040-004.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-63-	Cockpit and Cabin Trim Air Valve				
02A	Affected valve checked closed	C	3	0	**Applicable to A320 and A319-115 Aircraft**. **(O)** One or more may be inoperative provided that the affected valve is checked closed on the COND SD page.
02B	Hot air pressure valve checked operative	C	3	0	**Applicable to A320 and A319-115 Aircraft**. **(O)** One or more may be inoperative provided that the hot air pressure regulating valve is checked operative on the COND SD page.
02C	Hot air pressure valve checked closed	C	3	0	**Applicable to A319-112 Aircraft**. **(O)** One or more may be inoperative provided that: 1) The HOT AIR pb-sw is set to OFF, and 2) The hot air pressure regulating valve is checked closed on the COND SD page.
02D	Affected valve secured closed	C	3	0	**Applicable to A319-112 Aircraft**. **(O) (M)** One or more may be inoperative provided that the affected valve is secured in the closed position.
02E	Hot air pressure valve considered inoperative	C	3	0	**Applicable to A320 and A319-115 Aircraft**. One or more may be inoperative provided that the hot air pressure regulating valve is considered inoperative. NOTE: Refer to Item 21-63-03 Hot Air Pressure Regulating Valve

PLACARD

21-63-02 Install placard INOP adjacent to lower ECAM display.

OPERATIONAL (O) 21-63-02A & 21-63-02D (Applicable A319-112 Aircraft)

DURING COCKPIT PREPARATION

- **When one trim air valve is secured in the closed position:**
  The zone controller closes all trim air valves and the hot air pressure regulating valve at each power up.
  To recover normal operation of the operative valves, apply the following procedure after air conditioning pack start:
  - **If the** COND HOT AIR FAULT **alert is displayed on the EWD, reset the following C/Bs:**

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-63- Cockpit and Cabin Trim Air Valve (Continued)

- AIR COND/ZONE TEMP CTL/115 VAC/SYS 1 (122VU V17) C/B
- AIR COND/ZONE TEMP CTL/115 VAC/SYS 2 (122VU V18) C/B
- AIR COND/ZONE TEMP CTL/28 VDC/SYS 1 (122VU V19) C/B
- AIR COND/ZONE TEMP CTL/28 VDC/SYS 2 (122VU V20) C/B

- **If the** COND HOT AIR FAULT **alert is still displayed on the EWD:**
  Refer to Item 21-63-03 Hot Air Pressure Regulating Valve

IN FLIGHT

- **If the affected zone temperature becomes uncomfortable:**
  HOT AIR pb-sw.....OFF

OPERATIONAL (O) 21-63-02A & 21-63-02D (Applicable A320 and A319-115 Aircraft)

DURING COCKPIT PREPARATION

On the COND SD page page, check that the affected trim air valve is closed.

IN FLIGHT

- **If the affected zone temperature becomes uncomfortable:**
  HOT AIR pb-sw.....OFF

OPERATIONAL (O) 21-63-02B & 21-63-02C (Applicable A319-112 Aircraft)

DURING COCKPIT PREPARATION

- HOT AIR pb-sw.....OFF
- On the COND SD page, check that the hot air pressure regulating valve is closed amber.

OPERATIONAL (O) 21-63-02B & 21-63-02C (Applicable A320 and A319-115 Aircraft)

DURING COCKPIT PREPARATION

- HOT AIR pb-sw..... OFF then on
- On the COND SD page, check that the hot air pressure regulating valve follows the HOT AIR pb-sw command.

IN FLIGHT

- If affected zone temperature becomes uncomfortable:
- HOT AIR pb-sw.....OFF

MAINTENANCE (M) 21-63-01D

To Deactivation of the Trim Air Valve Refer to AMM 21-63-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-63-	Hot Air Pressure Regulating Valve				
03A	Hot air pressure valve checked closed	C	1	0	**Applicable to A320 and A319-115 Aircraft**. **(O)** May be inoperative in the closed position provided that: 1) HOT AIR pb-sw is set to OFF, and 2) Hot Air Pressure Regulating Valve is checked closed on the COND SD page. NOTE: 1. Unequal passengers distribution may cause high temperature in the rear cabin when more than one trim air valves are inoperative or when the hot air pressure regulating valve is closed. 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.
03A	Valve checked closed	C	1	0	**Applicable to A319-112 Aircraft**. **(O)** May be inoperative provided that: 1) The HOT AIR pb-sw is set to OFF, and 2) The hot air pressure regulating valve is checked closed on the COND SD page. NOTE: 1. Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed. 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.
03B	All trim valve checked closed	C	1	0	**Applicable to A320 and A319-115 Aircraft**. **(O)** May be inoperative in the open position provided that: 1) HOT AIR pb-sw is set to OFF, and 2) All Trim Air Valves are checked closed on the COND SD page.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-63-	Hot Air Pressure Regulating Valve (Continued)				NOTE: 1. Unequal passengers distribution may cause high temperature in the rear cabin when more than one trim air valves are inoperative or when the hot air pressure regulating valve is closed. 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.
03C	Hot air pressure valve secured closed	C	1	0	**Applicable to A320 and A319-115 Aircraft**. **(O) (M)** May be inoperative provided that the hot air pressure regulating valve is secured in the closed position. NOTE: 1. Unequal passengers distribution may cause high temperature in the rear cabin when more than one trim air valves are inoperative or when the hot air pressure regulating valve is closed. 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.
03C	Hot air pressure valve secured closed	C	1	0	**Applicable to A319-112 Aircraft**. **(O) (M)** May be inoperative provided that the hot air pressure regulating valve is secured in the closed position. NOTE: 1. Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed. 2. The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

21-63- Hot Air Pressure Regulating Valve (Continued)

OPERATIONAL (O) 21-63-03A

DURING COCKPIT PREPARATION

- HOT AIR pb-sw.....OFF
- On the COND SD page page, check that the hot air pressure regulating valve is closed amber.

OPERATIONAL (O) 21-63-03B (Applicable A320 and A319-115 Aircraft)

GENERAL INFORMATION
On the COND SD page, the hot air pressure regulating valve is displayed amber open.

DURING COCKPIT PREPARATION

- HOT AIR pb-sw.....OFF
- On the COND SD page, check that all the trim air valves are closed.

OPERATIONAL (O) 21-63-03C

DURING COCKPIT PREPARATION

- HOT AIR pb-sw.....OFF

MAINTENANCE (M) 21-63-03C

To Deactivation of the Hot-Air Pressure-Regulating Valve Refer to AMM 21-63-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
21-63-	Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))				
04A	Non ETOPS flight	C	4	2	**Applicable to A320 and A319-115 Aircraft**. One may be inoperative on each side provided that ETOPS is not conducted.
04B	ETOPS flight		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.

PLACARD

21-63-04 Install NOP placard adjacent to lower ECAM display.

ATA 22 AUTO FLIGHT

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-01-	FAC pb-sw FAULT light				
01A	FAC pb-sw FAULT light	C	2	1	One may be inoperative.
02A	FAC pb-sw OFF light	C	2	0	One or both may be inoperative.

PLACARD

22-01-01A / 02A Install INOP placard adjacent to associated FAC switch on Flight Deck Overhead panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-05-	AP Related Indications on the FMA				
01A	Inoperative on one FMA	C	2	1	**(O)** One or more indications may be inoperative on one FMA.
01B	Inoperative on both FMAs	C	2	0	**(O)** One or more indications may be inoperative on both FMAs provided that: 1) ETOPS is not conducted, and 2) The AP is not used. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-05-01 Install INOP placard adjacent to applicable PFD

OPERATIONAL (O) 22-05-01A

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations strictly below 0.3 NM are not permitted.

OPERATIONAL (O) 22-05-01B

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
RVSM operations are not permitted.
Maximum landing capability is CAT 1

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-05-	A/THR Related Indications on the FMA				
02A	Inoperative on one FMA	C	8	0	One or more indications may be inoperative on one FMA.
02B	Inoperative on both FMAs	C	8	0	One or more indications may be inoperative on both FMAs provided that the autothrust (A/THR) is considered inoperative. NOTE: Refer to Item 22-30-01 Autothrust (A/THR)

PLACARD

22-05-02 Install INOP placard adjacent to applicable PFD

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-05-	Approach and Landing Capabilities on the FMA				
03A	Approach and Landing Capabilities on the FMA	C	3	0	**(O)** One or more may be inoperative on one or both FMAs. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-05-03A Install INOP placard adjacent to applicable PFD

OPERATIONAL (O) 22-05-03A

FLIGHT PREPARATION/LIMITATIONS

- **When one FMA is affected:**

  Maximum landing capability is CAT 2.

- **When both FMAs are affected:**

  Maximum landing capability is CAT 1.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-05-	Special Messages on the FMA				
04A	Special Messages on the FMA	C	2	1	“MAN PITCH TRIM ONLY” is required on one side.

PLACARD

22-05-04A Install INOP placard adjacent to applicable PFD.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-10-	Autopilot (AP)				
01A	One inoperative	C	2	1	**(O)** One may be inoperative.
01B	Both inoperative	C	2	0	**(O)** Both may be inoperative provided that ETOPS is not conducted. NOTE 1: One Auto Pilot System is required for RVSM Operations. If Autopilot Altitude Hold function is inoperative: 1) Remove aircraft from RVSM operational. "RVSM Operational Prohibited". <u>Note:</u> Dispatch Concurrence required due approach minimums will be affected. Operation in RVSM airspace is prohibited if Alt Hold function is inoperative. NOTE 2: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL. NOTE 3: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-10-01 Install INOP placard as applicable adjacent to autopilot engage switches on Flight Control Unit (FCU).

OPERATIONAL (O) 22-10-01A AND 22-10-01B

FLIGHT PREPARATION/LIMITATIONS

- **When one AP is inoperative:**
  For aircraft with the RNP AR capability, RNP AR operations strictly below 0.3 NM are not permitted.
  Maximum landing capability is CAT 3 SINGLE.

- **When both APs are inoperative:**
  For aircraft with the RNP AR capability, RNP AR operations are not permitted.
  RVSM operations are not permitted.
  Maximum landing capability is CAT 1.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-10-	Flight Director (FD)				
02A	Flight Director (FD)	C	2	0	**(O)** One or both may be inoperative. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

PLACARD

22-10-02A Install INOP placard adjacent to applicable Flight Director engage switch.

OPERATIONAL (O) 22-10-02A

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If both FDs are inoperative:**

RNAV 1 / RNAV 2 operations are not permitted.
RNP 1 operations are not permitted.
RNP APCH operations are not permitted.

FOR TAKEOFF

- **For a takeoff without FDs:**

  Refer to FCOM/PRO-NOR-SRP-01-30 No Flight Director Takeoff procedure.

ATA 22 AUTO FLIGHT

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-10-	Take-over pb Priority Function				
03A	Take-over pb Priority Function		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-10-	Take-over pb AP Disconnection Function				
04A	One inoperative	C	2	1	**(O)** One may be inoperative.
04B	Both inoperative	C	2	0	**(O)** Both may be inoperative provided that the AP is not used for approach. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-10-04 Install INOP placard adjacent to associated side stick priority light on the glareshield.

OPERATIONAL (O) 22-10-04A

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

BEFORE ENGINE START

- AP 1.....On
- Operative take-over pb..... Press
- Check that the red AP OFF message is displayed on the EWD.
- AP 2.....On
- Operative take-over pb.....Press
- Check that the red AP OFF message is displayed on the EWD.

BEFORE APPROACH

- **If the AP is used for approach:**

  The operative AP disconnect pb must be assigned to the PF.

OPERATIONAL (O) 22-10-04B

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 1.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-10-	AUTO LAND light				
05A	AUTO LAND light	C	2	0	**(O)** One or both may be inoperative. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-10-05A Install INOP placard as applicable adjacent to Autoland light on glareshield.

OPERATIONAL (O) 22-10-05A

FLIGHT PREPARATION/LIMITATIONS

- **When both lights are inoperative:**

  Maximum landing capability is CAT 1.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-10-	AP Disengagement Warning				
06A	AP Disengagement Warning	C	1	0	**(O)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The AP is not engaged. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-10-06A Install INOP placard adjacent to Autopilot engage switches located on FCU.

OPERATIONAL (O) 22-10-06A

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
RVSM operations are not permitted.
Maximum landing capability is CAT 1.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-10-	Sticks and Rudder Pedals Locking Solenoid in AP Mode				
07A	Sticks and Rudder Pedals Locking Solenoid in AP Mode	C	3	1	**(O)** One or two may be inoperative unlocked provided that no autoland is performed.

PLACARD

22-10-07A Install INOP placard adjacent to Autopilot mode selector switches.

OPERATIONAL (O) 22-10-07A

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2 without autoland.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-30-	Autothrust (A/THR)				
01A	Autothrust (A/THR)	C	1	0	**(O)** May be inoperative provided that the autothrust (A/THR) is disconnected before each flight. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-30-01A Install INOP placard adjacent to Autothrust push button switch on the FCU.

OPERATIONAL (O) 22-30-01A

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2.

AFTER ENGINE START

- Press and hold either autothrust instinctive disconnect pb for at least 15 s.
  The A/THR system is permanently disconnected for the entire flight.

- Check that A/THR INOP SYS is displayed on the STATUS SD page.
  All A/THR functions including ALPHA FLOOR protection are lost.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-30-	Autothrust Instinctive Disconnect pb				
02A	Autothrust Instinctive Disconnect pb	C	2	1	**(O)** One may be inoperative provided that the ability to disconnect the autothrust (A/THR) via the remaining Instinctive Disconnect pb and by the FCU A/THR pb is checked before each flight. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-30-02A Install INOP placard adjacent to Autothrust engage push button on FCU.

OPERATIONAL (O) 22-30-02A

The purpose of the procedure is to check the A/THR disconnection via the remaining Instinctive Disconnect pb and via the A/THR pb on the FCU.

AFTER IRS ALIGNMENT

Note: Disregard alerts during the test. Use the EMER CANCEL pb on the ECAM control panel as necessary.

Aircraft configuration for the check via the FMS 1:

- ENG/FADEC GND PWR 1 and 2.....ON
- Both thrust levers.....MCT
- FD.....Off
- AUTO FLT/FMGC/2 (121 VU M17) C/B.....Pull
- A/THR.....On
- Check that green SPEED and white A/THR indications appear on the PFD.
- Check that A/THR pb light bars are ON.

Check of the A/THR disconnection via the remaining Instinctive Disconnect pb:

- A/THR instinctive disconnect pb (non affected autothrust).....Push
- Check that the A/THR pb light bars are OFF.
- Check that green SPEED and white A/THR indications are no more displayed on the PFD.
- A/THR.....On
- Check that the A/THR pb light bars are ON.
- Check that green SPEED and white A/THR indications are displayed on the PFD.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

22-30- Autothrust Instinctive Disconnect pb (Continued)

Check of the A/THR disconnection via the A/THR pb on the FCU:

- A/THR pb (on the FCU).....Off
- Check that the A/THR pb light bars are OFF..
- Check that green SPEED and white A/THR indications are no more displayed on the PFD.
- A/THR.....On

Aircraft configuration for the check via the FMS 2:

- AUTO FLT/FMGC/2 (121VU M17) C/B..... Push
- AUTO FLT/FMGC/1 (49VU B02) C/B..... Pull
- Wait 2 min.

Check of the A/THR disconnection via the remaining Instinctive Disconnect pb:

- A/THR instinctive disconnect pb (non affected autothrust).....Push
- Check that the A/THR pb light bars are OFF.
- Check that green SPEED and white A/THR indications are no more displayed on the PFD.
- A/THR.....On
- Check that the A/THR pb light bars are ON.
- Check that green SPEED and white A/THR indications are displayed on the PFD.

Check of the A/THR disconnection via the A/THR pb on the FCU:

- A/THR pb (on the FCU).....Off
- Check that the A/THR pb light bars are OFF.
- Check that green SPEED and white A/THR indications are no more displayed on the PFD.
- A/THR.....On

Restore normal aircraft configuration:

- A/THR.....Off
- AUTO FLT/FMGC/1 (49VU B02) C/B.....Push
- ENG/FADEC GND PWR 1 and 2.....Off
- Both thrust levers.....IDLE
- RCL pb (on the ECAM control panel).....Push
- Wait 2 min before using the MCDU and the FD.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-30-	Autothrust Disengagement Warning				
03A	Autothrust Disengagement Warning	C	1	0	May be inoperative provided that the autothrust (A/THR) is considered inoperative. NOTE: Refer to Item 22-30-01 Autothrust (A/THR)

PLACARD

22-30-03A Install INOP placard adjacent to Autothrust engage push button on FCU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-60-	FAC 1				
01A	FAC 1		1	1	**(M)** Must be operative. NOTE: The AUTO FLT FAC 1 FAULT alert may be displayed with the associated AUTO FLT/FAC1/28VDC C/B tripped. This may be due to a short circuit within either rudder trim actuator channel 1 or rudder travel actuator channel 1. In this case, the FAC 1 may be recovered provided that the affected part of the faulty actuator is deactivated using the associated maintenance procedure. • *Refer to AMM 27-22-00-040-001, or* • *Refer to AMM 27-23-00-040-001.* • *Refer to Item 27-22-01 Rudder Trim System, or* • *Refer to Item 27-23-01 Rudder Travel Limiter System (Including Rudder and Pedals Travel Limiter Units).* **NO-GO ITEM**

PLACARD

22-60-01A Install INOP placard adjacent to FAC 1 switch on Flight Deck Overhead panel.
WARNING NOTE: Channel 1 of the Rudder Travel Limitation Unit Deactivated.
WARNING NOTE: Channel 1 of the Rudder Trim Actuator Deactivated.

MAINTENANCE (M) 22-60-01A

To Deactivation of the Channel 1 of the Rudder Trim Actuator Refer to AMM 27-22-00-040-001, or
To Deactivation of the Channel 1 of the Rudder Travel Limitation Unit Refer to AMM 27-23-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-60-	FAC 2				
02A	FAC 2	C	1	0	**(O)** May be inoperative provided that: 1) All ADIRSs, ELACs, SECs, SFCCs, LGCIUs and RAs are operative, and 2) The Rudder Travel Limiter System 2 is considered inoperative. • Refer to Item 22-60-04 Yaw Damper System, and • Refer to Item 27-22-01 Rudder Trim System, and • Refer to Item 27-23-01 Rudder Travel Limiter System (Including Rudder and Pedals Travel Limiter Units) NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-60-02A Install INOP placard adjacent to FAC 2 switch on Flight Deck Overhead panel.

OPERATIONAL (O) 22-60-02A

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

ON GROUND

- **If the** AUTO FLT FAC 2 FAULT **alert is displayed on the EWD**
  or

  If erroneous speeds are displayed:
  - AUTO FLT/FAC 2/28VDC (121VU M19) C/B.....Pull
  - FAC 2 pb-sw.....OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-60-	Reactive Windshear Detection Function				
03A	Reactive Windshear Detection Function	C	1	0	**(O)** May be inoperative provided: 1) Alternate procedures are established and used, and 2) Windshear Detection and Avoidance System (Predictive) operates normally. Refer to FAA MMEL Policy Letter (PL) 54, Revision 10 GC

PLACARD

22-60-03A Install INOP placard adjacent to upper ECAM Display.

OPERATIONAL (O) 22-60-03A

1. Flight may be conducted if there are no windshear conditions and / or heavy rain for takeoff and non are forecast for landing.
2. If current weather reports for routes to be flown indicate thunderstorms or other potentially hazardous conditions may be present, verify normal operation of Weather Radar System when clear of ramp area.
3. Refer to FCOM PRO-ABN-80P 31/34.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-60-	Yaw Damper System				
04A	Yaw Damper System	C	2	1	**(O)** One may be inoperative. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

OPERATIONAL (O) 22-60-04A

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-70-	Flight Management System (FMS)				
01A	FMS 1 inoperative with IR 1 (NAV mode) or GPS 1 operative	C	2	1	**Applicable to A320 and A319-115 aircraft**. **(O)** The FMS 1 may be inoperative provided that: 1) ETOPS is not conducted, and 2) Two MCDUs are operative, and 3) The IR 1 NAV mode or GPS 1 is operative.
01B	FMS 2 inoperative with IR 1 (NAV mode) or GPS 1 operative	C	2	1	**Applicable to A320 and A319-115 aircraft**. **(O)** The FMS 2 may be inoperative provided that the IR 1 NAV mode or GPS 1 is operative.
01C	FMS 1 inoperative	C	2	1	**Applicable to A320 and A319-115 aircraft**. **(O)** The FMS 1 may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight remains within radio navaids coverage.
01C	FMS 1 inoperative	C	2	1	**Applicable to A319-112 aircraft**. **(O)** The FMS 1 may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight remains within radio navaids coverage.
01D	FMS 2 inoperative	C	2	1	**Applicable to A320 and A319-115 aircraft**. **(O)** The FMS 2 may be inoperative provided that the flight remains within radio navaids coverage.
01D	FMS 2 inoperative	C	2	1	**Applicable to A319-112 aircraft**. **(O)** The FMS 2 may be inoperative provided that the flight remains within radio navaids coverage NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

PLACARD

22-70-01 Install INOP placard adjacent to affected MCDU.

22-70- Flight Management System (FMS) (Continued)

OPERATIONAL (O) 22-70-01A & 22-70-01B (Applicable A320 and A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

IN FLIGHT

- **In the case of FMS 1+2 failure:**

  MCDU NAV B/UP.....Use

  Refer to FCOM/DSC-22_20-60-130 MCDU Back Up Navigation.

OPERATIONAL (O) 22-70-01C & 22-70-01D (Applicable A320 and A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

If the NAV BACK/UP function is inoperative:
RNAV 10 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations in oceanic and remote continental area are not permitted.

OPERATIONAL (O) 22-70-01C & 22-70-01D (Applicable A319-112 aircraft)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.
RNAV 10 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations in oceanic and remote continental area are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-70-	Navigation Database				
02A	Navigation Database	C	2	2	**(O)** May be out of currency provided: 1. Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, 2. Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and 3. Approach Navigation Radios are manually tuned and identified. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

OPERATIONAL (O) 22-70-02A

Current Aeronautical Charts are used to verify Navigation fixes prior to dispatch, verify status and suitability of navigation facilities used to define route of flight, and approach Navigation Radios are manually tuned and identified.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-70-	Performance Information				
03A	Performance Information	C	2	0	One or both may be inoperative.

PLACARD

22-70-03A Install INOP placard adjacent to the applicable MCDU panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-70-	Fuel/Time Prediction				
04A	Fuel/Time Prediction	C	2	0	One or both may be inoperative.

PLACARD

22-70-04A Install INOP placard adjacent to the applicable MCDU panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	AP Engagement pb				
01A	AP Engagement pb	C	2	0	**(O) (M)** One or both may be inoperative provided that the associated autopilot (AP) is considered inoperative. Note: Refer to Item 22-10-01 Autopilot (AP) NOTE: • Dispatch concurrence is required, due operation in RVSM airspace is prohibited. • Two channels are required for RVSM operation.

PLACARD

22-81-01-01A Install INOP placard as applicable adjacent to AP1 or AP2 pb on FCU.

OPERATIONAL (O) 22-81-01-01A

Operations in RVSM airspace prohibited.

MAINTENANCE (M) 22-81-01-01A

Remove aircraft from RVSM operational status “RVSM flights not authorized”.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	A/THR Arming pb				
02A	A/THR Arming pb	C	1	0	May be inoperative provided that the autothrust (A/THR) is considered inoperative. NOTE: Refer to Item 22-30-01 Autothrust (A/THR)

PLACARD

22-81-01-02A Install INOP placard as applicable adjacent to A/THR pb on FCU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	Mode Engagement pb (LOC, EXPED, APPR)				
03A	Mode Engagement pb (LOC, EXPED, APPR)	C	3	0	**Applicable to A320, A319-115 aircraft only** One or more may be inoperative.
03A	Mode Engagement pb (LOC, APPR)	C	2	0	**Applicable to A319-112 aircraft only** One or both may be inoperative.

PLACARD

22-81-01-03A Install INOP placard as applicable adjacent to LOC, EXPED, APPR pb on FCU.

ATA 22 AUTO FLIGHT

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	Selection knob (ALT, HDG-TRK, SPD-MACH)				
04A	Selection knob (ALT, HDG-TRK, SPD-MACH)		3	3	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	V/S-FPA Selection knob				
05A	V/S-FPA Selection knob	B	1	0	May be inoperative provided that operations do not required its use.

PLACARD

22-81-01-05A Install INOP placard adjacent to appropriate push button switch on FCU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	HDG-V/S/TRK-FPA Change Over pb				
06A	HDG-V/S/TRK-FPA Change Over pb	C	1	0	May be inoperative provided that the HDG-V/S selection is operative.

PLACARD

22-81-01-06A Install INOP placard adjacent to appropriate push button switch on FCU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	SPD/MACH Change Over pb				
07A	SPD/MACH Change Over pb	C	1	0	May be inoperative provided that the SPD selection is operative

PLACARD

22-81-01-07A Install INOP placard adjacent to appropriate push button switch on FCU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	METRIC ALT pb				
08A	METRIC ALT pb	C	1	0	May be inoperative.

PLACARD

22-81-01-08A Install INOP placard adjacent to appropriate push button switch on FCU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	Selection Window (SPD-MACH, HDG-TRK, ALT, V/S-FPA)				
09B	Selection Window (SPD-MACH, HDG-TRK, ALT, V/S-FPA)	C	4	0	One or more may be inoperative provided that the associated indications are operative on both PFDs and both NDs

PLACARD

22-81-01-09B Install INOP placard adjacent to appropriate push button switch on FCU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01	AP1, AP2 and A/THR pb light Bars				
10A	AP1, AP2 and A/THR pb light Bars	D	3	0	One or more may be inoperative provided that the associated indication is operative on both PFDs.

PLACARD

22-81-01-10A Install INOP placard adjacent to appropriate push button switch on FCU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-01-	Mode Engagement (LOC, EXPED, APPR) pb light Bars				
11A	Mode Engagement (LOC, EXPED, APPR) pb light Bars	D	3	0	**Applicable to A320 and A319-115 aircraft only** One or more may be inoperative.
11A	Mode Engagement (LOC, APPR) pb light Bars	D	2	0	**Applicable to A319-112 aircraft only** One or both may be inoperative.

PLACARD

22-81-01-11A Install INOP placard adjacent to appropriate push button switch on FCU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	Baro Reference Display Window				
01A	Baro Reference Display Window	C	2	0	One or both may be inoperative.

PLACARD

22-81-02-01A Install INOP placard adjacent to appropriate function on EFIS control panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	Baro Reference selector Outer Ring (in Hg/hPa)				
02A	Baro Reference selector Outer Ring (in Hg/hPa)	C	2	0	One or both may be inoperative provided that the unit required for the intended flight is operative on both EFIS control panels.

PLACARD

22-81-02-02A Install INOP placard adjacent to appropriate function on EFIS control panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	Baro Reference selector Inner knob				
03A	Baro Reference selector Inner knob		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	FD pb				
04A	FD pb	C	2	0	One or both may be inoperative provided that the associated FD is considered inoperative. NOTE: Refer to Item 22-10-02 Flight Director (FD)

PLACARD

22-81-02-04A Install INOP placard adjacent to appropriate function on EFIS control panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	LS pb				
05A	LS pb	C	2	0	One or both may be inoperative provided that the associated ILS is considered inoperative. NOTE: Refer to Item 34-30-04 Instrument Landing System (ILS)

PLACARD

22-81-02-05A Install INOP placard adjacent to appropriate function on EFIS control panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb				
06A	Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb	C	10	0	One or more may be inoperative.

PLACARD

22-81-02-06A Install INOP placard adjacent to appropriate function on EFIS control panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	ND Range selector				
07A	ND Range selector	C	2	1	**(O)** One may be inoperative provided that the ND unit associated with the operative ND range selector is operative

PLACARD

22-81-02-07A Install INOP placard adjacent to appropriate function on EFIS control panel.

OPERATIONAL (O) 22-81-02-07A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.

For aircraft with RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	ND Mode selector				
08A	ND Mode selector	C	2	1	**(O)** One may be inoperative provided that the ND unit associated with the operative ND mode selector is operative.

PLACARD

22-81-02-08A Install INOP placard adjacent to appropriate function on EFIS control panel.

OPERATIONAL (O) 22-81-02-08A

FLIGHT PREPARATION/LIMITATIONS

RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	ADF/VOR sw				
09A	ADF/VOR sw	C	4	0	One or more may be inoperative provided that the associated ADF/VOR indication on ND is considered inoperative. NOTE: Refer to Item 34-06-06 Radio Navaids Indications on the ND

PLACARD

22-81-02-09A Install INOP placard adjacent to appropriate function on EFIS control panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	LS and FD pb light Bars				
10A	LS and FD pb light Bars	D	4	0	One or more may be inoperative provided that the associated indication is operative on both PFDs.

PLACARD

22-81-02-10A Install INOP placard adjacent to appropriate function on EFIS control panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-02-	Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb light Bars				
11A	Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb light Bars	D	10	0	One or more may be inoperative.

PLACARD

22-81-02-11A Install INOP placard adjacent to appropriate function on EFIS control panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-03-	FCU Channel				
01A	Non ETOPS flight	C	2	1	**Applicable to A319-112 aircraft only** **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) Two RMPs, all DUs, RAs, LGCIUs, FACs, Automatic Cabin Pressure Control Systems, all ADIRUs and the Standby ALT Indicator are operative.
01B	ETOPS flight		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

OPERATIONAL (O) 22-81-03-01A

FLIGHT PREPARATION/LIMITATIONS
RNP APCH operations are not permitted.
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-81-03-	FCU Channel				
01A	Non ETOPS flight	C	2	1	**Applicable to A320 and A319-115 aircraft only** **(O)** One channel may be inoperative provided that: 1) ETOPS is not conducted, and 2) Two RMPs, all DUs, both RAs, LGCIUs, FACs, Automatic Cabin Pressure Control Systems, all ADIRUs and the ISIS altitude indication are operative. NOTE: For RVSM operations, One FCU channel (for altitude target selection and OP CLB/ OP DES mode engagement) is required.
01B	ETOPS flight		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

OPERATIONAL (O) 22-81-03-01A

FLIGHT PREPARATION/LIMITATIONS
RNP APCH operations are not permitted.
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-82-	MCDU 1				
01A	Flight within navaids coverage	C	1	0	**(O)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The MCDU 2 is operative, and 3) The flight remains within radio navaids coverage. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

PLACARD

22-82-01A Install INOP placard on affected MCDU.

OPERATIONAL (O) 22-82-01A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations in oceanic and remote continental area are not permitted.
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-82-	MCDU 2				
02A	Flight within navaids coverage	C	1	0	**(O)** May be inoperative provided that the flight remains within radio navaids coverage. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

PLACARD

22-82-02A Install INOP placard on affected MCDU.

OPERATIONAL (O) 22-82-02A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations in oceanic and remote continental area are not permitted.
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-82-	MCDU Annunciator light				
04A	MCDU Annunciator light	C	7	0	One or more may be inoperative.

PLACARD

22-82-04A Install INOP placard on affected MCDU Annunciator light.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-83-	Flight Management and Guidance Computer (FMGC)				
01A	FMGC 1 inoperative	C	2	1	**Applicable to A320 and A319-115 aircraft**. **(O)** FMGC 1 may be inoperative provided that: 1) ETOPS is not conducted, and 2) FMGC 1 is deactivated, and 3) FMS 1 is considered inoperative. Note: Refer to Item 22-70-01 Flight Management System (FMS), and 4) AP 1 is considered inoperative, Note: Refer to item 22-10-01 Autopilot (AP), and 5) FD 1 is considered Inoperative, Note: Refer to item 22-10-02 Flight Director (FD)
01A	FMGC 1 inoperative	C	2	1	**Applicable to A319-112 aircraft**. **(O)** FMGC 1 may be inoperative provided that: 1) ETOPS is not conducted, and 2) FMGC 1 is deactivated, and 3) FMS 1 is considered inoperative, Note: Refer to Item 22-70-01 Flight Management System (FMS), and 4) AP 1 is considered inoperative Note: Refer to Item 22-10-01 Autopilot (AP), and 5) FD 1 is considered inoperative, Note: Refer to Item 22-10-02 Flight Director (FD9, and 6) Associated ILS DME Displayed on PFD is considered inoperative. Note: Refer to item 34-50-04 DME Note: When FMGC 1 is deactivated, the F/CTL MAINTENANCE message is displayed on the STATUS SD page. Refer to Item 27-00-01 F/CTL MAINTENANCE Message.
01B	FMGC 2 inoperative	C	2	1	**Applicable to A320 and A319-115 aircraft**. **(O)** FMGC 2 may be inoperative provided that: 1) FMGC 2 is deactivated, and 2) FMS 2 is considered inoperative. Note: Refer to Item 22-70-01 Flight Management System (FMS) and, 3) AP 2 is considered inoperative, Note: Refer to item 22-10-02 Autopilot (AP), and 4) FD 2 considered inoperative, 5) Note: Refer to Item 22-10-02 Flight Director (FD).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
22-83-	Flight Management and Guidance Computer (FMGC) (Continued)				
01B	FMGC 2 inoperative	C	2	1	**Applicable to A319-112 aircraft**. **(O)** FMGC 2 may be inoperative provided that: 1) FMGC 2 is deactivated, and 2) FMS 2 is considered inoperative. Note: Refer to Item 22-70-01 Flight Management System (FMS), and 3) AP 2 is considered inoperative, Note: Refer to Item 22-10-01 Autopilot (AP), and 4) FD 2 is considered inoperative, Note: Refer to Item 22-10-02 Flight Director (FD) , and 5) Associated ILS DME display on PFD is considered inoperative. Note: Refer to Item 34-50-04 DME. Note: When FMGC 2 is deactivated, the F/CTL MAINTENANCE message is displayed on the STATUS SD page. Refer to Item 27-00-01 F/CTL MAINTENANCE Message. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

22-83-01 Install INOP placard adjacent to affected MCDU.

OPERATIONAL (O) 22-83-01A & 22-83-01B
FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted. Maximum landing capability is CAT 3 SINGLE.

- **If the BACK/UP NAV function is inoperative:**

RNAV 10 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations in oceanic and remote continental area are not permitted.

DURING COCKPIT PREPARATION

- **If FMGC 1 is affected:**
  AUTO FLT/FMGC/1 (49VU B02 or 121VU M16) C/B.....Pull
- **If ADS-B or EHS is required for the intended flight:**
  ATC selector..... 2
- **If FMGC 2 is affected:**
  AUTO FLT/FMGC/2 (121VU M17) C/B.....Pull

Note: During IR alignment, when the FMGC 2 is deactivated, IRS IN ALIGN memo cannot be displayed until the FD 1 is engaged.

- **If ADS-B or EHS is required for the intended flight:**
  ATC selector.....1

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-00-	CIDS 1(2) MAINTENANCE Message				
01A	CIDS 1(2) MAINTENANCE Message	C			CIDS 1(2) MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-01-01-	RCDR Overhead Panel				
01A	RCDR GND CTL pb-sw ON light	C	1	0	May be inoperative.

PLACARD

23-01-01-01A Install INOP placard adjacent to RCDR GND CTL pb-sw ON light on overhead.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-01-01-	RCDR GND CTL pb-sw				
31A	AUTO position	C	1	0	**(O)** May be inoperative in the AUTO position.
31B	ON position	C	1	0	**(O)** May be inoperative in the ON position.
31C	CVR considered inoperative	A	1	0	May be inoperative provided that the CVR is considered inoperative. NOTE: Refer to Item 23-71-01 Cockpit Voice Recorder (CVR)

PLACARD

23-01-01-31 Install INOP placard adjacent to RCDR GND CTL pb-sw on overhead.

OPERATIONAL (O) 23-01-01-31A

ON GROUND

CVR can only be tested through the CVR test pb-sw during the first 5 minutes after supply of the aircraft electrical network.

OPERATIONAL (O) 23-01-01-31B

- **To stop CVR recording, if needed:**

  COM/CVR/SPLY (49 VU E14) C/B.....PULL

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-01-01-	CVR ERASE pb				
32A	CVR ERASE pb	C	1	0	May be inoperative.

PLACARD

23-01-01-32A Install INOP placard adjacent to CVR ERASE pb on overhead.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-01-01-	CVR TEST pb				
33A	CVR TEST pb	A	1	0	May be inoperative provided that the Cockpit Voice Recorder (CVR) is considered inoperative. NOTE: Refer to Item 23-71-01 Cockpit Voice Recorder (CVR)

PLACARD

23-01-01-33A Install INOP placard adjacent to CVR TEST pb on overhead.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-01-02-	CALLS ALL pb				
31A	CALLS ALL pb		0	0	Not applicable to AeroGal. AeroGal fleet does not have CALLS ALL pb installed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-01-02-	CALLS EMER pb, CALLS FWD pb, CALLS MID pb, CALLS EXIT pb, CALLS AFT pb				
32A	Use of passenger address system	C	3	0	One or more may be inoperative provided that the passenger address system is used for communication between the cockpit and the cabin.
32B	Use of cockpit handset interphone	C	1	0	One or more may be inoperative provided that the cockpit handset interphone is used for communication between the cockpit and the cabin. Aerogal Fleet does not have installed CALLS MID pb and CALLS EXIT pb.

PLACARD

23-01-02-32 Install INOP placard as applicable adjacent to CALL pb on overhead.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-01-03-	AUDIO SWITCHING selector				
31A	AUDIO SWITCHING selector	C	1	0	May be inoperative.

PLACARD

23-01-03-31A Install INOP placard adjacent to Audio Switching Selector panel on overhead

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-09-	COM HF 1(2) EMITTING Alert				
01A	COM HF 1(2) EMITTING Alert	D	2	0	**(O)** One or both may be displayed provided that : 1) The alert is confirmed to be false by troubleshooting, and 2) The affected HF is deactivated and considered inoperative. NOTE: Refer to Item 23-10-01 HF System

PLACARD

23-09-01 Install INOP placard adjacent to HF pushbutton on both Radio Management Panels

OPERATIONAL (O) 23-09-01A

GENERAL INFORMATION

To make troubleshooting easier, *Refer to FCOM/PRO-ABN-23 COM VHF 1(2)(3)/HF 1(2) EMITTING*

DURING COCKPIT PREPARATION

- **To deactivate the HF1 system, apply:**
  COM HF1 (49 VU HA14) C/B.....PULL
  or
  COM NAV/HF1 (121 VU L10) C/B.....PULL

- **To deactivate the HF2 system, apply:**
  COM NAV/HF2 (121 VU L13) C/B.....PULL

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-09-	COM VHF 1(2)(3) EMITTING Alert				
02A	COM VHF 1(2)(3) EMITTING Alert	D	3	0	**(O)** One or more may be displayed provided that: 1) The alert is confirmed to be false by troubleshooting, and 2) The affected VHF is deactivated and considered inoperative. NOTE: Refer to Item 23-10-02 VHF System

PLACARD

23-09-02 Install INOP placard adjacent to VHF pushbutton on both Radio Management Panels.

OPERATIONAL (O) 23-09-02A

GENERAL INFORMATION

To make troubleshooting easier, *Refer to FCOM/PRO-ABN-23 COM VHF 1(2)(3)/HF 1(2)EMITTING*

DURING COCKPIT PREPARATION

- **To deactivate the VHF1 system, apply:**

  COM/VHF/1 (49 VU G09) C/B.....PULL

- **To deactivate the VHF2 system, apply:**

  COM NAV/VHF/2 (121 VU L04) C/B..... PULL

- **To deactivate the VHF3 system, apply:**

  COM NAV/VHF/3 (121 VU L05) C/B..... PULL

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-10-	HF System				
01A	HF System	D	2	0	**Applicable to A320 and A319-115 Aircraft**. One or both may be inoperative if not require by the route to be flow.
01A	HF System	D	1	0	**Applicable to A319-112 Aircraft**. One may be inoperative if not require by the route to be flow. NOTE: For ETOPS, if HF is required, HF 1 voice mode must be operative.

PLACARD

23-10-01A Install INOP placard adjacent to HF pushbutton on both Radio Management Panels

ATA 23 COMMUNICATIONS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-10-	VHF System				
02B	VHF System	D	3	2	One may be inoperative if not require by the route to be flow. NOTE: 1. For ETOPS, the VHF 1 must be operative. 2. The VHF 3 may be used as one of the VHFs required by regulations, provided that the VHF 3 is set to VOICE mode before each flight.

PLACARD

23-10-02B Install INOP placard adjacent to VHF pushbutton on both Radio Management Panels.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-10-	SATCOM Voice Mode				
03A	SATCOM Voice Mode		0	0	Not applicable to AeroGal. AeroGal fleet does not have SATCOM Voice Mode installed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-13-	Radio Management Panel (RMP)				
01B	Radio Management Panel (RMP)	C	3	2	RMP 2 or RMP 3 may be inoperative.

PLACARD

23-13-01B Install INOP placard adjacent to Radio Management Panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-13-	RMP Selection Key				
02A	RMP Selection Key	C	12	0	One may be inoperative on each RMP provided that : 1) VHF 1 selection key is operative on RMP 1, and 2) If HF is required, HF 1 selection key is operative on RMP 1.

PLACARD

23-13-02A Install INOP placard adjacent to Radio Management Panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-20-	Aircraft Communications Addressing Reporting System (ACARS)				
01A	Aircraft Communications Addressing Reporting System (ACARS)	D	1	0	NOTE: 1. May be inoperative provided procedure does not require its use. 2. HF Communication System must be operative and used to communicate with the main base.

PLACARD

23-20-01 Install INOP placard adjacent to VHF 3 pushbutton on both Radio Management Panels

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-20-	SATCOM Data Mode				
02A	SATCOM Data Mode		0	0	Not applicable to AeroGal. AeroGal fleet does not have SATCOM Data Mode installed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-31-	Passenger Address System				
01A	Passenger Address System		1	1	**NO-GO ITEM** Must be operative. NOTE: 1. In the case of partial failure of the passenger address system, refer to the item(s) of the affected system(s). 2. Total failure of the passenger address system (indicated by the COM CIDS 1+2 FAULT alert displayed on the EWD) is not permitted

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-31-	PA IN USE light				
02A	PA IN USE light	D	1	0	**Applicable to A320 and A319-115 Aircraft**. May be inoperative.

PLACARD

23-31-02 Install INOP placard adjacent to PA IN USE LIGHT pb-sw on 27 VU panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-40-	Ground External Horn				
01A	Ground External Horn	C	1	0	**(O)** May be inoperative.

PLACARD

23-40-01 Install INOP placard adjacent to ground call switch on overhead panel

OPERATIONAL (O) 23-40-01A

ON GROUND

- **When the aircraft electrical network is supplied:**

  Monitor the avionics equipment ventilation in the cockpit.

BEFORE LEAVING THE AIRCRAFT

Set the three ADIRS Mode selectors to OFF.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-40-	Flight Crew Interphone System				
02A	Flight Crew Interphone System		1	1	**NO-GO ITEM** Must be operative for each person on cockpit duty.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-40-	Flight Crew to Ground Communication System				
03A	Flight Crew to Ground Communication System	C	1	0	**(O)** May be inoperative.

PLACARD

23-40-03 Install INOP placard adjacent to Captain's ACP and external communications panel forward of NLG bay.

OPERATIONAL (O) 23-40-03A

Standarized hand signals through sliding window will be used for communications between cabin and ground personnel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-40-	Service Interphone Jack				
04A	Service Interphone Jack	D	8	0	**(O)** One or more may be inoperative.

OPERATIONAL (O) 23-40-04A

Standarized hand signals through sliding window will be used for communications between cabin and ground personnel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-51-	SELCAL Function				
01A	SELCAL Function	C	1	0	May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-51-	Boomset				
02A	Boomset	C	3	2	May be inoperative

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-51-	Hand Microphone				
03A	Hand Microphone	C	3	0	One or more may be inoperative, or missing, or removed.

PLACARD

23-51-03 Install INOP placard adjacent to appropriate station panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-51-	Cockpit Loudspeaker				
04A	Cockpit Loudspeaker	C	2	1	Only F/O loudspeaker may be inoperative provided that at least one crewmember on cockpit duty wears a boomset for the entire flight.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-51-	Cockpit Loudspeaker Volume Control				
05A	Cockpit Loudspeaker Volume Control	C	2	1	**(O)** One may be inoperative provided that the affected crewmember on cockpit duty wears a boomset for the entire flight.

OPERATIONAL (O) 23-51-05A

The crewman whose Loudspeaker Control is inoperative must use the boomset audio set at all times.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-51-	Sidestick PTT sw				
06B	Sidestick PTT sw	C	2	0	**(M)** One or both may be inoperative in the open position (non transmitting position) provided that the INT/RAD sw on CAPT ACP, on F/O ACP and on ACP 3 are operative. NOTE: Apply the maintenance procedure only when the inoperative sidestick PTT sw is failed in the closed position (transmitting position).

PLACARD

23-51-06 Install INOP placard adjacent to associated side stick controller

MAINTENANCE (M) 23-51-06B

To Deactivation of the Radio PTT Switch Refer to AMM 23-51-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-52-	CAPT and F/O ACP				
01A	CAPT and F/O ACP	C	2	1	**(O)** One may be inoperative provided that : 1) ACP 3 is operative, and 2) The AUDIO SWITCHING selector is operative.

PLACARD

23-52-01A Install INOP placard as applicable adjacent to ACP.

OPERATIONAL (O) 23-52-01A

DURING COCKPIT PREPARATION

To recover the audio channel on the affected side:

AUDIO SWITCHING selector.....CAPT 3 (F/O 3)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-52-	ACP 3				
02A	ACP 3	C	1	0	May be inoperative.

PLACARD

23-52-02A Install INOP placard adjacent to ACP 3.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-52-	ACP Transmission Key				
05A	ACP Transmission Key	C	7	5	One may be inoperative on each ACP provided that : 1) VHF 1 transmission key is operative either on CAPT ACP or on F/O ACP, and 2) If HF is required, HF 1 transmission key is operative either on CAPT ACP or on F/O ACP.

PLACARD

23-52-05A Install INOP placard as applicable adjacent to switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-52-	ACP Reception knob				
06A	ACP Reception knob	C	15	13	One may be inoperative on each ACP provided that : 1) VHF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and 2) If HF is required, HF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and 3) If ILS is required for approach, one ILS reception knob is operative either on CAPT ACP or on F/O ACP.

PLACARD

23-52-06A Install INOP placard as applicable adjacent to ACP Reception knob

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-52-	ACP Reception knob light				
07A	ACP Reception knob light	D	30	0	One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-71-	Cockpit Voice Recorder (CVR)				
01A	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided that: 1. Flight Data Recorder (FDR) operates normally. Refer to 31-30-03, and 2. Repairs are made within three flight days.

PLACARD

23-71-01 Install INOP placard on the Cockpit Voice Recorder Panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-72-	Cockpit Door Surveillance System (CDSS)				
01A	Cockpit Door Surveillance System (CDSS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.
		C	1	0	(O) May be inoperative provided: a) A flight deck door viewing port is installed and operates normally, and b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use

PLACARD

23-72-01A Install INOP placard on the Cockpit Door Panel.

OPERATIONS (O) 23-72-01 1)

CAUTION: Before the beginning of the flight or changing crews, the Captain will coordinate with the JCP the procedure to open the door during flight. The briefing must include how the JCP "Jefe de Cabina de Pasajeros" will inform the Captain both normal and abnormal conditions that occurs in the cabin.

Before each flight, the Captain will brief the JCP "Jefe de Cabina de Pasajeros" the procedure to follow when the Flight Deck Door Visual Surveillance System is inoperative.

Additionally, the flight crew must use the flight deck door viewing port to ensure the area aft of the flight deck door is secure and cabin crews requesting entry are not doing so under duress.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-01-	Cabin Intercommunication Data System (CIDS) Function				
01A	Cabin Intercommunication Data System (CIDS) Function		1	1	**NO-GO ITEM** The CIDS function must be operative. NOTE: 1) This MEL item relates to complete failure of the CIDS function (Failure of both CIDS Directors). 2) Failure of one CIDS Director is indicated by a CIDS 1(2) MAINTENANCE message on the STATUS SD page. NOTE: Refer to Item 23-00-01 CIDS 1(2) MAINTENANCE Message. 3) In the case of disturbance of the CIDS function, deactivation of the affected CIDS Director may recover normal operation of the CIDS function. NOTE: Refer to AMM TASK 23-73-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-02-	Cabin DEU A				
01A	Affected seat occupied	C	24	0	**(O)** One or more may be inoperative and affected passenger seat may be occupied provided that : 1) The passenger announcement can be heard throughout the cabin during the flight, and 2) The passenger address system is used to alert the passengers when "Return to Seat /Fasten Seat Belt / No Smoking" signs are requested.
01B	Affected seat not occupied	C	24	0	One or more may be inoperative provided that the affected seats are blocked and placarded inoperative.

OPERATIONAL (O) 23-73-02-01A

GENERAL INFORMATION

On the affected cabin area:

- General cabin illumination is set to full brightness,
- Passenger Call is not available,
- The (No Smoking/Fasten Seat Belt/No Portable Electric Device) Signs are not available.

IN FLIGHT

- **When return to seat is requested,**
  or
  When seat belts should be fasten,
  or
  When smoking is prohibited,
  or
  When portable electric device use is prohibited,
  Use the passenger address system to alert cabin attendants and passengers.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-02-	Lavatory DEU A				
02A	Lavatory DEU A	C	2	0	One or more may be inoperative provided that the affected lavatory is closed and placarded inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-03-	Cabin DEU B				
01A	Cabin DEU B	C	4	2	**Applicable to A319-112 Aircraft**. **(O)** One or more may be inoperative provided that : 1) One DEU B and the associated handset are operative at each pair of floor level exit doors, and 2) The slide bottle pressure and door bottle pressure associated with each affected DEU B are checked on the associated direct reading pressure gauge before the first flight of each day. NOTE 1: Refer to Item 25-62-06 Passenger Door Slide Pressure Message on the PTP/FAP, and NOTE 2: Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP
01B	Cabin DEU B	C	6	2	**Applicable to A320 and A319-115 Aircraft**. **(O)** One or more may be inoperative provided that: 1) One DEU B and the associated handset are operative at each pair of floor level exit doors, and 2) The slide bottle pressure and door bottle pressure associated with each affected DEU B are checked on the associated direct reading pressure gauge before the first flight of each day, and 3) The associated lavatory fire extinguisher system is checked operative, and 4) The absence of smoke in the affected lavatory is periodically checked. NOTE 1: Refer to Item 25-62-06 Passenger Door Slide Pressure Message on the PTP/FAP, and

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-03-	Cabin DEU B (Continued)				
01B	Cabin DEU B				NOTE 2: Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP, and NOTE 3: Refer to Item 26-17-01 Lavatory Smoke Detection System.

OPERATIONAL (O) 23-73-03-01A & 23-73-03-01B

Refer to Cabin Crew Manual

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-04-	Passenger Call				
01A	Passenger Call	D	3	0	One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-04-	Lavatory Call				
02A	Lavatory Call	D	3	0	One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-05-	Cabin Loudspeaker				
01A	Cabin Loudspeaker	C	27	0	**(O)** One or more may be inoperative provided that no seat is occupied from which a passenger cannot hear a passenger announcement.

OPERATIONAL (O) 23-73-05-01A

Ensure that the passengers occupying the affected seats can clearly hear the passenger address announcements. Otherwise, the affected seat must not be occupied and must be placarded inoperative. Refer to Item 25 20-01 Passenger Seat.

Note: At least one loudspeaker adjacent to the inoperative loudspeaker must be operative to ensure that the announcement can be heard.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-05-	Lavatory Loudspeaker				
02A	Lavatory Loudspeaker	C	3	0	**(O)** One or more may be inoperative.

OPERATIONAL (O) 23-73-05-02A

The corresponding lavatory will be considered inoperative if detected before the flight.
If damage occurs during the flight, all users will be briefed on a one to one basis.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-06-	Cockpit Handset				
01A	Cockpit Handset	C	1	0	May be inoperative provided that the cockpit audio control panel (ACP) is used for the communication between the cockpit and the cabin.

PLACARD

Install INOP placard adjacent to appropriate Flight Attendant call panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-06-	Cabin Handset				
02A	Cabin Handset	C	3	2	**(O)** One or more may be inoperative provided that one handset is operative at each pair of floor level exit doors.

PLACARD

23-73-06-02A Install INOP placard adjacent to appropriate Flight Attendant call panel

OPERATIONAL (O) 23-73-06-02A

If the damage occurs during the flight communications will be performed with the cockpit through a codification set up at flight briefing time.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-06-	Cabin Handset Key				
03A	Passenger address and Cabin to cockpit interphone operative	C	9	2	One or more may be inoperative provided that: 1) Passenger address from the affected handset is operative, and 2) Cabin to cockpit interphone from affected handset is operative.
03B	Affected handset considered inoperative	C	3	2	One or more may be inoperative provided that the affected handset is considered inoperative. NOTE: Refer to Item 23-73-06-02 Cabin Handset

PLACARD

23-73-06-03 Install INOP placard adjacent to appropriate Flight Attendant call panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-07-	Prerecorded Announcement and Music Reproducer (PRAM)				
01A	Prerecorded Announcement and Music Reproducer (PRAM)	D	1	0	**(O)** May be inoperative.

OPERATIONAL (O) 23-73-07-01A

Refer to Cabin Crew Manual

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-08-	Cabin Assignment Module (CAM)				
01A	Cabin Assignment Module (CAM)	D	1	0	May be inoperative or missing.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-73-10-	Smoke Detection Function (CIDS-SDF)				
01B	Smoke Detection Function (CIDS-SDF)	C	1	0	**Applicable to A320 and A319-115 Aircraft**. May be inoperative provided that the restrictions concerning lavatory smoke detection, system and cargo smoke detection system are applied. • Refer to Item 26-17-01 Lavatory Smoke Detection System, and • Refer to Item 26-16-01 Smoke Detector in the FWD Cargo Compartment and • Refer to Item 26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments. NOTE: Failure of a single CIDS-SDF channel is indicated by a MAINTENANCE message on the STATUS SD page. • Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Forward Attendant Panel				
01A	Forward Attendant Panel	C	1	0	**Applicable to A319-112 Aircraft**. May be inoperative provided that associated Forward Attendant Panel functions are considered inoperative. • Refer to Item 23-73-07-01 Prerecorded Announcement and Music Reproducer (PRAM), and • Refer to Item 23-74-12 CIDS Caution Light of the Forward Attendant Panel, and • Refer to Item 23-74-13 Lighting Module of the Forward Attendant Panel
01A	FAP Display Unit	C	1	0	**Applicable to A320 and A319-115 Aircraft**. **(O)** May be inoperative provided that the safety related messages on the FAP are considered inoperative. • Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP, and • Refer to Item 25-62-06 Passenger Door Slide Pressure Message on the PTP/FAP, and • Refer to Item 25-62-07 Overwing Emergency Exit Slide Pressure Message on the TP/FAP

PLACARD

23-74-01A Install INOP placard adjacent to appropriate Flight Attendant Panel or FAP Display Unit.

OPERATIONAL (O) 23-74-01A

GENERAL INFORMATION

The cabin lighting may be dimmed through the Additional Attendant Panel (AAP) (If available).

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	EMER pb on the Hardkey FAP Sub-panel				
02A	EMER pb on the Hardkey FAP Sub-panel		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Other Controls on the Hardkey FAP Sub-panel				
03A	Other Controls on the Hardkey FAP Sub-panel	D	3	0	One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	PTP Display Unit				
04A	PTP Display Unit	D	1	0	**Applicable to A319-112 Aircraft**. May be inoperative provided that the display of the safety related messages on PTP are considered inoperative. • Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP, and • Refer to Item 25-62-06 Passenger Door Slide Pressure Message on the PTP/FAP, and • Refer to Item 25-62-07 Overwing Emergency Exit Slide Pressure Message on the PTP/FAP

PLACARD

23-74-04A Install INOP placard adjacent to appropriate PTP Display Unit.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Door Bottle Pressure Monitoring on the PTP				
05A	Door Bottle Pressure Monitoring on the PTP	D	1	0	**Applicable to A319-112 Aircraft**. • Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Door Bottle Pressure Monitoring on the FAP				
06A	Door Bottle Pressure Monitoring on the FAP	D	1	0	**Applicable to A320 and A319-115 Aircraft**. • Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Slide Pressure Monitoring on the PTP				
07A	Slide Pressure Monitoring on the PTP	D	1	0	**Applicable to A319-112 Aircraft**. • Refer to Item 25-62-06 Passenger Door Slide Pressure Message on the PTP/FAP • Refer to Item 25-62-07 Overwing Emergency Exit Slide Pressure Message on the PTP/FAP NOTE: Apply both MEL Items.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Slide Pressure Monitoring on the FAP				
08A	Slide Pressure Monitoring on the FAP	D	1	0	**Applicable to A320 and A319-115 Aircraft**. • Refer to Item 25-62-06 Passenger Door Slide Pressure Message on the PTP/FAP • Refer to Item 25-62-07 Overwing Emergency Exit Slide Pressure Message on the PTP/FAP NOTE: Apply both MEL Items.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Area Call Panel				
09A	Area Call Panel	D	2	0	One or more may be inoperative.

PLACARD

23-74-09A Install INOP placard to CALLS Panel on overhead.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Attendant Information Panel (AIP)				
10A	Attendant Information Panel (AIP)	D	2	0	One or more may be inoperative.

PLACARD

23-74-10A Install INOP placard adjacent to appropriate AIP.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Additional Attendant Panel (AAP)				
11A	Additional Attendant Panel (AAP)	D	1	0	One or more may be inoperative.

PLACARD

23-74-11A Install INOP placard adjacent to appropriate AAP.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	CIDS Caution Light of the Forward Attendant Panel				
12A	CIDS Caution Light of the Forward Attendant Panel	C	1	0	**Applicable to A319-112 Aircraft**. **(O)** May be inoperative provided that PTP messages are checked before each flight.

PLACARD

23-74-12A Install INOP placard adjacent to CIDS Caution Light of the Forward Attendant Panel.

OPERATIONAL (O) 23-71-12A

ON GROUND

- **If the DOOR PRESS LOW message is displayed on the PTP status page:**

  Refer to Item 52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP

- **If the Passenger Door SLIDE PRESS LOW message is displayed on the PTP status page:**

  Refer to Item 25-62-06 Passenger Door Slide Pressure Message on the PTP/FAP

- **If the Emergency Exit SLIDE PRESS LOW message is displayed on the PTP status page:**

  Refer to Item 25-62-07 Overwing Emergency Exit Slide Pressure Message on the PTP/FAP

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
23-74-	Lighting Module of the Forward Attendant Panel				
13A	Lighting Module of the Forward Attendant Panel	C	1	0	**Applicable to A319-112 Aircraft**. **(O)** May be inoperative.

PLACARD

23-74-13A Install INOP placard adjacent to Lighting Module of the Forward Attendant Panel.

OPERATIONAL (O) 23-74-13A

GENERAL INFORMATION

The cabin lighting may be dimmed through the Additional Attendant Panel (AAP) (If available).

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-00-01-	MAINTENANCE Messages on the STATUS SD page				
01A	DC BUS TIE MAINTENANCE Message	C			DC BUS TIE MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-00-03-	MAINTENANCE Messages on the STATUS SD page				
03A	AC GEN MAINTENANCE Message	C			AC GEN MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-01-01-	ELEC Overhead Panel				
01A	BAT 1(2) pb-sw FAULT light	C	2	0	One or both may be inoperative.
02A	BAT 1(2) pb-sw OFF light	C	2	0	One or both may be inoperative.

PLACARD FIRST PROVISO

24-01-01-01 Install INOP placard adjacent to BAT FAULT light

PLACARD SECOND PROVISO

24-01-01-02 Install INOP placard adjacent to BAT OFF light

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-01-01-	ELEC Overhead Panel				
03A	GEN pb-sw FAULT light and APU GEN pb-sw FAULT light	C	3	1	One GEN pb-sw FAULT light and/or the APU GEN pb-sw FAULT light may be inoperative provided that the associated generator indications are operative on the ELEC SD page.
04A	GEN pb-sw OFF light and APU GEN pb-sw OFF light	C	3	0	One or more may be inoperative.

PLACARD FIRST PROVISO

24-01-01-03 Install INOP placard as applicable adjacent to GEN or APU GEN pb-sw FAULT light.

PLACARD SECOND PROVISO

24-01-01-04 Install INOP placard as applicable adjacent to GEN or APU GEN pb-sw OFF light.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-01-01-	ELEC Overhead Panel				
05A	AC ESS FEED pb-sw FAULT light	C	1	0	May be inoperative provided that the AC ESS bus indication is operative on the ELEC SD page.
06A	AC ESS FEED pb-sw ALTN light	C	1	0	May be inoperative provided that the AC ESS bus indication is operative on the ELEC SD page.

PLACARD FIRST PROVISO

24-01-01-05 Install INOP placard adjacent to AC ESS FEED pb-sw FAULT light

PLACARD SECOND PROVISO

24-01-01-06 Install INOP placard adjacent to AC ESS FEED pb-sw ALTN light

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-01-01-	ELEC Overhead Panel				
07A	EXT PWR pb-sw AVAIL light	C	1	0	**(O)** May be inoperative.
08A	EXT PWR pb-sw ON light	C	1	0	May be inoperative.

PLACARD FIRST PROVISO

24-01-01-07 Install INOP placard adjacent to EXT PWR pb-sw AVAIL light

PLACARD SECOND PROVISO

24-01-01-08 Install INOP placard adjacent to EXT PWR pb-sw ON light

OPERATIONAL (O) 24-01-01-07A

BEFORE PUSHBACK

Confirm the external power disconnection either on the ELEC SD page or with the ground crew.

PARKING

- **If the APU is not available:**

- EXT PWR pb-sw..... ON

- Confirm the external power connection either on the ELEC SD page or with the ground crew before engine shutdown.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-01-01-	ELEC Overhead Panel				
09A	GALY & CAB pb-sw FAULT light	C	1	0	**(O)** May be inoperative provided that: 1) For each generator, the AC load indication is operative on the ELEC SD page, and 2) The GALY & CAB automatic load shed system is checked operative.
10A	GALY & CAB pb-sw OFF light	C	1	0	May be inoperative.

PLACARD FIRST PROVISO

24-01-01-09 Install INOP placard adjacent to GALY & CAB pb-sw FAULT light

PLACARD SECOND PROVISO

24-01-01-10 Install INOP placard adjacent to GALY & CAB pb-sw OFF light

OPERATIONAL (O) 24-01-01-09A

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

- Supply the electrical network from the APU or the external power.
- GALY & CAB pb-sw.....AUTO
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Pull
- Check that a part of the operative galley equipment does not operate.
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Push

Note: Disregard this procedure if main galleys are not connected.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-01-11-	ELEC Overhead Panel				
11A	COMMERCIAL pb-sw OFF light	C	1	0	May be inoperative.

PLACARD

24-01-11-11 Install INOP placard adjacent to COMMERCIAL pb-sw OFF light

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-01-12-	ELEC Overhead Panel				
12A	BUS TIE pb-sw OFF light	C	1	0	May be inoperative.

PLACARD

24-01-12-12 Install INOP placard adjacent to BUS TIE pb-sw OFF light

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-01-01-	ELEC Overhead Panel				
13A	IDG pb-sw FAULT light	C	2	1	One may be inoperative provided that the frequency and the temperature indications of the affected generator are operative on the ELEC SD page.

PLACARD

24-01-01-13 Install INOP placard as applicable adjacent to IDG pb-sw FAULT light

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-01-02-	EMER ELEC PWR Overhead Panel				
01A	RAT & EMER GEN FAULT light	B	1	0	May be inoperative.

PLACARD

24-01-02-01 Install INOP placard adjacent to RAT & EMER GEN FAULT light

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-07-	Indications on the ELEC SD page				
01A	AC Generation Indications on the ELEC SD page	C	2	1	**(O)** One or more indications related to the AC generation may be inoperative provided that: 1) The load, voltage, and frequency indications are operative on one engine driven generator , and 2) The associated ELEC GEN 1(2) FAULT alert is operative, and 3) The galley automatic load shed system is checked operative.

PLACARD

24-07-01 Install INOP placard adjacent to lower ECAM Display

OPERATIONAL (O) 24-07-01A

DURING COCKPIT PREPARATION

Check that GEN 1(2) pb-sw FAULT light is on (with the GEN 1(2) pb-sw in the on position).
Check of the galley automatic load shed system:

- Supply the electrical network from the APU or the external power.
- GALY & CAB pb-sw.....AUTO
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Pull
- Check that a part of the operative galley equipment does not operate.
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Push

Note: Disregard this procedure if main galleys are not connected.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-07-	Indications on the ELEC SD page				
02A	DC Generation Indications on the ELEC SD page	C	5	0	One or more indications related to the DC generation may be inoperative.

PLACARD

24-07-02 Install INOP placard adjacent to lower ECAM display

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-07-	Indications on the ELEC SD page				
03A	AC ESS BUS SHED Indication on the ELEC SD page	C	1	0	May be displayed.

PLACARD

24-07-03 Install INOP placard adjacent to lower ECAM display

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-09-	ECAM Alerts				
01A	ELEC AC ESS BUS SHED Alert	C	1	0	**(O)** May be displayed provided that: 1) The alert is confirmed to be false by troubleshooting, and 2) The AC ESS BUS SHED is checked operative before each flight, and 3) HF 1 is deactivated. NOTE: Refer to Item 23-10-01 HF System

PLACARD

24-09-01 Install INOP placard adjacent to lower ECAM display

OPERATIONAL (O) 24-09-01A

GENERAL INFORMATION

When the ELEC AC ESS BUS SHED **alert is displayed on the EWD:**
- The AC ESS BUS SHED message may appear on the ELEC SD page,
- The CAPT AOA message may be displayed in the INOP SYS column on the STATUS SD page,
- The ELEC/AC BUS/8XP/MONG (49VU H11) C/B may trip.

DURING COCKPIT PREPARATION

COM/HF1 (49VU HA14) C/B.....Pull

Check of the AC ESS BUS SHED:

- Supply the electrical network from the APU or the external power.
- Check that the CAPT right DU is operative.

IN FLIGHT

- **If either the** ANTI ICE F/O AOA **alert or the** ANTI ICE F/O PROBES **alert is displayed on the EWD, and icing conditions cannot be avoided:**

  - ADR 2 pb-sw..... OFF
  - AIR DATA sw..... F/O 3

Note: If the ADR 2 pb-sw is set to OFF, takeoff in CONF 1+F is not permitted.

- **If either the** ANTI ICE STBY AOA **alert or the** ANTI ICE STBY PROBES **alert is displayed on the EWD, and icing conditions cannot be avoided:**

  ADR 3 pb-sw.....OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-09-	ECAM Alerts				
02A	C/B TRIPPED Alert	C	1	O	**(M)** May be displayed provided that the alert is confirmed to be false by troubleshooting.

PLACARD

24-09-02 Install INOP placard adjacent to lower ECAM display

MAINTENANCE (M) 24-09-02A

To Deactivation of the C/B TRIPPED Warning on the Upper ECAM DU Refer to AMM 24-50-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-22-	AC Main Generation				
01A	AC Main Generation (IDG, GCU, Line Contactor)	C	2	1	**(O) (M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The flight altitude is limited to 33 500 ft, and 3) The APU and AC auxiliary generation are operative and used throughout the flight, and 4) The APU fuel pump is operative, and 5) The APU oil quantity is checked to be adequate before each flight, and 6) All busses have power, and 7) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and 8) The galley automatic load shed system is checked operative.

PLACARD

24-22-01 Install INOP placard on flight Deck overhead ELEC panel.

OPERATIONAL (O) 24-22-01A

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.
APU fuel consumption with APU GEN pb-sw On:

FL	GND	200	250	300	335	390
KG/H	100	63	57	54	49	42
LB/H	220	139	126	119	108	93

Note: When the External Power is disconnected, the IFE is lost until the APU supplies the electrical network.

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:
- PAX SYS pb-sw in the Video Control Center (VCC)..... Push
- Supply the electrical network from the APU or the external power.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

24-22- AC Main Generation (Continued)

- GALY & CAB pb-sw.....AUTO
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Pull
- Check that a part of the operative galley equipment does not operate.
- ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B.....Push

Note: Disregard this procedure if main galleys are not connected.

BEFORE ENGINE START

- **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**
  Check that the DISC message is displayed on the ELEC SD page.

CAUTION	For economical reason, the IDG should not operate for more than 50 flight hours in the disconnected mode.

AFTER ENGINE START

Check that the electrical busses have power:

- APU MASTER SW pb-sw.....ON
- APU GEN pb-sw.....On
- GEN 1 pb-sw.....OFF
- GEN 2 pb-sw.....OFF
- On the ELEC SD page, check that all AC busses have power.
- GEN pb-sw (operative).....On
- APU GEN pb-sw..... OFF
- On the ELEC SD page, check that all AC busses have power.
- APU GEN pb-sw.....On
- PAX SYS pb-sw in the Video Control Center (VCC)..... Push

MAINTENANCE (M) 24-22-01A

To Check of the AC Main Generation Maintenance Condition Refer to AMM 24-20-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-22-	AC Main Generation				
02A	AC Bus Tie Control Function		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-23-	AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor)				
01A	Non ETOPS flight and APU GEN pb-sw set to OFF	C	1	0	**(O)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The APU GEN pb-sw is set to OFF.
01B	ETOPS 120 min flight and APU GEN pb-sw set to OFF		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.
01C	Non ETOPS flight and AC auxiliary generation deactivated or removed	D	1	0	**(O)** **(M)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The AC auxiliary generation is deactivated or removed. NOTE: When the GPCU/GAPCU Auxiliary Power Control function and the APU Generator are both inoperative, the engines cannot be started.

PLACARD
24-23-01 Install INOP placard on flight Deck overhead ELEC panel.

OPERATIONAL (O) 24-23-01A

DURING PRELIMINARY COCKPIT PREPARATION
APU GEN pb-sw..... Off
No electrical power will be available from the APU generator.

AFTER LANDING, AT THE GATE
In absence of external electrical power ground equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of electrical power for engine starting.
Refer to FCOM/PRO-NOR-SUP-FUEL Refueling with One Engine Running.

OPERATIONAL (O) 24-23-01AC

DURING PRELIMINARY COCKPIT PREPARATION
No electrical power will be available from the APU generator.

AFTER LANDING, AT THE GATE
In absence of external electrical power ground equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of electrical power for engine starting.
Refer to FCOM/PRO-NOR-SUP-FUEL Refueling with One Engine Running.

MAINTENANCE (M) 24-23-01C
To Deactivation of the APU Generator by Installation of the Substitution Kit Refer to AMM 24-23-00-040-001.
To Deactivation of the APU Generator by Removal of the Quill Shaft Refer to AMM 24-23-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-24-	AC Emergency Generation				
01A	Emergency Generator		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-24-	AC Emergency Generation				
02A	RAT Extension Automatic Control	C	1	0	**(M)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The RAT extension manual control is checked operative every day.

MAINTENANCE (M) 24-24-02A

To RAT Extension Control - Check of the RAT Manual Extension Refer to AMM 24-20-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-24-	AC Emergency Generation				
03A	RAT Extension Manual Control	B	1	0	May be inoperative provided that ETOPS is not conducted.

PLACARD

24-24-03A Install INOP placard on flight Deck overhead EMER ELEC PWR panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-25-	AC Essential Generation Switching				
01A	Manual Transfer to the AC BUS 2 (ALTN Function)	C	1	0	**(O)** May be inoperative provided that: 1) The AC ESS FEED pb-sw is set to NORM, and 2) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and 3) The TR 2 is operative.

PLACARD

24-25-01A Install INOP placard on flight Deck overhead ELEC panel.

OPERATIONAL (O) 24-25-01A

DURING PRELIMINARY COCKPIT PREPARATION

On the ELEC SD page, check that the AC BUS 1 supplies the AC ESS BUS.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-25-	AC Essential Generation Switching				
02A	Automatic Transfer to the AC BUS 2	D	1	0	**(O)** May be inoperative provided that: 1) The AC ESS FEED pb-sw is set to NORM, and 2) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and 3) The TR 2 is operative.

PLACARD

24-25-02A Install INOP placard on flight Deck overhead ELEC panel.

OPERATIONAL (O) 24-25-02A

DURING PRELIMINARY COCKPIT PREPARATION

On the ELEC SD page, check that the AC BUS 1 supplies the AC ESS BUS.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-26-	GALY & CAB Automatic Load Shed System				
01A	Manual load shed system operative	C	1	0	May be inoperative provided that the manual load shed system and the GALY & CAB pb-sw FAULT light are operative.
01B	All GALY & CAB loads disconnected	C	1	0	**(M)** May be inoperative provided that all GALY & CAB loads are disconnected.

PLACARD

24-26-01 Install INOP placard on flight Deck overhead ELEC panel.

MAINTENANCE (M) 24-26-01B

To Deactivation of the Galley Supply System Refer to AMM 24-56-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-26-	GALY & CAB Manual Load Shed System (GALY & CAB pb-sw)				
02A	All GALY & CAB loads disconnected	C	1	0	**(M)** May be inoperative provided that all GALY & CAB loads are disconnected.
02B	COMMERCIAL supply system operative	C	1	0	**(O) (M)** May be inoperative provided that the COMMERCIAL supply system is checked operative.

PLACARD

24-26-02 Install INOP placard on flight Deck overhead ELEC panel.

OPERATIONAL (O) 24-26-02B

ON GROUND OR IN FLIGHT

- **If the AVNCS SMOKE emergency procedure is applied or if the** AVIONICS SMOKE **alert is displayed on the EWD replace the action to set the GALY & CAB pb-sw to OFF by the following actions:**

  - EMER EXIT LT selector.....As required
  - COMMERCIAL pb-sw.....OFF

  Note: When the COMMERCIAL pb-sw is set to OFF, the normal cabin lighting goes off. Minimum cabin lighting is recovered when the EMER EXIT LT selector is set to ON.

MAINTENANCE (M) 24-26-2A

To Deactivation of the Galley Supply System Refer to AMM 24-56-00-040-002

MAINTENANCE (M) 24-26-2B

To Deactivation of the Galley Supply System Refer to AMM 24-51-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-26-	Galley and Commercial Supply System				
03A	Commercial Supply System	C	1	0	**(O)** May be inoperative.

PLACARD

24-26-03A Install INOP placard on flight Deck overhead ELEC panel.

OPERATIONAL (O) 24-26-03A

ON GROUND OR IN FLIGHT

- **If the AVNCS SMOKE emergency procedure is applied or if the** AVIONICS SMOKE **alert is displayed on the EWD replace the action to set the COMMERCIAL pb-sw to OFF by the following actions:**
-

- BUS TIE pb.....OFF
- GEN 2 pb-sw.....OFF

The F/O PFDU, the F/O NDU, and the ECAM lower display are lost.

- **If the smoke persists:**
  - GEN 2 pb-sw.....On
  When the GEN 2 pb-sw is set to on, all the electrical busses are recovered but the TR 2 remains inoperative
  - BUS TIE pb..... AUTO

Before the landing gear extension:

- GEN 2 pb-sw.....On
  When the GEN 2 pb-sw is set to on, all the electrical busses are recovered but the TR 2 remains inoperative
- BUS TIE pb.....AUTO

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-28-	Static Inverter AC Generation				
01A	Static Inverter AC Generation		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-32-	DC Main Generation (TR 1, TR 2)				
01A	TR 1 inoperative	C	2	1	**Applicable to A319-112** **(O)** TR 1 may be inoperative provided that ETOPS is not conducted.
01A	TR 1 inoperative	C	2	1	**Applicable to A320, A319-115** **(O)** TR 1 may be inoperative provided that ETOPS is not conducted.
01B	TR 2 inoperative	C	2	1	**Applicable to A319-112** **(O) (M)** TR 2 may be inoperative provided that: 1) ETOPS is not conducted, and 2) The AC ESS FEED control is checked operative every day, and 3) The standby IAS indicator is operative, and 4) The standby altimeter is operative, and 5) The standby horizon is operative, and 6) The standby compass is operative.
01B	TR 2 inoperative	C	2	1	**Applicable to A320, A319-115** **(O) (M)** TR 2 may be inoperative provided that: 1) ETOPS is not conducted, and 2) The AC ESS FEED control is checked operative every day, and 3) The ISIS airspeed indication is operative, and 4) The ISIS altitude indication is operative, and 5) The ISIS attitude indication is operative, and 6) The standby compass is operative.

PLACARD

24-32-01 Install INOP placard adjacent to Electrical Power panel located on Flight Deck overhead panel

OPERATIONAL (O) 24-32-01A

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

24-32- DC Main Generation (TR 1, TR 2) (Continued)

DURING PRELIMINARY COCKPIT PREPARATION

TR 1/CNTOR/SPLY (125VU CF01) C/B.....Pull
On the ELEC SD page, disregard the indications related to the deactivated TR 1.
On the ELEC SD page, check that the TR 2 and the ESS TR voltages are both equal to or above 27 V.
The batteries must be set to OFF for the following check: On the battery voltage indicator, check that the BAT 1 and the BAT 2 voltages are both equal to or above 25.5 V.

OPERATIONAL (O) 24-32-01B

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

DURING PRELIMINARY COCKPIT PREPARATION

TR 2/CNTOR/SPLY (124VU BC01) C/B..... Pull
On the ELEC SD page, disregard the indications related to the deactivated TR 2.
On the ELEC SD page, check that the TR 1and the ESS TR voltages are both equal to or above 27 V.
On the battery voltage indicator, check that the BAT 1 and the BAT 2 voltages are both equal to or above 25.5 V.
The batteries must be set to OFF for the following check: On the battery voltage indicator, check that the BAT 1 and the BAT 2 voltages are both equal to or above 25.5 V.
AC ESS FEED pb-sw.....ALTN

IN FLIGHT

- **In the case of failure of the AC BUS 2, all DUs are lost. In this case:**
  AC ESS FEED pb-sw.....Norm
- **In the case of failure of the AC BUS 1:**
  RAT MAN ON pb-sw (on HYD overhead panel).....Set

MAINTENANCE (M) 24-32-01B

To Deactivation of the Transformer Rectifier TR2 Refer to AMM 24-30-00-040-002

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-34-	DC Emergency Generation (ESS TR)				
01A	DC Emergency Generation (ESS TR)		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-35-	DC Essential and Normal Generation Switching				
01A	DC TIE Contactor 1PC1 (DC BUS 1-DC BAT BUS), 4PC (DC ESS BUS-DC BAT BUS)	C	2	1	One may be inoperative in the open position.

PLACARD

24-35-01 Install INOP placard adjacent to lower ECAM Display

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-35-	DC Essential and Normal Generation Switching				
02A	DC TIE Contactor 1PC2 (DC BUS 2-DC BAT BUS)		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-38-	DC Battery Generation				
01A	BAT 1(2) Channel		2	2	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-38-	DC Battery Generation				
02A	Battery Charger Limiter (BCL)	A	2	1	**(O) (M)** One may be inoperative for 10 flights provided that: 1) ETOPS is not conducted, and 2) No APU start is attempted neither on ground nor in flight, and 3) Both AC main generations are operative, and 4) The refueling is made with an external power unit connected, and 5) The battery associated with the inoperative BCL is charged before each flight.

OPERATIONAL (O) 24-38-02A

FLIGHT PREPARATION/LIMITATIONS

Do not start the APU.
Use a ground power unit to start the engines on ground.

DURING PRELIMINARY COCKPIT PREPARATION

- **If BAT 1 is affected:**
  BAT 1 pb-sw..... OFF
- **If BAT 2 is affected:**
  BAT 2 pb-sw..... OFF

MAINTENANCE (M) 24-38-02A

To Perform a Charging Cycle on the Battery Associated With the Operative Battery Charge Limiter (BCL)
Refer to AMM 24-30-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-38-	DC Battery Generation				
03A	Battery Voltmeter	C	2	0	One or both may be inoperative provided that the associated voltage indication is operative on the ELEC SD page.

PLACARD

24-38-03 Install INOP placard adjacent to appropriate Voltmeter on Flight Deck overhead ELEC panel 35 VU

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-41-	AC External Power Control				
01A	Ground Power Control (GPCU or GAPCU Ground Power Control function)	C	1	0	May be inoperative. NOTE: When the GPCU/GAPCU Ground Power Control function and the APU Generator are both inoperative, the engines cannot be started.

PLACARD

24-41-01 Install INOP placard adjacent to lower ECAM Display

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
24-41-	AC External Power Control				
02A	External Power Receptacle	C	1	0	**(M)** May be inoperative provided that the receptacle is placarded inoperative and not used. NOTE: When the GPCU/GAPCU Ground Power Control function and the APU Generator are both inoperative, the engines cannot be started.

PLACARD

24-41-02 Install INOP placard adjacent to lower ECAM Display

MAINTENANCE (M) 24-41-02A

To Visual Inspection of the External Power Receptacle Refer to AMM 24-41-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-07-	Passenger Door Slide Permanently Indicated Armed on the DOOR/OXY SD page				
01A	Passenger Door Slide Permanently Indicated Armed on the DOOR/OXY SD page.	C	4	0	**(O)** One or more may be permanently indicated in the armed position provided that the associated slide is visually checked to be armed before each flight. NOTE: The correct indication may be recovered by performing the AMM task 52-70-00-040-007.

OPERATIONAL (O) 25-07-01A

ON GROUND

Cabin crew must confirm before each flight that the associated slide is armed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-07-	Passenger Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page				
02A	Associated door considered operative	C	4	0	**(O)** One or more may be permanently indicated in the not armed position provided that: 1) The aircraft is not operated at night, and 2) The associated slide is visually checked to be armed before each flight.
02B	Associated door considered inoperative	C	4	1	One or more may be permanently indicated in the not armed position provided that the associated door is considered inoperative. Note: Refer to Item 52-10-01 Cabin Passenger Door NOTE: The correct indication may be recovered by performing the AMM task 52-70-00-040-007.

OPERATIONAL (O) 25-07-02A

ON GROUND

Cabin crew must confirm before each flight that the associated slide is armed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-07-	Overwing Emergency Exit Slide Permanently Indicated Armed on the DOOR/OXY SD page.				
03A	Overwing Emergency Exit Slide Permanently Indicated Armed on the DOOR/OXY SD page.	C	2	0	**(M)** One or both may be permanently indicated in the armed position provided that the associated slide is visually checked to be armed before the first flight of the day. NOTE: The correct indication may be recovered by performing the AMM task 52-70-00-040-007.

MAINTENANCE (M) 25-07-03A

To Visual Check to Make Sure that Slide is in the ARMED Position Refer to AMM 52-70-00-040-008.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-07-	Overwing Emergency Exit Slide Permanently Indicated Not Armed on the DOOR/OXY SD page.				
04A	Overwing emergency exits considered operative	C	2	0	**Applicable to A320 Aircraft**. **(M)** One or both may be permanently indicated in the not armed position provided that: 1) The aircraft is not operated at night, and 2) The associated slide is visually checked to be armed before the first flight of the day. NOTE: The correct indication may be recovered by performing the AMM task 52-70-00-040-007
04A	Overwing emergency exits considered operative	C	2	0	**Applicable to A319-112 and A319-115 Aircraft**. **(M)** One or both may be permanently indicated in the not armed position provided that: 1) The aircraft is not operated at night, and 2) The associated slide is visually checked to be armed before the first flight of the day. NOTE: The correct indication may be recovered by performing the AMM task 52-70-00-040-007
04B	Overwing Emergency exits considered inoperative	C	2	1	**Applicable to A320 Aircraft**. One or both may be permanently indicated in the not armed position provided that both overwing emergency exits on the same side are considered inoperative. Note: Refer to Item 52-10-02 Overwing Emergency Exit NOTE: The correct indication may be recovered by performing the AMM task 52-70-00-040-007
04B	Overwing emergency exits considered inoperative	C	2	0	**Applicable to A319-112 and A319-115 Aircraft**. One or both may be permanently indicated in not armed position provided that the associated overwing emergency exit is considered inoperative.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-07- Overwing Emergency Exit Slide Permanently Indicated Not Armed on the DOOR/OXY SD page (Continued)					
					Note: Refer to Item 52-10-02 Overwing Emergency Exit NOTE: The correct indication may be recovered by performing the AMM task 52-70-00-040-007.

MAINTENANCE (M) 25-07-04A

To Visual Check to Make Sure that Slide is in the ARMED Position Refer to AMM 52-70-00-040-009

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Seat Manual Horizontal Adjustment				
01A	Pilot Seat Manual Horizontal Adjustment		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Seat Manual Vertical Adjustment				
02A	Associated electrical control operative	C	2	0	One or both may be inoperative provided that the associated electrical control is operative.
02B	Associated electrical control inoperative	C	2	0	One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Seat Recline Adjustment				
03A	Pilot Seat Recline Adjustment	C	2	0	**(M)** One or both may be inoperative provided that the seat is secured in an upright position acceptable to the affected crewmember.

MAINTENANCE (M) 25-11-03A

To Deactivation of the Defective Recline System of the CAPT (F/O) Seat Refer to AMM 25-11-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Seat Other Manual Adjustments				
04A	Pilot Seat Other Manual Adjustments	C	5	0	One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Seat Electrical Adjustment				
05A	Pilot Seat Electrical Adjustment	C	2	0	**(O)** One or both may be inoperative provided that the electrical adjustment of the associated seat is deactivated.

OPERATIONAL (O) 25-11-05A

DURING COCKPIT PREPARATION

If the CAPT seat is affected:
COCKPIT SEATS/SEAT CTL/CAPT (122VU U11) C/B.....Pull

If the F/O seat is affected:
COCKPIT SEATS/SEAT CTL/F/O (122VU U14) C/B..... Pull

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Seat Shoulder Harness				
06A	Pilot Seat Shoulder Harness	A	2	1	**(O)** May be inoperative on the F/O seat for three flights.

PLACARD

25-11-06A Install FAIL placard on associated crewmember's glareshield.

OPERATIONAL (O) 25-11-06A

BEFORE TAKEOFF

The takeoff briefing should include the status of the affected seat and the position to be adopted by the F/O in the case of RTO.

To cope with any potential RTO:
The F/O must tightly fasten operative harness strap.

DURING FLIGHT

For any phase of flight in turbulence atmosphere:
The F/O must fasten the belts accordingly.

BEFORE LANDING

The landing briefing should include the status of the affected seat and the position to be adopted by the F/O in the case of high deceleration at landing.

To cope with any potential high deceleration at landing:
The F/O must tightly fasten operative harness straps.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Seat Fifth Strap				
07A	Pilot Seat Fifth Strap	D	2	0	**(O)** One or both may be inoperative.

OPERATIONAL (O) 25-11-07A

DURING FLIGHT

To cope with any potential turbulence situation:

The crewmember of the affected seat must tightly fasten the operative harness straps.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Sidestick Armrest Height Adjustment				
08A	Pilot Sidestick Armrest Height Adjustment	C	2	0	One or both may be inoperative provided that the associated armrest position is acceptable to the affected crewmember.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Sidestick Armrest Pitch Adjustment				
09A	Pilot Sidestick Armrest Pitch Adjustment	C	2	0	One or both may be inoperative provided that the associated armrest position is acceptable to the affected crewmember.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Sidestick Armrest Memory Position Display				
10A	Pilot Sidestick Armrest Memory Position Display	C	2	0	One or both may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Inboard Armrest Vertical Adjustment				
11A	Pilot Inboard Armrest Vertical Adjustment	C	2	0	One or both may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-11-	Pilot Seat Headrest				
12A	Pilot Seat Headrest	D	2	0	One or both may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-12-	Third Occupant Seat				
01A	Seat stowed	C	1	0	May be inoperative provided that the seat is in its stowed position.
01B	Seat removed	D	1	0	**(M)** May be removed.

MAINTENANCE (M) 25-12-01B

To Deactivation of the Third Occupant Seat Refer to AMM 25-11-00-040-003

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-12-	Third Occupant Seat Shoulder Harness				
02A	Third Occupant Seat Shoulder Harness	C	1	0	May be inoperative provided that the seat is not occupied during takeoff and landing.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-12-	Third Occupant Seat Abdominal Belt				
03A	Third Occupant Seat Abdominal Belt	D	1	0	May be inoperative provided that: 1) The seat is placarded inoperative, and 2) The seat is not occupied.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-12-	Third Occupant Seat Fifth Strap				
04A	Third Occupant Seat Fifth Strap	D	1	0	**(O)** May be inoperative.

OPERATIONAL (O) 25-12-04A

DURING FLIGHT

To cope with any potential turbulence situation:

The third occupant must tightly fasten the operative harness straps.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-12-	Fourth Occupant Seat				
05A	Seat stowed	D	1	0	May be inoperative provided that the seat is in its stowed position.
05B	Seat removed	D	1	0	**(M)** May be removed.

MAINTENANCE (M) 25-12-05B

To Deactivation of the Fourth Occupant Seat Refer to AMM 25-11-00-040-004

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-12-	Fourth Occupant Seat Shoulder Harness				
06A	Fourth Occupant Seat Shoulder Harness	D	1	0	May be inoperative provided that the seat is not occupied during takeoff and landing.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-12-	Fourth Occupant Seat Abdominal Belt				
07A	Fourth Occupant Seat Abdominal Belt	D	1	0	May be inoperative provided that: 1) The seat is placarded inoperative, and 2) The seat is not occupied.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-12-	Fourth Occupant Seat Fifth Strap				
08A	Fourth Occupant Seat Fifth Strap	D	1	0	**(O)** May be inoperative.

OPERATIONAL (O) 25-12-08A

DURING FLIGHT

To cope with any potential turbulence situation:

The fourth occupant must tightly fasten the operative harness straps.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-13-	Pilot Sliding Table				
01A	Table stowed	D	2	0	One or both may be inoperative in its stowed position.
01B	Table removed	D	2	0	**(M)** One or both may be removed.

MAINTENANCE (M) 25-13-01B

To Deactivation of the Captain and/or First Officer Sliding-Tables Refer to AMM 25-13-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-13-	Pilot Retractable Footrest				
02A	Footrest stowed	D	4	0	One or more may be inoperative in its stowed position.
02B	Footrest removed	D	4	0	**(M)** One or more may be removed.

MAINTENANCE (M) 25-13-02B

To Deactivation of the Captain and/or First Officer Retractable Foot-Rests Refer to AMM 25-13-00-040-002

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-20-	Passenger Seat				
01A	Passenger Seat	D D	150 120	0 0	**Applicable to A320 Aircraft**. **Applicable to A319-112 and A319-115 Aircraft** May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected seat(s) are blocked and placarded "INOP". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
01B	Recline Mechanism	D D	138 114	0 0	**Applicable to A320 Aircraft.** **Applicable to A319-112 and A319-115 Aircraft** **(M)** May be inoperative and seat occupied provided seat is secured in the full up-right position.
01C	Recline Mechanism	D D	138 114	0 0	**Applicable to A320 Aircraft.** **Applicable to A319-112 and A319-115 Aircraft** May be inoperative and seat occupied provided seat back is immovable in full upright position
01D	Underseat Baggage Restraining Bars	D D	138 114	0 0	**Applicable to A320 Aircraft.** **Applicable to A319-112 and A319-115 Aircraft** **(O)** May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining bar.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-20-	**Passenger Seat (Continued)**				
01E	Armrest with recline mechanism	D D	138 114	0 0	**Applicable to A320 Aircraft.** **Applicable to A319-112 and A319-115 Aircraft** **(M)** May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.
01F	Armrest without recline mechanism	D D	138 114	0 0	**Applicable to A320 Aircraft.** **Applicable to A319-112 and A319-115 Aircraft** May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.
01G	Mechanical Functions (Tracking/Swivel, Headrest/Footrest)	D D	138 114	0 0	**Applicable to A320 Aircraft.** **Applicable to A319-112 and A319-115 Aircraft** May be inoperative and seat occupied provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Seat is secured in the takeoff/landing position

OPERATIONS (O) 25-21-01 -01D
Advise and Brief the cabin crew to ensure baggage is not stowed under seats with inoperative or missing restraining Bars. Before each departure receive a positive confirmation by the cabin crew that baggage is not stowed under seats with inoperative or missing restraining Bars.

Advise cabin crew to inform passengers occupying seat with affected bar and passenger behind the seat with the affected bar not to stow baggage under the seat

MAINTENANCE (M) 25-21-01 –01B
Deactivate the recline mechanism cable, put an inoperative label and notify to the flight attendants

MAINTENANCE (M) 25-21-01 –01E
For an inoperative armrest with recline mechanism, seat must be secured in the full upright position.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-20-	Cabin Attendant Seat				
03A	Non required cabin attendant seat	D D D	6 5 4	4 3 3	**Applicable to A320 Aircraft**. **Applicable to A319-115 Aircraft**. **Applicable to A319-112 Aircraft**. **(O)(M)** One or more non-required cabin attendant seats may be inoperative or not usable provided that the affected seat is secured in its stowed position or removed. NOTE: A cabin attendant seat with an inoperative or missing seat belt or harness should be considered inoperative.
03B	Required cabin attendant seat inoperative using a non required cabin attendant seat	C C C	6 5 4	5 4 3	**Applicable to A320 Aircraft**. **Applicable to A319-115 Aircraft**. **Applicable to A319-112 Aircraft**. **(O) (M)** One required cabin attendant seat may be inoperative or not usable provided that: 1) The cabin attendant assigned to the affected seat occupies the adjacent non-required cabin attendant seat or the cabin attendant seat that is nearest to the associated exit, and 2) The non-required cabin attendant seat to be used by cabin attendant is correctly placarded, and 3) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and 4) The direct view of passenger by cabin attendants is not impaired, and 5) The alternate procedures are established for displaced cabin attendant according to national regulations, and 6) The affected seat is secured in its stowed position or removed. NOTE: A cabin attendant seat with an inoperative or missing seat belt or harness should be considered inoperative.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-20-	Cabin Attendant Seat (Continued)				
03C	Required cabin attendant seat inoperative using a passenger seat	B B B	6 5 4	5 4 3	**Applicable to A320 Aircraft**. **Applicable to A319-115 Aircraft**. **Applicable to A319-112 Aircraft**. **(O) (M)** One required cabin attendant seat may be inoperative or not usable provided that: 1) The cabin attendant assigned to the affected seat occupies the passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and 2) The passenger seat to be used by cabin attendant is correctly placarded, and 3) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and 4) The direct view of passengers by cabin attendants is not impaired, and 5) The alternate procedures are established for displaced cabin attendant according to national regulations, and 6) The affected seat is secured in its stowed position or removed NOTE: A cabin attendant seat with an inoperative or missing seat belt or harness should be considered inoperative.

<u>OPERATIONAL (O) 25-20-03A - 25-20-03B and 25-20-03C</u>

When one Cabin Attendant Seat is declared as unusable, the corresponding Cabin Attendant must be seated according to:

<u>- For A320 and A319 (Business Class):</u>
If the jump seat 1L/1R is inoperative, the Cabin Attendant occupy aisle seats in the front row C or D

<u>-For A320 and A319 (Economy Class):</u>

If a jump seat and/or Swivelling <u>(only for A320)</u> inoperative, the Cabin Attendant occupies the operating jump seat and if not possible, the Cabin Attendant occupies any <u>aisle seat in the last row C or D.</u>

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-20-	Cabin Attendant Seat (Continued)				

Note: Consider that team A320 is available Jump Seat 4R

MAINTENANCE 25-20-03A - 25-20-03B and 25-20-03C

To Deactivation of a Defective Cabin Attendant Seat Refer to AMM 25-22-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-35-	Galley Waste Compartment Flapper Door				
01A	Galley Waste Compartment Flapper Door	C	3	0	**(O) (M)** One or more may be inoperative or missing provided that: 1) The galley waste compartment is empty, and 2) The associated access is secured in the closed position to prevent waste introduction. NOTE: Non-safety related galley equipment is not listed in this MEL.

OPERATIONAL (O) 25-35-01A

Waste will be collected in trash plastic bags to be kept next to the corresponding galley during service and level flight and stowed in the nearest toilet during descent.

MANTENACE (M) 25-35-01A

To Deactivation of the Galley-Waste-Compartment Flapper-Door Refer to AMM 25-35-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-40-	Toilet Waste Compartment Flapper Door				
01A	Toilet Waste Compartment Flapper Door	C	3	0	**(O) (M)** One or more may be inoperative or missing provided that: 1) The toilet waste compartment is empty, and 2) The associated access is secured in the closed position to prevent waste introduction. NOTE: Non-safety related toilet equipment is not listed in this MEL.

OPERATIONAL (O) 25-40-01A

Corresponding lavatory will be deemed inoperative at all times.

MAINTENANCE (M) 25-40-01A

To Deactivation of the Toilet Waste-Compartment Flapper-Door Refer to AMM 25-40-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-40-	Exterior Lavatory Ashtray				
02A	Exterior Lavatory Ashtray	D	3	0	One or more may be damaged or missing provided that the flight is non-smoking.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-40-	Interior Lavatory Ashtray				
03A	Lavatory fire extinguishing system operative	C	3	0	One or more may be damaged or missing provided that the associated lavatory fire extinguishing system is operative.
03B	Lavatory locked closed	C	3	0	One or more may be damaged or missing provided that the associated lavatory is locked closed and placarded inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-50-	Cargo Loading System				
01A	Cargo Loading System		0	0	Not applicable to AeroGal. AeroGal fleet does not have Cargo Loading System installed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-50-	Decompression Panels in the Cargo Compartments				
02A	FWD Cargo Compartment	C	6	0	**Applicable to A320 Aircraft**.
02A	AFT and Bulk Cargo compartment	C	11	0	**Applicable to A320 Aircraft**.
02B	FWD Cargo Compartment	C	4	0	**Applicable to A319 Aircraft**.
02B	AFT Cargo compartment	C	9	0	**Applicable to A319 Aircraft**.
					NOTE: One or more may be damaged or missing provided that the associated cargo compartment is empty or does not contain flammable or combustible materials.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-50-	Sidewall Linings and Ceiling Panels in the Cargo Compartments				
03A	Damaged panel	C	52	0	**Applicable to A319 Aircraft**. One or more may be damaged provided that the associated cargo compartment is empty or does not contain flammable or combustible materials.
03B	Missing panel	C	52	0	**Applicable to A319 Aircraft**. One or more may be missing provided that the associated cargo compartment is empty.
03A	Damaged panel	C	88	0	**Applicable to A320 Aircraft**. One or more may be damaged provided that the associated cargo compartment is empty or does not contain flammable or combustible materials.
03B	Missing panel	C	88	0	**Applicable to A320 Aircraft**. One or more may be missing provided that the associated cargo compartment is empty.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-50-	Cargo Compartment Restraint Components (Nets, Attach Points, Stanchions)				
04A	Cargo Compartment Restraint Components (Nets, Attach Points, Stanchions)	C	8	0	**Applicable to A320 Aircraft**.
04A	Cargo Compartment Restraint Components (Nets, Attach Points, Stanchions)	C	6	0	**Applicable to A319 Aircraft**. NOTE: As refered to the Weight and Balance Manual.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-50-	Protection panels of decompression panels at the Fwd partition wall of fwd cargo compartment				
05A	Protection panels of decompression panels at the Fwd partition wall of fwd cargo compartment	C	6	0	**Applicable to A320 Aircraft**. **(M)** One or more may be damaged provided that: 1) The affected protection panel is removed if the damage prevents correct operation of the decompression panel, and 2) Bulk loading is not permitted in the section between the affected protection panel and the closest divider net.
05A	Protection panels of decompression panels at the Fwd partition wall of fwd cargo compartment	C	4	0	**Applicable to A319 Aircraft**. **(M)** One or more may be damaged provided that: 1) The affected protection panel is removed if the damage prevents correct operation of the decompression panel, and 2) Bulk loading is not permitted in the section between the affected protection panel and the closest divider net.

MAINTENANCE (M) 25-50-05A

To Deactivation of the Protection Panel(s) for the Decompression Panel(s) at the Forward Partition Refer to AMM 25-54-00-040-801.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-62-	Cabin Passenger Door Slide or Slide Raft				
01A	Slide inoperative	C	4	3	One or more may be inoperative provided that the associated door is considered inoperative. NOTE: Refer to Item 52-10-01 Cabin Passenger Door
01B	Slide removed	C	4	3	**(M)** One or more may be removed provided that the associated door is considered inoperative. NOTE : Refer to Item 52-10-01 Cabin Passenger Door

MAINTENANCE (M) 25-62-01B

To Deactivation of the Passenger/Crew Doors - Load Adjustment Refer to AMM 52-10-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-62-	Overwing Emergency Exit Slide or Slide Raft				
02A	Slide inoperative	C	2	0	**Applicable to A320 Aircraft**. One or both may be inoperative provided that the associated overwing emergency exit is considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit NOTE: When an overwing escape slide is inoperative, both emergency exits on the same side are considered inoperative.
02A	Slide inoperative	C	2	0	**Applicable to A319-112 and A319-115 Aircraft**. One or both may be inoperative provided that the associated overwing emergency exit is considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit
02B	Slide removed	C	2	0	**Applicable to A320 Aircraft**. **(M)** One or both may be removed provided that the associated overwing emergency exit is considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit NOTE: When an overwing escape slide is inoperative, both emergency exits on the same side are considered inoperative.
02B	Slide removed	C	2	0	**Applicable to A319-112 and A319-115 Aircraft**. **(M)** One or both may be removed provided that the associated overwing emergency exit is considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

25-62- Overwing Emergency Exit Slide or Slide Raft (Continued)

MAINTENANCE (M) 25-62-02B

To Pre-Flight Installation of the Enclosure Door, when the Escape-Slide is Removed Refer to AMM 25-62-00-040-006

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-62-	SLIDE ARMED light				
04A	SLIDE ARMED light	C	6	0	One or more may be inoperative.

PLACARD

25-62-04A Install INOP placard on associated SLIDE ARMED light.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-62-	Survival Kit				
05A	Survival Kit		4	4	**Applicable to A320 and 319-115 Aircraft**.
05A	Survival Kit		2	2	**Applicable to A319-112 Aircraft**.
					NO-GO ITEM

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-62-	Passenger Door SLIDE PRESS LOW Message on Programming and Test Panel (PTP) STATUS Page				
06A	Passenger Door SLIDE PRESS LOW Message on Programming and Test Panel (PTP) STATUS Page	D	4	0	**Applicable to A319-112 Aircraft**. **(M)** One or more messages may be displayed provided that the slide bottle pressure is checked before the first MEL dispatch and then every 600 flight hours or every 4 months, whichever occurs first.
06A	Passenger Door CHECK SLIDE PRESSURE Message on Flight Attendant Panel (FAP)	D	4	0	**Applicable to A320 and 319-115 Aircraft**. **(M)** One or more messages may be displayed provided that the slide bottle pressure is checked before the first MEL dispatch and then every 600 flight hours or every 4 months, whichever occurs first.

MAINTENANCE (M) 25-62-06A (Applicable to A319-112 aircraft)

To Passenger Door SLIDE PRESS LOW Message on Programming and Test Panel (PTP) STATU Refer to AMM 25-62-00-040-008

MAINTENANCE (M) 25-62-06A (Applicable to A320 and 319-115 aircraft)

To Passenger Door SLIDE PRESS LOW Message on Programming and Test Panel (PTP) STATU Refer to AMM 25-62-00-040-009

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-62-	Overwing Emergency Exit SLIDE PRESS LOW Message on Programming and Test Panel (PTP) STATUS Page				
07A	Check of the slide bottle pressure	D	2	0	**Applicable to A319-112 Aircraft**. **(M)** One or both messages may be displayed provided that the associated slide bottle pressure is checked before the first flight of each day.
07C	Overwing emergency exit considered inoperative	C	2	0	**Applicable to A319-112 Aircraft**. One or both messages may be displayed provided that the associated overwing emergency exit is considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit
25-62-	Overwing Emergency Exit CHECK SLIDE PRESSURE Message on Flight Attendant Panel (FAP)				
07A	Check of the slide bottle pressure	D	2	0	**Applicable to A320 and A319-115 Aircraft**. **(M)** One or both messages may be displayed provided that the associated slide bottle pressure is checked before the first flight of each day.
07B	Overwing emergency exits considered inoperative	C	2	0	**Applicable to A320 Aircraft**. One or both messages may be displayed provided that both overwing emergency exits on the same side are considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit
07C	Overwing emergency exit considered inoperative	C	2	0	**Applicable to A319-115 Aircraft.** One or both messages may be displayed provided that the associated overwing emergency exit is considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

25-62- Overwing Emergency Exit (Continued)

MAINTENANCE (M) 25-62-07A (Applicable to A319-112 Aircraft)

To Emergency Exit Slide Bottle Pressure Indication (on PTP) - Pressure Check Refer to AMM 25-62-00-040-001

MAINTENANCE (M) 25-62-07A (Applicable to A320 and A319-115 Aircraft)

To Overwing Emergency Exit CHECK SLIDE PRESSURE Message (on FAP) Refer to AMM 25-62-00-040-005

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-62-	Overwing Escape Life Line				
08A	Associated overwing emergency exit considered inoperative	C	4	0	**Applicable to A320 Aircraft**. One or more may be inoperative or missing provided that the associated overwing emergency exit is considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit
08A	Associated overwing emergency exit considered inoperative	C	2	0	**Applicable to A319-112 and A319-115 Aircraft**. One or both may be inoperative or missing provided that the associated overwing emergency exit is considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit
08B	Non extended overwater flight	D	4	0	**Applicable to A320 Aircraft**. One or more may be inoperative or missing provided that extended overwater flight is not conducted.
08B	Non extended overwater flight	D	2	0	**Applicable to A319-112 and A319-115 Aircraft**. One or both may be inoperative or missing provided that extended overwater flight is not conducted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-63-	Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw)				
01A	Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw)	D	1	0	**(O)** May be inoperative.

OPERATIONAL (O) 25-63-01A

GENERAL INFORMATION

If necessary, the information will be given through the passenger address system or the cabin interphone system.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-64-	First Aid Kit				
01A	First Aid Kit	A A	3 2	2 2	**Applicable to A320 and A319-115 Aircraft** **Applicable to A319-112** May be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that was used, and b) Repairs or replacements are made when aircraft returns to main base or within two flight days.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-64-	Emergency Medical Kit				
02A	Emergency Medical Kit	A A	2 1	1 1	**Applicable to A320 and A319-115 Aircraft**. **Applicable to A319-112 Aircraft**. May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that was used, and b) Repairs or replacements are made when aircraft returns to main base or within three flight days.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-64-	Automated External Defibrillator (AED)				
03A	Automated External Defibrillator (AED)	D	1	0	One or more may be inoperative or missing.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-65-	Cockpit Flashlight				
01A	Cockpit Flashlight		2	2	**NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-65-	Cabin Flashlight				
02A	Cabin Flashlight	C	6	4	**Applicable to A320 Aircraft**.
02A	Cabin Flashlight	C	4	3	**Applicable to A319-112 Aircraft**.
02A	Cabin Flashlight	C	5	3	**Applicable to A319-115 Aircraft**.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-65-	Crash Axe/Crowbar				
03A	Crash Axe/Crowbar		1	1	**NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-65-	Emergency Locator Transmitter (ELT)				
04A	Emergency Locator Transmitter (ELT)		1	1	**NO-GO ITEM**
04B	Survival (ELT-S)	C	1	0	May be inoperative or removed except for over water flight for more than 30 minutes, or 100 nautical miles away from the coast.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-65-	Fireproof Gloves				
05A	All damaged or missing	C	1	0	May be damaged or missing.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-65-	Megaphone				
06A	Megaphone		2	2	**NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-66-	Life Vest				
01A	Life Vest	D	165	0	**Applicable to A320 Aircraft**.
01A	Life Vest	D	132	0	**Applicable to A319-112 Aircraft**.
01A	Life Vest	D	129	0	**Applicable to A319-115 Aircraft**. NOTE: • **NO-GO ITEM** for operations over extended waters, more than 50 nautical miles. • Minimum one life vest by passenger. • All live vests can be missing if overwater operations are not conducted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
25-66-	Supplementary Life Raft				
02A	Supplementary Life Raft		6	6	**Applicable to A319 Aircraft**. **NO–GO ITEM** for operations over extended waters except SEGS, SEST, KJFK, KMIA, MKJS* and MMUN*, or as indicate the current OSPEC. (*) Authorized route for non regular operations if doesn´t exceed 33 minutes of flight time in wind calm, with one inoperative engine or 180 nautical miles

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-00-	SDCU MAINTENANCE Message				
01A	SDCU MAINTENANCE Message	C			**Applicable to A319-112 aircraft**. SDCU MAINTENANCE message may be displayed on the STATUS SD page.
01A	SMOKE MAINTENANCE Message	C			**Applicable to A320 and A319-115 aircraft**. SMOKE MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ATA 26 FIRE PROTECTION

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	Bulb/LED in the ENG FIRE-PUSH pb-sw				
01A	Bulb/LED in the ENG FIRE-PUSH pb-sw	C	16	8	A maximum of four bulbs or LEDs may be inoperative in each ENG FIRE-PUSH pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	ENG AGENT pb DISCH light				
02A	One inoperative on each engine	C	4	2	**(M)** One may be inoperative on each engine provided that the associated fire extinguisher bottle is checked before the first flight of each day.
02B	Both inoperative on one engine	A	4	2	**(M)** Both may be inoperative on one engine for four flights or 15 flight hours, whichever occurs first, provided that the associated fire extinguisher bottles are checked before each flight.

PLACARD

26-01-01-02 Install INOP placard as applicable adjacent to ENG AGENT p.b. switch.

MAINTENANCE (M) 26-01-01-02A AND 26-01-01-02B

To Check the Bottle Pressure Refer to AMM 26-21-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	ENG AGENT pb SQUIB light				
03A	ENG AGENT pb SQUIB light	C	4	0	**(M)** One or more may be inoperative provided that the engine extinguishing system firing circuit is checked operative before the first flight of each day.

PLACARD

26-01-01-03 Install INOP placard as applicable adjacent to ENG AGENT p.b. switch.

MAINTENANCE (M) 26-01-01-03A

To Test of the SQUIB Legend of the AGENT Pushbutton switch Refer to AMM 26-21-00-040-003

ATA 26 FIRE PROTECTION

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	Bulb/LED in the APU FIRE-PUSH pb-sw				
04A	A maximum of four bulbs or LEDs inoperative	C	8	4	A maximum of four bulbs or LEDs may be inoperative.
04B	Five or more bulbs or LEDs inoperative	C	8	0	Five or more bulbs or LEDs may be inoperative provided that: 1) ETOPS is not conducted, and 2) The APU is deactivated. Note: Refer to Item 49-10-01C Power Plant (APU)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	APU AGENT pb DISCH light				
05A	Check of bottle pressure	C	1	0	**(M)** May be inoperative provided that the APU fire extinguisher bottle is checked before the first flight of each day.
05B	APU deactivated	C	1	0	May be inoperative provided that the APU is deactivated. NOTE: Refer to Item 49-10-01C Power Plant (APU)

PLACARD

26-01-01-05 Install INOP placard adjacent to APU AGENT p.b. switch.

MAINTENANCE (M) 26-01-01-05A

To Check the Bottle Pressure Refer to AMM 26-22-00-040-004.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	APU AGENT pb SQUIB light				
06A	Check of APU extinguishing system firing circuit	C	1	0	**(M)** May be inoperative provided that the APU extinguishing system firing circuit is checked operative before the first flight of each day.
06B	APU deactivated	C	1	0	May be inoperative provided that the APU is deactivated. NOTE: Refer to Item 49-10-01C Power Plant (APU)

PLACARD

26-01-01-06 Install INOP placard adjacent to APU AGENT p.b. switch.

MAINTENANCE (M) 26-01-01-06A

To Circuit Verification Refer to AMM 26-22-00-040-005.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	ENG FIRE TEST pb				
31A	ENG FIRE TEST pb	C	2	1	**(M)** One may be inoperative provided that the associated engine fire extinguishing and detection systems are checked operative before the first flight of each day.

PLACARD

26-01-01-31 Install INOP placard as applicable adjacent to ENG FIRE TEST p.b. switch.

MAINTENANCE (M) 26-01-01-31A

To ENG FIRE TEST - Circuit Verification Refer to AMM 26-21-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	APU FIRE TEST pb				
32A	Daily check	C	1	0	**(M)** May be inoperative provided that the APU extinguishing system firing circuit and the bottle low pressure detection system are checked operative before the first flight of each day.
32B	APU deactivated	C	1	0	May be inoperative provided that the APU is deactivated. NOTE: Refer to Item 49-10-01C Power Plant (APU)

PLACARD

26-01-01-32 Install INOP placard adjacent to APU FIRE TEST p.b. switch.

MAINTENANCE (M) 26-01-01-32A

To Test Circuit Verification Refer to AMM 26-22-00-040-012.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	APU FIRE PUSH pb-sw				
33A	APU FIRE PUSH pb-sw	C	1	0	May be inoperative provided that the APU is deactivated. NOTE: Refer to Item 49-10-01C Power Plant (APU)

PLACARD

26-01-01-33 Install INOP placard adjacent to APU FIRE PUSH p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-01-	APU AGENT pb				
34A	APU AGENT pb	C	1	0	May be inoperative provided that the APU is deactivated. NOTE: Refer to Item 49-10-01C Power Plant (APU)

PLACARD

26-01-01-34 Install INOP placard adjacent to APU AGENT p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-01-02-	CARGO SMOKE DISCH light				
01A	Check of bottle weight	C	1	0	**(M)** May be inoperative provided that the associated bottle weight is checked before the first flight of each day.
01B	Associated bottle considered inoperative	C	1	0	May be inoperative provided that the associated bottle is considered inoperative. NOTE: Refer to Item 26-23-01 Cargo Agent Bottle

PLACARD

26-01-02-01 Install INOP placard adjacent to CARGO SMOKE p.b switch.

MAINTENANCE (M) 26-01-02-01A

To Cargo Compartment DISCH LT - Verification of Fire-Extinguisher Bottle Weight Refer to AMM 26-23-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-12-	Engine Fire Detection Loop A on the Engine 1				
01A	Engine Fire Detection Loop A on the Engine 1	C	1	0	**(O)** May be inoperative provided that: 1) ETOPS beyond 120 min is not conducted, and 2) The associated detection loop B is operative, and 3) The engine fire test is made before each flight.

PLACARD
26-12-01A Install INOP placard on flight Deck overhead FIRE panel.

OPERATIONAL (O) 26-12-01A

COCKPIT PREPARATION
The engine fire test is made before each flight.

Note: Disregard the FIRE light 1 located on the ENG MASTER panel (pedestal)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-12-	Engine Fire Detection Loop A on the Engine 2				
02A	Engine Fire Detection Loop A on the Engine 2	C	1	0	**(O)** May be inoperative on each engine provided that: 1) The associated detection loop B is operative, and 2) The engine fire test is made before each flight.

PLACARD

26-12-02A Install INOP placard on flight Deck overhead FIRE panel.

OPERATIONAL (O) 26-12-02A

COCKPIT PREPARATION

The engine fire test is made before each flight.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-12-	Engine Fire Detection Loop B on the Engine 1				
03A	Engine Fire Detection Loop B on the Engine 1	C	1	0	**(O)** May be inoperative provided that the engine fire test is made before each flight.

PLACARD

26-12-03A Install INOP placard on flight Deck overhead FIRE panel.

OPERATIONAL (O) 26-12-03A

COCKPIT PREPARATION

The engine fire test is made before each flight.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-12-	Engine Fire Detection Loop B on the Engine 2				
04A	Engine Fire Detection Loop B on the Engine 2	C	1	0	**(O)** May be inoperative provided that: 1) ETOPS beyond 120 min is not conducted, and *2)* The engine fire test is made before each flight.

PLACARD
26-12-04A Install INOP placard on flight Deck overhead FIRE panel.

OPERATIONAL (O) 26-12-04A

COCKPIT PREPARATION
The engine fire test is made before each flight.

Note: Disregard the FIRE light 2 located on the ENG MASTER panel (pedestal)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-12-	FIRE light on the ENG MASTER Panel				
05A	FIRE light on the ENG MASTER Panel	C	2	0	One or both may be inoperative.

PLACARD

26-12-05A Install INOP placard as applicable adjacent to FIRE light on the ENG MASTER Panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-13-	APU Fire Detection Loop				
01A	Loop A inoperative	C	2	1	**(O)** APU fire detection loop A may be inoperative provided that: 1) ETOPS beyond 120 min is not conducted, and 2) The APU fire test is made before each APU start, and 3) During APU operations on ground, APU condition is continuously monitored in the cockpit.
01B	Loop B inoperative	C	2	1	**(O)** APU fire detection loop B may be inoperative provided that: 1) ETOPS beyond 120 min is not conducted, and 2) The APU fire test is made before each APU start.
01C	Both loops inoperative	C	2	0	Both loops may be inoperative provided that: 1) ETOPS is not conducted, and 2) The APU is deactivated. Note: Refer to Item 49-10-01C Power Plant (APU)

OPERATIONAL (O) 26-13-01A & 26-13-01B

ON GROUND

The APU fire test is made before each APU start.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-15-	Avionics Smoke Detection System				
01A	Avionics Smoke Detection System	C	1	0	**(O)** May be inoperative provided that ETOPS is not conducted.

OPERATIONAL (O) 26-15-01A

ON GROUND OR IN FLIGHT

Disregard:
- on the VENTILATION overhead panel: the BLOWER pb-sw FAULT light and the EXTRACT pb-sw FAULT light
- on the EMER ELEC PWR overhead panel: the GEN 1 LINE pb-sw SMOKE light

IN FLIGHT

- **In the case of an electrical smoke:**

Apply the AVNCS SMOKE emergency procedure. *Refer to QRH/ABN-27 Smoke / Fumes / AVNCS Smoke - General.*

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-16-	Smoke Detector in the FWD Cargo Compartment				
01A	Empty FWD cargo compartment	D	2	0	**Applicable to A319-112 aircraft**. Both detectors in the cavity may be inoperative provided that the FWD cargo compartment is empty. NOTE: 1. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 2. Depending on applicable regulation, smoke detection system may be required for dispatch.
01B	Non ETOPS flight	C	2	0	**Applicable to A319-112 aircraft**. Both detectors in the cavity may be inoperative provided that ETOPS is not conducted. NOTE: 1. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 2. Depending on applicable regulation, smoke detection system may be required for dispatch.
01D	Check of liner integrity	C	2	0	**Applicable to A319-112 aircraft**. **(M)** Both detectors in the cavity may be inoperative provided that the liner integrity in the FWD cargo compartment is checked before each flight.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-16-	Smoke Detector in the FWD Cargo Compartment (Continued)				NOTE: 1. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 2. Depending on applicable regulation, smoke detection system may be required for dispatch
01A	Empty FWD cargo compartment	D	2	0	**Applicable to A320 and A319-115 aircraft**. Both detectors in the cavity may be inoperative provided that the FWD cargo compartment is empty. NOTE: 1. The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF) 2. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 3. Depending on applicable regulation, smoke detection system may be required for dispatch.
01C	Non ETOPS flight	C	2	0	**Applicable to A320 and A319-115 aircraft**. **(O)** Both detectors in the cavity may be inoperative provided that:

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-16-	Smoke Detector in the FWD Cargo Compartment (Continued)				1) ETOPS is not conducted, and 2) The FWD cargo ventilation is closed. NOTE: 1. The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF) 2. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 3. Depending on applicable regulation, smoke detection system may be required for dispatch.
01E	Check of liner integrity	C	2	0	**Applicable to A320 and A319-115 aircraft**. **(O) (M)** Both detectors in the cavity may be inoperative provided that: 1) The liner integrity in the FWD cargo compartment is checked before each flight, and 2) The FWD cargo ventilation is closed. NOTE: 1. The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF) 2. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-16-	Smoke Detector in the FWD Cargo Compartment (Continued)				Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 3. Depending on applicable regulation, smoke detection system may be required for dispatch.

MAINTENANCE (M) 26-16-01D & 26-16-01E

To Visual Check of Cargo Compartment Decompression, Lining, Floor Panels and Pressure Compensation Valve (as far as visible, if ACT(s) installed) Refer to AMM 25-50-00-200-002.

OPERATIONAL (O) 26-16-01C & 26-16-01E

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

FWD ISOL VALVE pb-sw.....OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-16-	Smoke Detector in the AFT and the BULK Cargo Compartments				
02A	No flammable or combustible materials	D	4	0	**Applicable to A320 and A319-115 aircraft**. Both detectors in one or both cavities may be inoperative provided that the AFT and the BULK cargo compartments are empty or do not contain flammable or combustible materials. NOTE: 1. The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF) 2. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 3. Depending on applicable regulation, smoke detection system may be required for dispatch.
02B	Non ETOPS flight	C	4	0	**Applicable to A320 and A319-115 aircraft**. Both detectors in one or both cavities may be inoperative provided that ETOPS is not conducted. NOTE: 1. The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF) 2. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-16-	Smoke Detector in the AFT and the BULK Cargo Compartments (Continued)				
					Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 3. Depending on applicable regulation, smoke detection system may be required for dispatch.
02D	Check of liner integrity	C	4	0	**Applicable to A320 and A319-115 aircraft**. **(M)** Both detectors in one or both cavities may be inoperative provided that the liner integrity in the AFT and the BULK cargo compartments is checked before each flight. NOTE: 1. The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF) 2. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 3. Depending on applicable regulation, smoke detection system may be required for dispatch.
02A	No flammable or combustible materials	D	4	0	**Applicable to A319-112 aircraft**. Both detectors in one or both cavities may be inoperative provided that the AFT and the BULK cargo compartments are empty or do not contain flammable or combustible materials.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-16-	Smoke Detector in the AFT and the BULK Cargo Compartments (Continued)				NOTE: 1. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 2. Depending on applicable regulation, smoke detection system may be required for dispatch.
02C	Non ETOPS flight	C	4	0	**Applicable to A319-112 aircraft**. **(O)** Both detectors in one or both cavities may be inoperative provided that: 1) ETOPS is not conducted, and 2) The AFT cargo ventilation is closed. NOTE: 1. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 2. Depending on applicable regulation, smoke detection system may be required for dispatch.
02E	Check of liner integrity	C	4	0	**Applicable to A319-112 aircraft**. **(O) (M)** Both detectors in one or both cavities may be inoperative provided that: 1) The liner integrity in the AFT and the BULK cargo compartments is checked before eachflight, and 2) The AFT cargo ventilation is closed.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-16-	Smoke Detector in the AFT and the BULK Cargo Compartments (Continued)				NOTE: 1. Failure of a single detector in the cavity is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message 2. Depending on applicable regulation, smoke detection system may be required for dispatch.

MAINTENANCE (M) 26-16-02D & 26-16-02E

To Visual Check of Cargo Compartment Decompression, Lining, Floor Panels and Pressure Compensation Valve (as far as visible, if ACT(s) installed) Refer to AMM 25-50-00-200-002.

OPERACIONAL 26-16-02C & 26-16-02E

FLIGHT PREPARATION/LIMITATIONS

For live animal transportation, use the Live Animal Transportation Calculation Tool.

DURING COCKPIT PREPARATION

AFT ISOL VALVE pb-sw..... OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-17-	Lavatory Smoke Detection System				
01A	Associated lavatory fire extinguishing system operative	C	3	0	**Applicable to A319-112 aircraft**. **(O)** One or more may be inoperative provided that: 1) The associated lavatory fire extinguishing system is operative, and 2) A procedure is used to periodically check absence of smoke in the associated lavatory.
01A	Associated lavatory fire extinguishing system operative	C	3	0	**Applicable to A320 and A319-115 aircraft**. **(O)** One or more may be inoperative provided that: 1) The associated lavatory fire extinguishing system is operative, and 2) A procedure is used to periodically check absence of smoke in the associated lavatory. NOTE: The lavatory smoke detection function is part of CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)
01B	Associated lavatory not used	C	3	0	**Applicable to A319-112 aircraft**. **(O)** One or more may be inoperative provided that: 1) The associated lavatory waste receptacle is empty, and 2) The associated lavatory door is locked closed and placarded inoperative, and 3) The lavatory is not used for storage or for any other purpose, and 4) A procedure is used to periodically check the absence of smoke in the associated lavatory.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-17-	Lavatory Smoke Detection System (Continued)				
01B	Associated lavatory not used	C	3	0	**Applicable to A320 and A319-115 aircraft**. **(O)** One or more may be inoperative provided that: 1) The associated lavatory waste receptacle is empty, and 2) The associated lavatory door is locked closed and placarded inoperative, and 3) The lavatory is not used for storage or for any other purpose, and 4) A procedure is used to periodically check the absence of smoke in the associated lavatory. NOTE: The lavatory smoke detection function is part of CIDS Smoke Detection Function (CIDS-SDF). <u>Note:</u> Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)

<u>OPERATIONAL (O) 26-17-01A & 26-17-01B</u>

When the lavatory waster receptacle fire extinguishing system is inoperative, the whole lavatory shall be deemed unusable and so placarded before the flight starts.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-17-	Smoke Detection Control Unit (SDCU)				
02A	Smoke Detection Control Unit (SDCU)	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that: 1) The FWD, AFT, and BULK cargo smoke detection systems are considered inoperative, and 2) The lavatory smoke detection system is considered inoperative. • Refer to Item 26-16-01 Smoke Detector in the FWD Cargo Compartment, and • Refer to Item 26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments, and • Refer to Item 26-17-01 Lavatory Smoke Detection System NOTE: Failure of a single SDCU channel is indicated by a MAINTENANCE message on the STATUS SD page. Note: Refer to Item 26-00-01 SDCU/SMOKE MAINTENANCE Message

PLACARD

Install 26-17-02 INOP placard adjacent to the lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-18-	Video Control Center Standalone Smoke Detection System				
01A	Absence of smoke periodically checked in the VCC	C	1	0	**(O)** May be inoperative provided that a procedure is used to check the absence of smoke in the Video Control Center (VCC) every 30 min..
01B	VCC deactivated	D	1	0	**(M)** May be inoperative provided that the Video Control Center (VCC) is deactivated.

PLACARD

Install 26-18-01 INOP placard

OPERATIONAL (O) 26-18-01A

A procedure must be established to check every 30 min the absence of smell of burning or smoke in the VCC , and the absence of failure message on the IFE control panel.

CAUTION:

- **If cabin crew or passengers report anomalies like video/audio distribution problems:**

The VCC must be checked immediately to ensure that no smoke exists.

  - **If smell of burning or smoke is suspected, or if a failure message is displayed on the IFE control panel:**
    The VCC must be set to off.

MAINTENANCE (M) 26-18-01B
Refer to AMM Task 26-18-00-040-801

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-22-	APU Automatic Fire Extinguishing Control on Ground				
01A	APU operations on ground monitored	C	1	0	May be inoperative provided that the APU condition is continuously monitored in the cockpit During APU operations on ground.
01B	APU deactivated	C	1	0	May be inoperative provided that the APU is deactivated. NOTE: Refer to Item 49-10-01C Power Plant (APU)

PLACARD

26-22-01 Install INOP placard on flight Deck overhead FIRE panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-22-	APU Fire Extinguisher Overpressure Indication (Red Disc)				
02A	APU Fire extinguisher bottle pressure switch operative	C	1	0	**(M)** May be damaged or missing provided that the APU fire extinguisher bottle pressure switch is checked operative before the first flight of each day.
02B	APU deactivated	C	1	0	May be inoperative provided that the APU is deactivated. NOTE: Refer to Item 49-10-01C Power Plant (APU)

PLACARD

26-22-02 Install INOP placard on flight Deck overhead FIRE panel.

MAINTENANCE (M) 26-22-02A

To Check the Bottle Pressure Switch Refer to AMM 26-22-00-040-007.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-22-	Squib of the APU Fire Extinguisher Bottle				
03A	One inoperative	C	2	1	**(M)** One may be inoperative provided that the remaining squib is checked operative before the first flight of each day.
03B	Both inoperative	C	2	0	Both may be inoperative provided that the APU is deactivated. NOTE: Refer to Item 49-10-01C Power Plant (APU)

PLACARD

26-22-03 Install INOP placard on flight Deck overhead FIRE panel.

MAINTENANCE (M) 26-22-03A

To check of the remaining Squib Integrity Refer to AMM 26-22-00-040-008.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-22-	APU Fire Extinguisher Bottle				
04A	APU Fire Extinguisher Bottle	C	1	0	May be inoperative provided that the APU is deactivated. NOTE: Refer to Item 49-10-01C Power Plant (APU)

PLACARD

26-22-04A Install INOP placard on flight Deck overhead FIRE panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-22-	APU AUTO EXTING TEST pb-sw on the Maintenance Panel				
05A	APU AUTO EXTING TEST pb-sw on the Maintenance Panel	C	1	0	May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative. NOTE: Refer to Item 26-22-01 APU Automatic Fire Extinguishing Control on Ground

PLACARD

26-22-05A Install INOP placard adjacent to APU AUTO EXTING TEST pb-sw on the Maintenance Panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-22-	APU FIRE light on the External Power Panel				
06A	APU Automatic fire extinguishing control on ground operative	C	1	0	**(M)** May be inoperative provided that the APU automatic fire extinguishing control on ground is checked operative.
06B	APU Automatic fire extinguishing control on ground considered inoperative	C	1	0	May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative. NOTE: Refer to Item 26-22-01 APU Automatic Fire Extinguishing Control on Ground

PLACARD

26-22-06 Install INOP placard adjacent to APU FIRE light on the External Power Panel.

MAINTENANCE (M) 26-22-06A

To make sure that the APU Automatic Fire Extinguishing System is operative when the APU FIRE Light on External Power Panel is inoperative Refer to AMM 26-22-00-040-010.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-22-	APU SHUT OFF pb on the External Power Panel				
07A	APU Automatic fire extinguishing control on ground operative	C	1	0	**(M)** May be inoperative provided that the APU automatic fire extinguishing control on ground is checked operative.
07B	APU Automatic fire extinguishing control on ground considered inoperative	C	1	0	May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative. NOTE: Refer to Item 26-22-01 APU Automatic Fire Extinguishing Control on Ground

PLACARD

26-22-07 Install INOP placard adjacent to APU SHUT OFF pb on the External Power Panel.

MAINTENANCE (M) 26-22-07A

To make sure that the APU Automatic Fire Extinguishing System is operative when the APU SHUT OFF PB on External Power Panel is inoperative Refer to AMM 26-22-00-040-011

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-23-	Cargo Agent Bottle				
01A	No flammable or combustible materials	D	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that the cargo compartments are empty or do not contain flammable or combustible materials.
01A	No flammable or combustible materials	D	1	0	**Applicable to A320 and A319-115 aircraft**. May be inoperative provided that the cargo compartments are empty or do not contain flammable or combustible materials. NOTE: The cargo smoke detection function is part of CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)
01B	Non ETOPS flight	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that ETOPS is not conducted.
01B	Non ETOPS flight	C	1	0	**Applicable to A320 and A319-115 aircraft**. May be inoperative provided that ETOPS is not conducted. NOTE: The cargo smoke detection function is part of CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)
01D	Check of liner integrity	C	1	0	**Applicable to A319-112 aircraft**. **(M)** May be inoperative provided that the liner integrity in the cargo compartments is checked before each flight.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-23-	Cargo Agent Bottle (Continued)				
01D	Check of liner integrity	C	1	0	**Applicable to A320 and A319-115 aircraft**. **(M)** May be inoperative provided that the liner integrity in the cargo compartments is checked before each flight. NOTE: The cargo smoke detection function is part of CIDS Smoke Detection Function (CIDS-SDF). Note: Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)

MAINTENANCE (M) 26-23-01D

To Visual Check of Cargo Compartment Decompression, Lining, Floor Panels and Pressure Compensation Valve (as far as visible, if ACT(s) installed) Refer to AMM 25-50-00-200-002.

PLACARD

26-23-01D Install INOP placard on flight Deck overhead CARGO SMOKE panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-23-	Squib of the Cargo Bottle 1				
02A	No flammable or combustible materials	D	2	0	One or both may be inoperative provided that the associated cargo compartment is empty or does not contain flammable or combustible materials.
02B	Non ETOPS flight	C	2	0	One or both may be inoperative provided that ETOPS is not conducted.
02C	Check of liner integrity	C	2	0	**(M)** One or both may be inoperative provided that the liner integrity in the associated cargo compartment is checked before each flight.

MAINTENANCE (M) 26-23-02C

To Visual Check of Cargo Compartment Decompression, Lining, Floor Panels and Pressure Compensation Valve (as far as visible, if ACT(s) installed) Refer to AMM 25-50-00-200-002.

PLACARD

26-23-02 Install INOP placard on flight Deck overhead CARGO SMOKE panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-24-	Portable Fire Extinguisher				
01A	Portable Fire Extinguisher	D	7	4	**Applicable to A320 aircraft**.
01A	Portable Fire Extinguisher	D	6	4	**Applicable to A319-115 aircraft**.
01A	Portable Fire Extinguisher		4	4	**Applicable to A319 aircraft**. **NO-GO ITEM** NOTE 2: For required distribution the portable Fire Extinguishing on cockpit must be operative and remaining Fire extinguishing must be located in order to cover all interior cabin.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
26-25-	Lavatory Waste Bin Fire Extinguishing System				
01A	Lavatory Waste Bin Fire Extinguishing System	C	3	0	One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ATA 27 FLIGHT CONTROLS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-00-	F/CTL MAINTENANCE Message				
01A	F/CTL MAINTENANCE Message	C			F/CTL MAINTENANCE message may be displayed on the STATUS SD page.
02A	SFCS MAINTENANCE Message	C			SFCS MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-01-01-	ELAC pb-sw FAULT light				
01A	ELAC pb-sw FAULT light	C	2	1	One may be inoperative.

PLACARD

27-01-01-01 Install INOP placard as applicable adjacent to ELAC p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-01-01-	ELAC pb-sw OFF light				
02A	ELAC pb-sw OFF light	C	2	0	One or both may be inoperative.

PLACARD

27-01-01-02 Install INOP placard as applicable adjacent to ELAC p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-01-01-	SEC pb-sw FAULT light				
03A	SEC pb-sw FAULT light	C	3	2	One may be inoperative.

PLACARD

27-01-01-03 Install INOP placard as applicable adjacent to SEC p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-01-01-	SEC pb-sw OFF light				
04A	SEC pb-sw OFF light	C	3	0	One or more may be inoperative.

PLACARD

27-01-01-04 Install INOP placard as applicable adjacent to SEC p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Aileron Actuator Indication on the F/CTL SD page				
01A	Aileron Actuator Indication on the F/CTL SD page	C	4	0	One or more may be inoperative.

PLACARD

27-07-01A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Aileron Position Indication on the F/CTL SD page				
02A	Aileron Position Indication on the F/CTL SD page	C	2	0	**(O)** One or more may be inoperative provided that the deflection of the affected aileron through each servo-control is visually checked before each flight.

PLACARD

27-07-02A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 27-07-02A

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*

- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

Check of the aileron control through the ELACs:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw.....AUTO
- BLUE ELEC PUMP pb-sw..... AUTO
- BLUE PUMP OVRD pb..... ON
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On

Check of the aileron control through the ELAC 1:

- Move the CAPT stick from right stop to left stop.
- Visually check the full travel of the ailerons.

CAUTION	If the expected aileron movement does not occur, do not attempt any reset. Contact the maintenance.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-07- Aileron Position Indication on the F/CTL SD page (Continued)

Check of the aileron control through the ELAC 2:

- ELAC 1 pb-sw.....OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- Visually check the full travel of the ailerons.

CAUTION	If the expected aileron movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw.....Off
- BLUE PUMP OVRD pb-sw..... Off
- ELAC 1 pb-sw..... On

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Elevator Actuator Indication on the F/CTL SD page				
03A	Elevator Actuator Indication on the F/CTL SD page	C	4	0	One or more may be inoperative.

PLACARD

27-07-03A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Elevator Position Indication on the F/CTL SD page				
04A	Elevator Position Indication on the F/CTL SD page	C	2	0	**(O)** One or both may be inoperative provided that the deflection of the affected elevator is visually checked before each flight.

PLACARD

27-07-04A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 27-07-04A

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*

- *Pressurize the Yellow Hydraulic System with:*
- *A Ground cart, or with*
- *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the elevator control:

- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw.....AUTO
- BLUE ELEC PUMP pb-sw..... AUTO
- BLUE PUMP OVRD pb..... ON
- Establish communication with the ground crew.
- Move the CAPT or the F/O stick to the maximum nose down position.
- Visually check that both elevators move down.
- Move the CAPT or the F/O stick to the maximum nose up position.
- Visually check that both elevators move up.
- Move the CAPT or the F/O stick to the neutral position.
- Visually check that both elevators go back to the neutral position.
- YELLOW ELEC PUMP pb-sw.....Off
- BLUE PUMP OVRD pb-sw..... Off

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Pitch Trim Position Indication on the F/CTL SD page				
05A	Pitch Trim Position Indication on the F/CTL SD page	C	1	0	**(O)** May be inoperative provided that the pitch trim hand wheel and the stabilizer are visually checked to synchronously operate before each flight.

PLACARD

27-07-05A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 27-07-05A

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

Check of the stabilizer control:

- YELLOW ELEC PUMP pb-sw..... ON
- Establish communication with the ground crew.
- Move the pitch trim handwheel to the full DN position.
- Visually check that the stabilizer moves to the full down position.
- Move the pitch trim handwheel to the full UP position.
- Visually check that the stabilizer moves to the full up position.
- Move the pitch trim handwheel to the required position.
- YELLOW ELEC PUMP pb-sw.....Off

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Rudder Position Indication on the F/CTL SD page				
06A	Rudder Position Indication on the F/CTL SD page	B	1	0	**(O)** May be inoperative provided that the deflection of the rudder is visually checked before each flight.

PLACARD

27-07-06A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 27-07-06A

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:
- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure

Check of the rudder control:

- YELLOW ELEC PUMP pb-sw..... ON
- Establish communication with the ground crew.
- On the CAPT or the F/O side, apply left rudder.
- Visually check that the rudder moves to the left.
- On the CAPT or the F/O side, apply right rudder.
- Visually check that the rudder moves to the right.
- On the CAPT or the F/O side, release the pedals.
- Visually check that the rudder moves to the neutral position.
- YELLOW ELEC PUMP pb-sw.....Off

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Rudder Trim Position Indication on the F/CTL SD page				
07A	Rudder trim position indication operative on the center pedestal	C	1	0	May be inoperative provided that the rudder trim position indication is operative on the center pedestal.
07B	Rudder position checked at zero	C	1	0	May be inoperative provided that the rudder position is checked at zero on the F/CTL SD page before takeoff.

PLACARD

27-07-07 Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Rudder Travel Limiter Position Indication on the F/CTL SD page				
08A	Rudder Travel Limiter Position Indication on the F/CTL SD page	D	1	0	**Applicable to A320 and A319-115 aircraft**. May be inoperative.

PLACARD

27-07-08A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	ELAC Indication on the F/CTL SD page				
09A	ELAC Indication on the F/CTL SD page	C	2	0	One or both may be inoperative.

PLACARD

27-07-09A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	SEC Indication on the F/CTL SD page				
10A	SEC Indication on the F/CTL SD page	C	3	0	One or more may be inoperative.

PLACARD

27-07-10A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Spoilers/Speedbrakes Indication on the F/CTL SD page				
11A	Spoilers/Speedbrakes Indication on the F/CTL SD page	C	10	0	**(O)** One or more may be inoperative provided that the deflection of the affected surface is visually checked before each flight.

PLACARD

27-07-11A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 27-07-11A

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

- **If surface 1 indication is inoperative:**

CAUTION	The aircraft must be stopped during the check.

-YELLOW ELEC PUMP pb-sw.....ON
- PTU pb-sw..... AUTO
- SPEEDBRAKES lever.....FULL
- Visually check that surface 1 slightly extends (approximately 6°).
- YELLOW ELEC PUMP pb-sw..... Off

- **If surface 3 indication is inoperative:**
- BLUE ELEC PUMP pb-sw.....AUTO
- BLUE PUMP OVRD pb-sw..... ON
- Move the stick from left stop to right stop.
- Visually check the correct movement of surface 3.
- BLUE PUMP OVRD pb-sw.....Off

- **If surface 2, 4, or 5 indication is inoperative:**
- YELLOW ELEC PUMP pb-sw.....ON
- PTU pb-sw..... AUTO
- Move the stick from left stop to right stop and visually check the correct movement of surfaces 2, 4 and 5.
- YELLOW ELEC PUMP pb-sw..... Off

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-07-	Spoilers/Speedbrakes Indication on the WHEEL SD page				
12A	Spoilers/Speedbrakes Indication on the WHEEL SD page	C	10	0	**(O)** One or more may be inoperative provided that the deflection of the affected surface is visually checked before each flight.

PLACARD

27-07-12A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 27-07-12A

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

- **If surface 1 indication is inoperative:**

CAUTION	The aircraft must be stopped during the check.

- YELLOW ELEC PUMP pb-sw.....ON
- PTU pb-sw..... AUTO
- SPEEDBRAKES lever.....FULL
- Visually check that surface 1 slightly extends (approximately 6°).
- YELLOW ELEC PUMP pb-sw..... Off

- **If surface 3 indication is inoperative:**
  - BLUE ELEC PUMP pb-sw.....AUTO
  - BLUE PUMP OVRD pb-sw..... ON
  - Move the stick from left stop to right stop.
  - Visually check the correct movement of surface 3.
  - BLUE PUMP OVRD pb-sw.....Off

- **If surface 2, 4, or 5 indication is inoperative:**
  - YELLOW ELEC PUMP pb-sw.....ON
  - PTU pb-sw..... AUTO
  - Move the stick from left stop to right stop and visually check the correct movement of surfaces 2, 4 and 5.
  - YELLOW ELEC PUMP pb-sw..... Off

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-08-	Flap Position Indication on the EWD				
01A	Flap Position Indication on the EWD		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-08-	Slat Position Indication on the EWD				
02A	Slat Position Indication on the EWD		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-14-	Left Aileron Blue Servo-Control (Controlled by ELAC 1)				
01A	Left Aileron Blue Servo-Control (Controlled by ELAC 1)	C	1	0	**(O) (M)** May be inoperative provided that: 1) It is electrically disconnected, and 2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and 3) The left aileron green servo-control (controlled by ELAC 2) is operative, and 4) The right aileron blue servo-control (controlled by ELAC 2) is operative, and 5) All roll spoilers are operative, and 6) The TR 1 and TR 2 are operative, and 7) The DC TIE contactor 1PC1 is checked closed.

OPERATIONAL (O) 27-14-01A

DURING COCKPIT PREPARATION

Check that DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

MAINTENANCE (M) 27-14-01A

To Deactivation of the Aileron Servo Control Refer to AMM 27-14-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-14-	Left Aileron Green Servo-Control (Controlled by ELAC 2)				
02A	Left Aileron Green Servo-Control (Controlled by ELAC 2)	C	1	0	**(M)** May be inoperative provided that: 1) It is electrically disconnected, and 2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and 3) All roll spoilers are operative.

MAINTENANCE (M) 27-14-02A

To Deactivation of the Aileron Servo Control. Refer to AMM 27-14-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-14-	Right Aileron Green Servo-Control (Controlled by ELAC 1)				
03A	Right Aileron Green Servo-Control (Controlled by ELAC 1)	C	1	0	**(O) (M)** May be inoperative provided that: 1) It is electrically disconnected, and 2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and 3) The right aileron blue servo-control (controlled by ELAC 2) is operative, and 4) The left aileron green servo-control (controlled by ELAC 2) is operative, and 5) All roll spoilers are operative, and 6) The TR 1 and TR 2 are operative, and 7) The DC TIE contactor 1PC1 is checked closed.

OPERATIONAL (O) 27-14-03A

DURING COCKPIT PREPARATION

Check that DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

MAINTENANCE (M) 27-14-03A

To Deactivation of the Aileron Servo Control. Refer to AMM 27-14-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-14-	Right Aileron Blue Servo-Control (Controlled by ELAC 2)				
04A	Right Aileron Blue Servo-Control (Controlled by ELAC 2)	C	1	0	**(O)(M)** May be inoperative provided that: 1) It is electrically disconnected, and 2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and 3) All roll spoilers are operative.

OPERATIONAL (O) 27-14-04A

DURING ENGINE START
- The F/CTL ELAC2 FAULT alert may be/is displayed on the EWD after the first engine start.
- Check that the F/CTL ELAC2 FAULT alert disappear after the second engine start.

MAINTENANCE (M) 27-14-04A

To Deactivation of the Aileron Servo Control. Refer to AMM 27-14-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-21-	Rudder Pedal Adjustment System				
01A	Rudder Pedal Adjustment System	C	2	0	**(O)** One or both may be inoperative provided that: 1) The rudder pedals can be secured in a position which meets individual pilot requirements, and 2) The full and unrestricted movement of the rudder pedals and brake pedals deflection is possible at both pilot stations.

OPERATIONAL (O) 27-21-01A

DURING COCKPIT PREPARATION

Simultaneously apply loads on both pedals (in rudder control movement direction) to make sure that the secured position is reached. For that purpose, the effort shall be equivalent to a full rudder deflection.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-22-	Rudder Trim System				
01A	Rudder trim system 1 inoperative	C	2	1	**(O)** Rudder Trim System 1 may be inoperative provided that ETOPS is not conducted.
01B	Rudder trim system 2 inoperative	C	2	1	**(O)** Rudder Trim System 2 may be inoperative. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

OPERATIONAL (O) 27-22-01A & 27-22-01B

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-22-	Manual Rudder Trim Reset Function				
02A	Manual Rudder Trim Reset Function	C	1	0	May be inoperative provided that one rudder trim position indication is operative.

PLACARD

27-22-02A Install INOP placard adjacent to Manual Rudder Trim Reset pb.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-22-	Rudder Trim Position Indication on the Center Pedestal				
03A	Rudder Trim Position Indication on the Center Pedestal	C	1	0	**(O)** May be inoperative provided that the rudder trim position is checked centered on the F/CTL SD page before takeoff..

PLACARD

27-22-03A Install INOP placard adjacent to Rudder Trim Position Indication on the Center Pedestal.

OPERATIONAL (O) 27-22-03A:

DURING COCKPIT PREPARATION:
RUD TRIM position indication.....CHECK CENTERED

If the RUD TRIM position indication is not centered:
RESET pb.....PRESS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-23-	Rudder Travel Limiter System				
01A	Rudder Travel Limiter System	C	2	1	One may be inoperative. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-34-	Elevator Servo-Control				
01A	Elevator Servo-Control		4	4	All must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-34-	Elevator Servo-Control Position Transducer				
02A	Elevator Servo-Control Position Transducer	C	8	4	**(M)** One transducer per servo-control must be operative.

MAINTENANCE (M) 27-34-02A

To Elevator Servocontrol Position-Transducer - Connection of the Spare Transducer Refer to AMM 27-34-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-40-	Stabilizer Mechanical Control				
01A	Stabilizer Mechanical Control		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-40-	Stabilizer Actuator Electric Motor				
02A	Electric motor 3 inoperative	C	3	2	The stabilizer actuator electric motor 3 may be inoperative.
02B	Electric motor 2 inoperative	C	3	2	The stabilizer actuator electric motor 2 may be inoperative provided that: 1) ETOPS is not conducted, and 2) ELAC 1 pitch channel is considered inoperative. NOTE: Refer to Item 27-93-01 ELAC 1

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-51-	SFCC Flap Channel				
01A	SFCC Flap Channel	C	2	1	**(O) (M)** SFCC 2 flap channel may be inoperative provided that: 1) It is deactivated, and 2) The slats and flaps are checked operative on SFCC 1, and 3) The SFCC 1 flap WTB is checked operative before the first MEL dispatch and then every day, and 4) All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and 5) The minimum idle on ground is considered inoperative. NOTE: Refer to Item 73-20-05 Minimum Idle on Ground

PLACARD

27-51-01A Install INOP placard adjacent to FLAPS panel.

OPERATIONAL (O) 27-51-01A

GENERAL INFORMATION

ENG 2 APPR IDLE ONLY message is displayed on the STATUS SD page.
FLAPS SLOW message is displayed on the STATUS SD page.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

DURING COCKPIT PREPARATION

Disregard and clear the F/CTL FLAP SYS 2 FAULT alert displayed on the EWD.

MAINTENANCE (M) 27-51-01A

To Deactivation of the Slat and Flap Control Computer (SFCC) No. 2 Flap Channel Refer to AMM 27-51-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-51-	Flap Wing Tip Brakes Solenoid				
02A	Flap Wing Tip Brakes Solenoid	C	4	2	**(O)(M)** One or two solenoids associated with the SFCC 2 may be inoperative provided that the SFCC 1 flap WTB is checked operative before the first MEL dispatch and the every day.

OPERATIONAL (O) 27-51-02A

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

MAINTENANCE (M) 27-51-03A

To Flap WTB Solenoid – WTB Test Procedure Refer to AMM 27-51-00-040-004.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-54-	Flap Hydraulic Motor				
01A	Green motor inoperative	C	2	1	Green motor may be inoperative.
01B	Yellow motor inoperative	C	2	1	Yellow motor may be inoperative provided that the blue slat motor is operative.

PLACARD

27-54-01 Install INOP placard adjacent to FLAPS panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-54-	Flap PCU Valve Block				
02A	Flap PCU Valve Block	C	2	1	The valve block associated with SFCC 2 may be inoperative provided that the SFCC 2 flap channel is considered inoperative. NOTE: Refer to Item 27-51-01 SFCC Flap Channel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-54-	Flap Pressure-Off Brake				
03A	Flap Pressure-Off Brake		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-64-	Spoiler 5				
01A	Spoiler 5	C	2	0	**(O) (M)** The pair of spoilers 5 may be inoperative provided that: 1) The affected spoiler is deactivated in the retracted position, and 2) The pairs of spoilers 1, 2, 3, and 4 are operative.

OPERATIONAL (O) 27-64-01A

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

Note: *No performance penalty applies when the pair of spoilers 5 is inoperative.*

MAINTENANCE (M) 27-64-01A

To Deactivation of the Spoiler Servo Control Refer to AMM 27-64-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-64-	Spoiler 1 or 3				
02A	Spoiler 1 or 3	C	4	2	**(O) (M)** One pair of spoilers 1 or 3 may be inoperative provided that: 1) The affected spoiler is deactivated in the retracted position, and 2) The pairs of spoilers 2, 4, and 5 are operative, and 3) The Flight Manual performance penalties are applied.

OPERATIONAL (O) 27-64-02A (Applicable to A319-112 and A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

Takeoff performance computation:

WARNING	Do not use this method for takeoff on wet or contaminated runways.

Determine the Maximum Takeoff Weight and associated speeds in normal conditions on dry runway.

Decrease the Maximum Takeoff Weight by 800 kg (1 770 lb).
Decrease V1, VR, and V2 by 1 kt.

- **If the actual TOW is lower than the MTOW calculated using above method:**

  The speeds determined without failure and associated with the actual TOW may be retained provided they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

- **If the corrected V1 is lower than the minimum V1:**

  Take this last value as V1
  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-64- Spoiler 1 or 3 (Continued)

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected VR is lower than the minimum VR:**

  Takeoff is not possible using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**

  Takeoff is not possible using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation.
(*Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)*)

- **If the corrected V2 is lower than the minimum V2:**

  Takeoff is not possible using this method.

Landing performance computation:

Multiply the landing distances by 1.10.

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

FOR TAKEOFF

- **If the above method was used for takeoff performance determination:**

  Perform the takeoff using full thrust (TOGA).

OPERATIONAL (O) 27-64-02A (Applicable to A320 aircraft)

FLIGHT PREPARATION/LIMITATIONS

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-64- Spoiler 1 or 3 (Continued)

Takeoff performance computation:

WARNING	Do not use this method for takeoff on wet or contaminated runways.

Determine the Maximum Takeoff Weight and associated speeds in normal conditions on dry runway.
Decrease the Maximum Takeoff Weight by 800 kg (1 770 lb).

Decrease V1 by 1 kt. Keep VR and V2 unchanged.

- **If the actual TOW is lower than the MTOW calculated using above method:**

  The speeds determined without failure and associated with the actual TOW may be retained provided they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

- **If the corrected V1 is lower than the minimum V1:**

  Take this last value as V1
  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

Landing performance computation:

Multiply the landing distances by 1.05.

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

FOR TAKEOFF

- **If the above method was used for takeoff performance determination:**
  Perform the takeoff using full thrust (TOGA).

MAINTENANCE (M) 27-64-02A

To Deactivation of the Spoiler Servo Control Refer to AMM 27-64-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-64-	Spoiler 2 or 4				
03A	Spoiler 2 or 4	C	4	2	**(O) (M)** One pair of spoilers 2 or 4 may be inoperative in the retracted position provided that: 1) The affected spoiler is deactivated in the retracted position, and 2) The pairs of spoilers 1, 3, and 5 are operative, and 3) The SFCC 2 flap channel is operative, and 4) The Flight Manual performance penalties are applied.

OPERATIONAL (O) 27-64-03A

FLIGHT PREPARATION/LIMITATIONS

For performance penalties, *Refer to OpsProc 27-64-02A Spoiler 1 or 3*

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

MAINTENANCE (M) 27-64-03A

To Deactivation of the Spoiler Servo Control Refer to AMM 27-64-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-64-	Spoilers 1 and 2				
04A	Spoilers 1 and 2	C	4	0	**(O) (M)** The pairs of spoilers 1 and 2 may be inoperative in the retracted position provided that: 1) The affected spoilers are deactivated in the retracted position, and 2) The pairs of spoilers 3, 4, and 5 are operative, and 3) The SFCC 2 flap channel is operative, and 4) The Flight Manual performance penalties are applied.

OPERATIONAL (O) 27-64-04A (Applicable to A319-112 aircraft)

FLIGHT PREPARATION/LIMITATIONS

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

Takeoff performance computation:

The method explained hereafter allows the determination of the MTOW and associated speeds (V1, VR, V2), by applying decrements on the MTOW and associated speeds computed in normal conditions (i.e. all systems operative). The method is based on the use of RTOW charts established at optimum V2/VS, optimum V1/VR, minimum V1.

WARNING	- Do not use this method with takeoff charts computed with other conditions. - Do not use this method for takeoff with tailwind. - Do not use this method for takeoff on wet or contaminated runways.

How to proceed?

- Read, in 0 kt wind column of the takeoff chart computed in normal condition, the MTOW and associated speeds (V1, VR, V2) corresponding to the actual temperature, even in the case of headwind (the method does not take into account the headwind benefit on takeoff performance).
- Apply the QNH and/or bleed corrections, if any, to determine the MTOW.
- Enter the following table to determine the MTOW and speed decrements.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-64- Spoilers 1 and 2 (Continued)

- Applying these decrements, calculate the MTOW and associated speeds corresponding to the actual temperature.

CAUTION	Do not extrapolate below the shortest runway length provided by the table.

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN TWO PAIRS OF SPOILERS ARE INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
1 500	1 400/3 000	3	1	1	800/1 700	3	2	2	1 400/3 000	4	3	3
2 000	1 000/2 200	3	2	2	800/1 700	3	2	2	1 400/3 000	4	3	3
2 500	600/1 300	2	1	1	800/1 700	3	2	2	1 000/2 200	3	2	2
3 000	1 000/2 200	4	3	3	800/1 700	4	3	3	800/1 700	4	3	3

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN TWO PAIRS OF SPOILERS ARE INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
3 500	800/1 700	5	3	3	600/1 300	5	3	3	600/1 300	6	5	5
4 000 and above	1 600/3 500	4	4	4	1 400/3 000	3	4	4	400/800	4	3	3

- **If the actual TOW is lower than the MTOW calculated using above method:**

  The speeds determined without failure and associated with the actual TOW may be retained provided that they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

- **If the corrected V1 is lower than the minimum V1:**

  Take this last value as V1.
  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-64- Spoilers 1 and 2 (Continued)

- **If the corrected VR is lower than the minimum VR:**

  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**

  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation (*Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)*).

- **If the corrected V2 is lower than the minimum V2:**

  Takeoff cannot be performed using this method.

Landing performance computation:

Multiply the landing distances by 1.15.

DURING COCKPIT PREPARATION

- SEC 3 pb-sw.....OFF
- FLIGHT CONTROLS/SEC3/SPLY (121VU Q19) C/B.....Pull

TAKEOFF

- **If the above method was used for takeoff performance computation:**
  Perform the takeoff using full thrust (TOGA).

IN FLIGHT

- **In the case of further failure of SEC 1 and SEC 2:**
  - Autoland is not permitted.
  - Disengage the AP at 500 ft RA before landing in direct law. As soon as the AP disdisengaged when the three SECs are failed, it cannot be engaged again.
  - Maximum landing capability is CAT 1

OPERATIONAL (O) 27-64-04A (Applicable to A320 aircraft)

FLIGHT PREPARATION/LIMITATIONS

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-64- Spoilers 1 and 2 (Continued)

Takeoff performance computation:

The method explained hereafter allows the determination of the MTOW and associated speeds (V1, VR, V2), by applying decrements on the MTOW and associated speeds computed in normal conditions (i.e. all systems operative). The method is based on the use of RTOW charts established at optimum V2/VS, optimum V1/VR, minimum V1.

WARNING	- Do not use this method with takeoff charts computed with other conditions. - Do not use this method for takeoff with tailwind. - Do not use this method for takeoff on wet or contaminated runways.

How to proceed ?

- Read, in 0 kt wind column of the takeoff chart computed in normal condition, the MTOW and associated speeds (V1, VR, V2) corresponding to the actual temperature, even in the case of headwind (the method does not take into account the headwind benefit on takeoff performance).
- Apply the QNH and/or bleed corrections, if any, to determine the MTOW.
- Enter the following table to determine the MTOW and speed decrements.
- Applying these decrements, calculate the MTOW and associated speeds corresponding to the actual temperature.

CAUTION	Do not extrapolate below the shortest runway length provided by the table.

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN TWO PAIRS OF SPOILERS ARE INOPERATIVE

RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
1 500	1 400/3 000	3	1	1	1 300/2 800	3	1	1	1 300/2 800	2	1	1
2 000	1 900/4 100	2	0	0	1 300/2 800	1	0	0	1 000/2 200	1	0	0
2 500	1 000/2 200	2	1	1	1 200/2 600	2	1	1	1 100/2 400	2	1	1
3 000	1 300/2 800	4	4	4	1 300/2 800	4	3	3	1 000/2 200	4	3	3
3 500	1 700/3 700	7	6	6	1 000/2 200	4	3	3	900/1 900	5	3	3
4 000 and above	900/1 900	4	2	2	900/1 900	4	3	3	800/1 700	5	3	3

- **If the actual TOW is lower than the MTOW calculated using above method:**
  The speeds determined without failure and associated with the actual TOW may be retained provided that they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-64- Spoilers 1 and 2 (Continued)

- **If the corrected V1 is lower than the minimum V1:**
  Take this last value as V1.
  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected VR is lower than the minimum VR:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation (*Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)*).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Landing performance computation:

Multiply the landing distances by 1.10.

DURING COCKPIT PREPARATION

- SEC 3 pb-sw.....OFF
- FLIGHT CONTROLS/SEC3/SPLY (121VU Q19) C/B.....Pull

TAKEOFF

- **If the above method was used for takeoff performance computation:**
  Perform the takeoff using full thrust (TOGA).

IN FLIGHT

- **In the case of further failure of SEC 1 and SEC 2:**
  - Autoland is not permitted.
  - Disengage the AP at 500 ft RA before landing in direct law. As soon as the AP is disengaged when the three SECs are failed, it cannot be engaged again.
  - Maximum landing capability is CAT 1

OPERATIONAL (O) 27-64-04A (Applicable to A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-64- Spoilers 1 and 2 (Continued)

Takeoff performance computation:
The method explained hereafter allows the determination of the MTOW and associated speeds (V1, VR, V2), by applying decrements on the MTOW and associated speeds computed in normal conditions (i.e. all systems operative). The method is based on the use of RTOW charts established at optimum V2/VS, optimum V1/VR, minimum V1.

WARNING	- Do not use this method with takeoff charts computed with other conditions. - Do not use this method for takeoff with tailwind. - Do not use this method for takeoff on wet or contaminated runways.

How to proceed ?
- Read, in 0 kt wind column of the takeoff chart computed in normal condition, the MTOW and associated speeds (V1, VR, V2) corresponding to the actual temperature, even in the case of headwind (the method does not take into account the headwind benefit on takeoff performance).
- Apply the QNH and/or bleed corrections, if any, to determine the MTOW.
- Enter the following table to determine the MTOW and speed decrements.
- Applying these decrements, calculate the MTOW and associated speeds corresponding to the actual temperature.

CAUTION	Do not extrapolate below the shortest runway length provided by the table.

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN TWO PAIRS OF SPOILERS ARE INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
1 500	1 400/3 100	2	1	1	2 600/5 800	3	1	1	1 200/2 700	3	3	3
2 000	1 400/3 100	2	1	1	1 000/2 300	3	2	2	1 000/2 300	4	2	2
2 500	1 000/2 300	3	2	2	800/1 800	3	2	2	1 000/2 300	3	2	2
3 000	1 000/2 300	3	2	2	1 200/2 700	4	3	3	1 200/2 700	4	3	3

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN TWO PAIRS OF SPOILERS ARE INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
3 500	1 000/2 300	3	2	2	1 000/2 300	4	3	3	800/1 800	4	2	2
4 000 and above	800/1 800	4	2	2	1 000/2 300	4	3	3	800/1 800	5	3	3

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-64- Spoilers 1 and 2 (Continued)

- **If the actual TOW is lower than the MTOW calculated using above method:**
  The speeds determined without failure and associated with the actual TOW may be retained provided that they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

- **If the corrected V1 is lower than the minimum V1:**
  Take this last value as V1. Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected VR is lower than the minimum VR:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation (Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Landing performance computation:
Multiply the landing distances by 1.20

DURING COCKPIT PREPARATION

- SEC 3 pb-sw.....OFF
- FLIGHT CONTROLS/SEC3/SPLY (121VU Q19) C/B.....Pull

TAKEOFF

- **If the above method was used for takeoff performance computation:**
  Perform the takeoff using full thrust (TOGA).

IN FLIGHT

- **In the case of further failure of SEC 1 and SEC 2:**
  - Autoland is not permitted.
  - Disengage the AP at 500 ft RA before landing in direct law. As soon as the AP is disengaged when the three SECs are failed, it cannot be engaged again.
  - Maximum landing capability is CAT 1

MAINTENANCE (M) 27-64-04A

To Deactivation of the Spoiler Servo Control Refer to AMM 27-64-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-64-	Spoilers 3 and 4				
05A	Spoilers 3 and 4	C	4	0	**(O) (M)** The pairs of spoilers 3 and 4 may be inoperative in the retracted position provided that: 1) The affected spoilers are deactivated in the retracted position, and 2) The pairs of spoilers 1, 2, and 5 are operative, and 3) The TR 1 and TR 2 are operative, and 4) The DC TIE contactor 1PC1 is checked closed, and 5) The SFCC 2 flap channel is operative, and 6) The Flight Manual performance penalties are applied.

OPERATIONAL (O) 27-64-05A

FLIGHT PREPARATION/LIMITATIONS

For performance penalties *Refer to OpsProc 27-64-04A Spoilers 1 and 2*

DURING COCKPIT PREPARATION

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

IN FLIGHT

Do not use the speed brakes.

MAINTENANCE (M) 27-64-05A

To Deactivation of the Spoiler Servo Control Refer to AMM 27-64-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-81-	SFCC Slat Channel				
01A	SFCC Slat Channel	C	2	1	**(O)(M)** SFCC 2 slat channel may be inoperative provided that: 1) It is deactivated, and 2) The slats and flaps are checked operative on SFCC 1, and 3) The SFCC 1 slat WTB is checked operative before the first MEL dispatch and then every day, and 4) All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and 5) Takeoff is not performed in CONF 1+F..

PLACARD

27-81-01A Install INOP placard adjacent to Slats panel

OPERATIONAL (O) 27-81-01A

GENERAL INFORMATION
SLATS SLOW message is displayed on the STATUS SD page.

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

DURING COCKPIT PREPARATION
Disregard and clear the F/CTL SLAT SYS 2 FAULT alert displayed on the EWD.

FOR TAKEOFF
Takeoff in CONF 1+F is not permitted.

Note: When the SFCC 2 Slat channel is deactivated, and if the aircraft is in CONF 1+F, the SFCS 2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS 2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the SFCC 2 Slat channel is deactivated.

MAINTENANCE (M) 27-81-01A
To Deactivation of the Slat Control Computer (SFCC) Refer to AMM 27-51-00-040-005.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-81-	Slat Wing Tip Brakes Solenoids				
02A	Slat Wing Tip Brakes Solenoids	C	4	2	**(M)** One or two solenoids associated with the SFCC 2 may be inoperative provided that the SFCC 1 slat WTB is checked operative before the first MEL dispatch and then every day.

MAINTENANCE (M) 27-81-01A

To Slat WTB Solenoid - WTB Test Procedure Refer to AMM 27-81-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-84-	Slats Hydraulic Motor				
01A	Slats Hydraulic Motor	C	2	1	One may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-84-	Slat PCU Valve Block				
02A	Slat PCU Valve Block	C	2	1	The valve block associated with SFCC 2 may be inoperative provided that the SFCC 2 slat channel is considered inoperative. NOTE: Refer to Item 27-51-02 SFCC Slat Channel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-84-	Slat Pressure-Off Brake				
03A	Slat Pressure-Off Brake		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-92-	Speed brake Control System				
01A	Speed brake Control System inoperative	C	1	0	**(O)** Speed brake control system may be inoperative provided that the Flight Manual performance penalties associated with the ground spoiler control system inoperative are applied.
01B	Speed brake 2 or speedbrakes 3 and 4 inoperative	C	1	1	**(O)** Speed brake 2 or speed brakes 3 and 4 may be inoperative provided that the Flight Manual performance penalties associated with one or two pairs of spoilers inoperative are applied.

PLACARD

27-92-01 Install INOP placard adjacent to SPEED BRAKE panel.

OPERATIONAL (O) 27-92-01A

Refer to OpsProc 27-92-02A Ground Spoiler Control System (ground spoiler control system inoperative)

OPERATIONAL (O) 27-92-01B

FLIGHT PREPARATION/LIMITATIONS

- **If speedbrake n°2 is inoperative:**

  Apply performance penalties associated with the pair of spoilers 2 inoperative. *Refer to OpsProc 27-64-03A Spoiler 2 or 4*

- **If speedbrakes n°3 and n°4 are inoperative:**

  Apply performance penalties associated with two pairs of spoilers inoperative. *Refer to OpsProc 27-64-04A Spoilers 1 and 2*

IN FLIGHT

- **If speedbrakes n°3 and n°4 are inoperative:**

  Do not use the speedbrakes.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-92-	Ground Spoiler Control System				
02A	Ground spoiler control system inoperative	C	1	0	**(O)** May be inoperative provided that: 1) Both thrust reversers are not taken into account for performance computation, and 2) The autobrake function is not used, and 3) The Flight Manual performance penalties are applied.
02B	Spoilers 5 inoperative	C	1	1	**(O)** The pair of spoilers 5 may be inoper
02C	Spoilers 1 and 2, or spoilers 3 and 4 inoperative	C	1	1	**(O)** The pairs of spoilers 1 and 2 or the pairs of spoilers 3 and 4 may be inoperative provided that the Flight Manual performance penalties are applied.

PLACARD

27-92-02 Install INOP placard adjacent to SPEED BRAKE panel.

OPERATIONAL (O) 27-92-02A (Applicable to A319-112 aircraft)

GENERAL INFORMATION

The autobrake function is not available. *Refer to OpsProc 32-42-05A AUTO/BRK Function*

CAUTION	One or both thrust reversers may not deploy at landing. Consequently, for performance determination, do not take into account the credit of the thrust reversers.

FLIGHT PREPARATION/LIMITATIONS

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

Takeoff performance computation:

The method explained hereafter allows the determination of the MTOW and associated speeds (V1, VR, V2), by applying decrements on the MTOW and associated speeds computed in normal conditions (i.e. all systems operative).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-92- Ground Spoiler Control System (Continued)

WARNING	- Do not use this method with takeoff charts computed with other conditions or by using TLC program. - Do not use this method for takeoff with tailwind. - Do not use this method for takeoff on wet or contaminated runways.

How to proceed ?

- Read, in 0 kt wind column of the takeoff chart computed in normal condition, the MTOW and associated speeds (V1, VR, V2) corresponding to the actual temperature, even in the case of headwind (the method does not take into account the headwind benefit on takeoff performance).
- Apply the QNH and/or bleed corrections, if any, to determine the MTOW.
- Enter the following table to determine the MTOW and speed decrements.
- Applying these decrements, calculate the MTOW and associated speeds corresponding to the actual temperature.

CAUTION	For runway lengths below 1,500 m, do not use the following table.

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN GROUND SPOILER CONTROL SYSTEM IS INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
1 500	1 800/3 900	6	5	5	1 600/3 500	6	5	5	2 800/6 100	8	2	2
2 000	1 400/3 000	6	3	3	1 400/3 000	6	3	3	2 000/4 400	8	5	5
2 500	1 200/2 600	5	3	3	1 400/3 000	7	4	4	2 000/4 400	8	5	5
3 000	1 600/3 500	8	5	5	1 400/3 000	7	5	5	1 200/2 600	8	5	5
3 500	1 400/3 000	8	5	5	1 200/2 600	9	6	6	800/1 700	8	6	6
4 000 and above	2 400/5 200	7	7	7	1 000/2 200	7	5	5	600/1 300	8	5	5

- **If the actual TOW is lower than the MTOW calculated using above method:**
  The speeds determined without failure and associated with the actual TOW may be retained provided that they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

- **If the corrected V1 is lower than the minimum V1:**
  Take this last value as V1.
  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-92- Ground Spoiler Control System (Continued)

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected VR is lower than the minimum VR:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation (*Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)*).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Landing performance computation:

Multiply the landing distances by 1.40.

TAKEOFF

- **If the above method was used for takeoff performance computation:**
  Perform the takeoff using full thrust (TOGA).

OPERATIONAL (O) 27-92-02A (Applicable to A320 aircraft)

GENERAL INFORMATION

The autobrake function is not available. *Refer to OpsProc 32-42-05A AUTO/BRK Function*

CAUTION	One or both thrust reversers may not deploy at landing. Consequently, for performance determination, do not take into account the credit of the thrust reversers.

FLIGHT PREPARATION/LIMITATIONS

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-92- Ground Spoiler Control System (Continued)

Takeoff performance computation:

The method explained hereafter allows the determination of the MTOW and associated speeds (V1, VR, V2), by applying decrements on the MTOW and associated speeds computed in normal conditions (i.e. all systems operative).

WARNING	- Do not use this method with takeoff charts computed with other conditions or by using TLC program. - Do not use this method for takeoff with tailwind. - Do not use this method for takeoff on wet or contaminated runways.

How to proceed ?

- Read, in 0 kt wind column of the takeoff chart computed in normal condition, the MTOW and associated speeds (V1, VR, V2) corresponding to the actual temperature, even in the case of headwind (the method does not take into account the headwind benefit on takeoff performance).
- Apply the QNH and/or bleed corrections, if any, to determine the MTOW.
- Enter the following table to determine the MTOW and speed decrements.
- Applying these decrements, calculate the MTOW and associated speeds corresponding to the actual temperature.

CAUTION	For runway lengths below 1,500 m, do not use the following table.

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN GROUND SPOILER CONTROL SYSTEM IS INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
1 500	2 400/5 200	6	2	2	2 600/5 700	7	2	2	2 100/4 600	6	2	2
2 000	2 400/5 200	6	2	2	2 200/4 800	4	1	1	2 200/4 800	6	2	2
2 500	1 500/3 300	3	1	1	1 700/3 700	3	1	1	2 000/4 400	5	2	2
3 000	2 500/5 500	10	9	9	2 200/4 800	7	7	7	1 600/3 500	8	5	5
3 500	1 700/3 700	7	6	6	1 800/3 900	7	6	6	1 500/3 300	9	5	5
4 000 and above	1 400/3 000	7	4	4	1 500/3 300	8	5	5	1 300/2 800	9	5	5

- **If the actual TOW is lower than the MTOW calculated using above method:**
  The speeds determined without failure and associated with the actual TOW may be retained provided that they are all lower than the speeds calculated using above method.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-92- Ground Spoiler Control System (Continued)

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

- **If the corrected V1 is lower than the minimum V1:**
  Take this last value as V1.
  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected VR is lower than the minimum VR:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation (*Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)*).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Landing performance computation:

Multiply the landing distances by 1.35.

TAKEOFF

- **If the above method was used for takeoff performance computation:**
  Perform the takeoff using full thrust (TOGA).

OPERATIONAL (O) 27-92-02A (Applicable to A319-115 aircraft)

GENERAL INFORMATION

The autobrake function is not available. Refer to OpsProc 32-42-05A AUTO/BRK Function

CAUTION	One or both thrust reversers may not deploy at landing. Consequently, for performance determination, do not take into account the credit of the thrust reversers.

FLIGHT PREPARATION/LIMITATIONS

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-92- Ground Spoiler Control System (Continued)

Takeoff performance computation:

The method explained hereafter allows the determination of the MTOW and associated speeds (V1, VR, V2), by applying decrements on the MTOW and associated speeds computed in normal conditions (i.e. all systems operative).

WARNING	- Do not use this method with takeoff charts computed with other conditions or by using TLC program. - Do not use this method for takeoff with tailwind. - Do not use this method for takeoff on wet or contaminated runways.

How to proceed ?

- Read, in 0 kt wind column of the takeoff chart computed in normal condition, the MTOW and associated speeds (V1, VR, V2) corresponding to the actual temperature, even in the case of headwind (the method does not take into account the headwind benefit on takeoff performance).
- Apply the QNH and/or bleed corrections, if any, to determine the MTOW.
- Enter the following table to determine the MTOW and speed decrements.
- Applying these decrements, calculate the MTOW and associated speeds corresponding to the actual temperature.

CAUTION	For runway lengths below 1,500 m, do not use the following table.

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN GROUND SPOILER CONTROL SYSTEM IS INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
1 500	2 200/4 900	6	2	2	2 600/5 800	7	1	1	2 600/5 800	8	2	2
2 000	2 800/6 200	5	1	1	1 400/3 100	6	3	3	1 800/4 000	8	4	4
2 500	1 600/3 600	6	3	3	1 600/3 600	6	4	4	1 800/4 000	7	4	4
3 000	1 400/3 100	6	3	3	1 800/4 000	7	5	5	1 800/4 000	7	4	4
3 500	1 200/2 700	6	3	3	1 400/3 100	8	4	4	1 600/3 600	8	5	5
4 000 and above	1 400/3 100	7	4	4	1 400/3 100	7	4	4	1 400/3 100	8	5	5

- **If the actual TOW is lower than the MTOW calculated using above method:**
  The speeds determined without failure and associated with the actual TOW may be retained provided that they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-92- Ground Spoiler Control System (Continued)

- **If the corrected V1 is lower than the minimum V1:**
  Take this last value as V1.
  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected VR is lower than the minimum VR:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation (Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Landing performance computation:

Multiply the landing distances by 1.50.

TAKEOFF

- **If the above method was used for takeoff performance computation:**
  Perform the takeoff using full thrust (TOGA).

OPERATIONAL (O) 27-92-02B (Applicable to A319 and A320 aircraft)

FLIGHT PREPARATION/LIMITATIONS

For performance penalties, *Refer to OpsProc 27-64-01A Spoiler 5.*

OPERATIONAL (O) 27-92-02C (Applicable to A319 and A320 aircraft)

FLIGHT PREPARATION/LIMITATIONS

- **If the pairs of spoilers 1 and 2 are inoperative:**
  For performance penalties, *Refer to OpsProc 27-64-04A Spoilers 1 and 2*

- **If the pairs of spoilers 3 and 4 are inoperative:**
  For performance penalties, *Refer to OpsProc 27-64-05A Spoilers 3 and 4*

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-92-	SIDESTICK PRIORITY light				
03A	SIDESTICK PRIORITY light		4	4	All must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-92-	Sidestick Dual Input Visual Warnings				
04A	Sidestick Dual Input Visual Warnings	D	2	0	One or both may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-92-	Sidestick Dual Input Aural Warning				
05A	Sidestick Dual Input Aural Warning	D	1	0	May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-93-	ELAC 1				
01A	ELAC 1	C	1	0	**(O) (M)** ELAC 1 or any ELAC 1 function may be inoperative provided that: 1) ETOPS is not conducted, and 2) All SECs, SFCCs, LGCIUs, RAs, ADIRS and FACs are operative, and 3) The pairs of spoilers 2, 3, 4, and 5 are operative, and 4) The TR 1 and the TR 2 are operative, and 5) Both accelerometers associated with the ELAC 2 are checked operative before each flight, and 6) All sidesticks transducers associated with the ELAC 2 and the three SECs are checked operative before each flight, and 7) The DC TIE contactor 1PC1 is checked closed, before each flight, and 8) The elevators and roll spoilers control is checked operative through the SECs before each flight. Note: F/O take-over pb cannot disengage AP 1. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD
27-93-01A Install INOP placard adjacent to ELAC 1 pb-sw on flight Deck overhead FLT CTL panel.

OPERATIONAL (O) 27-93-01A
FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the AP 1 is engaged for landing:**
  Maximum landing capability is CAT 1.
- **If the AP 2 is engaged for landing:**
  Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION
Note: If the Yellow Electric Pump is not available:
- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• Both Yellow and Green Engines Hydraulic Pumps with both Engines running.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-93- ELAC 1 (Continued)

- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.

- **If the** F/CTL ELAC 1 FAULT **alert is displayed on the EWD:**

Note:
1. *After application of the maintenance procedure, the following ECAM alerts remain displayed on the EWD:*

   - C/B TRIPPED R ELEC BAY alert, and
   - C/B TRIPPED ON OVHD PNL alert, and
   - F/CTL ELAC 1 FAULT alert.

2. *After first engine start, the F/CTL ALTN LAW alert may be spuriously displayed. It normally disappears after second engine start.*

Check of the elevator and the roll spoilers control through the SECs:
Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw.....ON

Note: If the Yellow Electric Pump is not available, pressurize the Yellow Hydraulic System with a Ground Cart or with both Green and Yellow Engine Hydraulic Pump with both Engines running.

- PTU pb-sw..... AUTO
- BLUE ELEC PUMP pb-sw.....AUTO
- BLUE PUMP OVRD pb.....ON
- ELAC 2 pb-sw.....On
- SEC 1 pb-sw.....On
- SEC 2 pb-sw.....On
- SEC 3 pb-sw.....On
- Wait 5 s

Check of the elevator control through the SEC 1 and the spoilers control through the SEC 1 and the SEC 3:

- BLUE PUMP OVRD pb-sw.....Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw..... ON
- ELAC 2 pb-sw..... OFF
- SEC 2 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-93- ELAC 1 (Continued)

- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the elevator control through the SEC 2 and of the spoilers control through the SEC 2 and the SEC 3:

- ELAC 2 pb-sw.....On
- SEC 2 pb-sw.....On
- Wait 5 s
- YELLOW ELEC PUMP pb-sw..... Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the yellow and the green elevator actuators symbols become amber.
- Wait 5 s
- YELLOW ELEC PUMP pb-sw.....ON
- ELAC 2 pb-sw..... OFF
- SEC 1 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw..... Off
- BLUE PUMP OVRD pb-sw.....Off
- ELAC 1 pb-sw..... OFF
- ELAC 2 pb-sw.....On
- SEC 1 pb-sw.....On

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-93- ELAC 1 (Continued)

- **If the** F/CTL ELAC 1 PITCH FAULT **alert is displayed on the EWD:**

Note: After first engine start, the F/CTL ALTN LAW alert may be spuriously displayed on the EWD. It normally disappears after second engine start.

Check of the elevator and the roll spoilers control through the SECs:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw.....ON
- PTU pb-sw..... AUTO
- BLUE ELEC PUMP pb-sw.....AUTO
- BLUE PUMP OVRD pb.....ON
- ELAC 1 pb-sw.....On
- ELAC 2 pb-sw.....On
- SEC 1 pb-sw.....On
- SEC 2 pb-sw.....On
- SEC 3 pb-sw.....On
- Wait 5 s

Check of the elevator control through the SEC 1 and of the spoilers control through the SEC 1 and the SEC 3:

- BLUE PUMP OVRD pb-sw.....Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw..... ON
- ELAC 1 pb-sw..... OFF
- ELAC 2 pb-sw..... OFF
- SEC 2 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the elevator control through the SEC 2 and of the spoilers control through the SEC 2 and the SEC 3:

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-93- ELAC 1 (Continued)

- ELAC 1 pb-sw.....On
- ELAC 2 pb-sw.....On
- SEC 2 pb-sw.....On
- Wait 5 s
- YELLOW ELEC PUMP pb-sw..... Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the yellow and the green elevator actuators symbols become amber.
- Wait 5 s
- YELLOW ELEC PUMP pb-sw.....ON
- ELAC 1 pb-sw..... OFF
- ELAC 2 pb-sw..... OFF
- SEC 1 pb-sw..... OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw.....Off
- BLUE PUMP OVRD pb-sw.....Off
- ELAC 1 pb-sw.....On
- ELAC 2 pb-sw.....On
- SEC 1 pb-sw.....On

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

APPROACH

- **If the AP 1 is used for the approach:**
  The captain must be the PF.

  Note: Due to the fact that the ELAC 1 is not electrically supplied, the F/O take-over pb cannot disengage the AP 1.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-93- ELAC 1 (Continued)

MAINTENANCE (M) 27-93-01A

To Deactivation of the Elevator Aileron Computer Refer to AMM 27-93-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-93-	ELAC 2				
02A	ELAC 2		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-93-	Pitch Normal Law				
03A	Pitch Normal Law		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-94-	SEC 1				
01A	SEC 1	C	1	0	**(O) (M)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) It is deactivated, and 3) The SEC 2 and the SEC 3 are operative, and 4) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and 5) The SFCC 2 flap channel is operative, and 6) All aileron servo-controls associated with the operative SECs are operative, and 7) The TR 1 and TR 2 are operative, and 8) The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and 9) The DC TIE contactor 1PC1 is checked closed, before each flight, and 10) The elevators control through the SEC 2 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight, and 11) The Flight Manual performance penalties for the pairs of spoilers 3 and 4 inoperative are applied.

PLACARD

27-94-01A Install INOP placard adjacent to SEC 1 pb-sw on flight Deck overhead FLT CTL panel.

OPERATIONAL (O) 27-94-01A

FLIGHT PREPARATION/LIMITATIONS

For performance penalties, *Refer to OpsProc 27-64-05A Spoilers 3 and 4*

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-94-01A SEC 1 (Continued)

Note: After application of the maintenance procedure, the C/B TRIPPED R ELEC BAY and the C/B TRIPPED ON OVHD PNL alerts are displayed on the EWD

Check of the elevator control and roll spoilers control through the operative computers:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw.....AUTO
- BLUE ELEC PUMP pb-sw..... AUTO
- BLUE PUMP OVRD pb..... ON
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On
- SEC 2 pb-sw..... On
- SEC 3 pb-sw..... On
- Wait 5 s

Check of the elevator control through the ELAC 1:

- BLUE PUMP OVRD pb-sw..... Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw.....ON
- ELAC 2 pb-sw.....OFF
- SEC 2 pb-sw.....OFF
- Move the CAPT stick from forward stop to aft stop.
- On the F/CTL SD page, check the full travel of both elevators.

CAUTION	If an expected elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the elevator control through the SEC 2:

- ELAC 2 pb-sw..... On
- SEC 2 pb-sw..... On
- Wait 5 s
- YELLOW ELEC PUMP pb-sw.....Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the yellow and the green elevator actuators symbols become amber.
- Wait 5 s
- YELLOW ELEC PUMP pb-sw..... ON
- ELAC 1 pb-sw.....OFF
- ELAC 2 pb-sw.....OFF

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-94- SEC 1 (Continued)

- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
  Each stop must be applied during 3 s
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
  Each stop must be applied during 3 s
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

CAUTION	If an expected elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw.....Off
- BLUE PUMP OVRD pb-sw..... Off
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On
- SEC 1 pb-sw..... Off

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

IN FLIGHT

Do not use the speedbrakes.

- **If the SEC 2 and the SEC 3 fail during the flight:**

  Autoland is not permitted.
  Maximum landing capability is CAT 1
  Disengage the AP at 500 ft RA before landing in direct law.
  When the AP is disengaged with the three SECs failed, it cannot be engaged again.

MAINTENANCE (M) 27-94-01A

To Deactivation of the Spoiler Elevator Computer (SEC) Refer to AMM 27-94-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-94-	SEC 2				
02A	SEC 2	C	1	0	**(O) (M)** May be inoperative provided that: 1) It is deactivated, and 2) The SEC 1 and the SEC 3 are operative, and 3) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and 4) All aileron servo-controls and roll spoilers associated with the operative SECs are operative, and 5) The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and 6) The elevators control through the SEC 1 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight.

PLACARD

27-94-02A Install INOP placard adjacent to SEC 2 pb-sw on flight Deck overhead FLT CTL panel.

OPERATIONAL (O) 27-94-02A

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:

- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Note: After application of the maintenance procedure, the C/B TRIPPED REAR PNL N-R alert is displayed on the EWD.

Check of the elevator control and roll spoilers control through the operative computers:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw.....AUTO
- BLUE ELEC PUMP pb-sw..... ..... AUTO

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-94- SEC 2 (Continued)

- BLUE PUMP OVRD pb..... ON
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On
- SEC 1 pb-sw..... On
- SEC 3 pb-sw..... On
- Wait 5 s

Check of the elevator control through the ELAC 1:

- BLUE PUMP OVRD pb-sw..... Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw.....ON
- ELAC 2 pb-sw.....OFF
- SEC 1 pb-sw.....OFF
- Move the CAPT stick from forward stop to aft stop.
- On the F/CTL SD page, check the full travel of both elevators.

CAUTION	If an expected elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the elevator control through the SEC 1:

- ELAC 2 pb-sw..... On
- SEC 1 pb-sw..... On
- Wait 5 s
- BLUE PUMP OVRD pb-sw..... Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the blue elevator actuator symbols becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw.....ON
- ELAC 1 pb-sw.....OFF
- ELAC 2 pb-sw.....OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
  Each stop must be applied during 3 s
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
  Each stop must be applied during 3 s
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

27-94- SEC 2 (Continued)

CAUTION	If an expected elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw.....Off
- BLUE PUMP OVRD pb-sw..... Off
- ELAC 1 pb-sw..... On
- ELAC 2 pb-sw..... On

AFTER ENGINE START

Note: The F/CTL ELEV SERVO FAULT alert may be displayed on the EWD if the PTU is inhibited and only one engine is operating. This alert must disappear when the PTU or the second engine is started.

IN FLIGHT

- **If the SEC 1 and the SEC 3 fail during the flight:**

  Autoland is not permitted.
  Maximum landing capability is CAT 1
  Disengage the AP at 500 ft RA before landing in direct law.
  When the AP is disengaged with the three SECs failed, it cannot be engaged again.

MAINTENANCE (M) 27-94-02A

To Deactivation of the Spoiler Elevator Computer (SEC) Refer to AMM 27-94-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-94-	SEC 3				
03A	SEC 3	C	1	0	**(O)** May be inoperative provided that: 1) It is deactivated, and 2) The SEC 1 and SEC 2 are operative, and 3) The SFCC 2 flap channel is operative, and 4) All aileron servo-controls and roll spoilers associated with the operative SECs are operative, and 5) The Flight Manual performance penalties for the pairs of spoilers 1 and 2 inoperative are applied.

PLACARD

27-94-03A Install INOP placard adjacent to SEC 3 pb-sw on flight Deck overhead FLT CTL panel.

OPERATIONAL (O) 27-94-03A

FLIGHT PREPARATION/LIMITATIONS

For performance penalties, *Refer to OpsProc 27-64-04A Spoilers 1 and 2*

DURING COCKPIT PREPARATION

Deactivation of the SEC 3:
- SEC 3 pb-sw.....OFF
- FLIGHT CONTROLS/SEC 3/SPLY (121VU Q19) C/B.....Pull

IN FLIGHT

- **If the SEC 1 and the SEC 2 fail during the flight:**

  Autoland is not permitted.
  Maximum landing capability is CAT 1
  Disengage the AP at 500 ft RA before landing in direct law.
  When the AP is disengaged with the three SECs failed, it cannot be engaged again.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-95-	FCDC 1				
01A	FCDC 1		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
27-95-	FCDC 2				
02A	FCDC 2	C	1	0	**(O)** May be inoperative.

OPERATIONAL (O) 27-95-02A

DURING COCKPIT PREPARATION

FLIGHT CONTROLS/FCDC2/SPLY (121VU Q20) C/B.....Pull

ATA 28 FUEL

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-00-	FUEL MAINTENANCE Message				
01A	FUEL MAINTENANCE Message	C			FUEL MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-01-01-	Wing TK PUMP pb-sw FAULT light				
01A	Wing TK PUMP pb-sw FAULT light	C	4	0	One or more may be inoperative provided that the corresponding pump is set to OFF when the associated tank is empty.

PLACARD

28-01-01-01 Install INOP placard as applicable adjacent to Wing TK PUMP p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-01-01-	Wing TK PUMP pb-sw OFF light				
02A	Wing TK PUMP pb-sw OFF light	C	4	0	One or more may be inoperative provided that the corresponding pump indication is operative on the FUEL SD page.

PLACARD

28-01-01-02 Install INOP placard as applicable adjacent to Wing TK PUMP p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-01-01-	X FEED pb-sw ON light				
03A	X FEED pb-sw ON light	C	1	0	May be inoperative provided that the X FEED indication is operative on the FUEL SD page.

PLACARD

28-01-01-03 Install INOP placard adjacent to X FEED p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-01-01-	X FEED pb-sw OPEN light				
04A	X FEED pb-sw OPEN light	C	1	0	May be inoperative provided that the X FEED indication is operative on the FUEL SD page.

PLACARD

28-01-01-03 Install INOP placard adjacent to X FEED p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-01-01-	CTR TK PUMP pb-sw FAULT light				
05A	CTR TK PUMP pb-sw FAULT light	C	2	0	One or both may be inoperative provided that the corresponding pump is set to OFF when there is no fuel in the center tank.

PLACARD

28-01-01-05 Install INOP placard as applicable adjacent to CTR TK PUMP p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-01-01-	CTR TK PUMP pb-sw OFF light				
06A	CTR TK PUMP pb-sw OFF light	C	2	0	One or both may be inoperative provided that the corresponding pump indication is operative on the FUEL SD page.

PLACARD

28-01-01-06 Install INOP placard as applicable adjacent to CTR TK PUMP p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-01-01-	FUEL MODE SEL pb-sw FAULT light				
07A	FUEL MODE SEL pb-sw FAULT light	C	1	0	**(O)** May be inoperative provided that all tank pumps indications are operative on the FUEL SD page.

PLACARD

28-01-01-07 Install INOP placard adjacent to FUEL MODE SEL p.b. switch.

OPERATIONAL (O) 28-01-01-07A

AFTER ENGINE START

- **If there is fuel in the center tank and with the slats retracted:**
  On the FUEL SD page, check that the center tank pumps indications are in line.

- **With the slats extended:**
  On the FUEL SD page, check that the center tank pumps indications are cross line.

AFTER TAKEOFF

- **If there is fuel in the center tank and with the slats retracted:**
  On the FUEL SD page, check that the center tank pumps indications are in line.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-01-	Fuel On Board (FOB) Indication on the FUEL SD page				
01A	Fuel On Board (FOB) Indication on the FUEL SD page	C	1	0	**(O)** May be inoperative.

PLACARD

28-07-01-01A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL 28-07-01-01A

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

  Insert the FOB.

  The FOB may be calculated either using the indications on the refuel control panel (if available) or by using the Manual Magnetic Indicators (MMIs):

  Refer to FCOM/PER-LOD-FUL-FUEL-C.USE OF MANUAL MAGNETIC INDICATORS (MMI).

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-01-	Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page				
02A	Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page	D	6	0	**(O)** One or more FQI may be in the degraded mode (with dashes on the two last digits) provided that the loss of accuracy is taken into account for the fuel planning for each affected tank. *Note: The Fuel On Board indication is also in the degraded mode.*

PLACARD

28-07-01-02A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL 28-07-01-02A

ON GROUND

The FQI is in degraded mode when the FOB indication is displayed with two dashes across the two last digits on the EWD.

- **When the FQI is in degraded mode:**

  On the FUEL SD page, determine which tank is affected.
  The resulting loss of accuracy must be taken into account by using the two following parameters:

  1) Fq : The extra fuel quantity to be loaded.
  2) W: The weight to be added to the total fuel weight for TOW calculation only.

  Fq and W parameters are given as follows:

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in kg)		
	Fq (kg)	W (kg)
OUTER TANK	20	200
INNER TANK	110	110
CENTER TANK	130	130
ALL TANKS	390	750

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

28-07-01- Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page (Continued)

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in lb - If applicable)		
	Fq (lb)	W (lb)
OUTER TANK	45	450
INNER TANK	240	240
CENTER TANK	290	290
ALL TANKS	860	1 670

Note: At airline convenience, it is permitted to round up Fq and W values given in the above tables, as well as the calculated results (i.e. Fm+Fq, Fm+Fq+W, and/or Fm +Fq*+W), to next 50 or 100 kg (lb).

Preselect the fuel quantity required for the mission: Fm

- **When the refuel stops:**

  - Preselect the fuel quantity required for the mission: Fm
  - Enter the table and determine Fq and W values for the affected tank.
  - Start again the refuel with the new preselected quantity which corresponds to the total FOB: Fm+Fq

  Note: *If all tanks reach high level before having loaded the complete Fq value, this shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with the fuel density. Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.*

- **When the refuel stops again:**
  The FOB value to be considered for TOW calculation is: FOB = Fm+Fq+W

  - **If all tanks reach high level before having loaded Fq value:**
    - The extra fuel quantity known to be onboard is Fq* with: Fq* < Fq
    - The FOB value to be considered for TOW calculation is: FOB = Fm+Fq *+W

- **If the resulting TOW is higher than the MTOW:**
  The aircraft load must be reduced.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-01-	Outer Tank Fuel Quantity Indication on the FUEL SD page				
03A	Check of fuel quantity in the associated tank after refueling	C	2	1	**(O) (M)** One may be inoperative provided that: 1) The fuel quantity in the associated tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on refuel/defuel control panel, and 2) The associated fuel used indication is operative, and 3) The associated inner tank indication is operative.
03B	High level fuel detection system checked operative before refueling and associated inner tank indication operative	C	2	1	**(M)** One may be inoperative provided that: 1) The high level fuel detection system is checked operative before refueling, and 2) The tanks in both wings are full, and 3) The associated fuel used indication is operative, and 4) The associated inner tank indication is operative.
03C	Check of fuel quantity in the associated wing after refueling/defueling	B	2	1	**(O) (M)** One may be inoperative provided that: 1) The fuel quantity in the associated wing (inner and outer tanks) is checked after each refueling/defueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and 2) The associated fuel used indication is operative.
03D	High level fuel detection system checked operative before refueling	B	2	1	**(M)** One may be inoperative provided that: 1) The high level fuel detection system is checked operative before refueling, and 2) The tanks in both wings are full, and 3) The associated fuel used indication is operative.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

28-07-01- Outer Tank Fuel Quantity Indication on the FUEL SD page (Continued)

PLACARD

28-07-01-03 Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL 28-07-01-03A & 28-07-01-03C

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel (if available) or by using the Manual Magnetic Indicators (MMIs): *Refer to FCOM/PER-LOD-FUL-FUEL-C.USE OF MANUAL MAGNETIC INDICATORS (MMIS)*.

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

Insert the FOB.

MAINTENANCE (M) 28-07-01-03A/03C

To Check of the Fuel Quantity Indicating System, When an Outer Tank Indication is Unserviceable Refer to AMM 28-40-00-040-003

MAINTENANCE (M) 28-07-01-03B/03D

Refer to AMM Task 28-40-00-040-802

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-01-	Inner Tank Fuel Quantity Indication on the FUEL SD page				
04A	Check of fuel quantity in the associated tank after refueling	C	2	1	**(O) (M)** One may be inoperative provided that: 1) The fuel quantity in the associated tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and 2) The associated fuel used indication is operative.
04B	High level fuel detection system checked operative before refueling	C	2	1	**(M)** One may be inoperative provided that: 1) The high level fuel detection system is checked operative before refueling, and 2) The tanks in both wings are full, and 3) The associated fuel used indication is operative.

PLACARD

28-07-01-04 Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 28-07-01-04A

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel (if available) or by using the Manual Magnetic Indicators (MMIs): *Refer to FCOM/PER-LOD-FUL-FUEL-C.USE OF MANUAL MAGNETIC INDICATORS (MMI)*

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

Insert the FOB.

MAINTENANCE (M) 28-07-01-04A

To Check of the Fuel Quantity Indicating System, When an Inner Tank Indication is Unserviceable Refer to AMM 28-40-00-040-005

MAINTENANCE (M) 28-07-01-04B

Refer to AMM Task 28-40-00-040-803

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-01-	Center Tank Fuel Quantity Indication on the FUEL SD page				
05A	Check of fuel quantity after refueling	C	1	0	**(O) (M)** May be inoperative provided that: 1) The fuel quantity in the center tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and 2) All wing tanks fuel quantity indications are operative, and 3) Both fuel used indications are operative.
05B	Fuel in the center tank not usable	C	1	0	May be inoperative provided that there is no fuel in the center tank or the fuel in this tank is considered as not usable and as part of the ZFW and is taken into account for CG determination.

PLACARD

28-07-01-05 Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 28-07-01-05A

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel (if available) or by using the Manual Magnetic Indicators (MMIs): *Refer to FCOM/PER-LOD-FUL-FUEL-C. USE OF MANUAL MAGNETIC INDICATORS (MMI)*.

AFTER ENGINE START
Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

Insert the FOB.

MAINTENANCE (M) 28-07-01-05A

To Check of the Fuel Quantity Indicating System, When the Center Tank Indication is Unserviceable Refer to AMM 28-40-00-040-006

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-02-	Fuel Temperature Indication on the FUEL SD page				
01A	Fuel Temperature Indication on the FUEL SD page	C	4	2	One in each wing or both in one wing may be inoperative.

PLACARD

28-07-02-01A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-03-	Wing Tank Pump Indication on the FUEL SD page				
01A	Wing Tank Pump Indication on the FUEL SD page	C	4	0	One or more may be inoperative.

PLACARD

28-07-03-01A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-03-	Center Tank Pump Indication on the FUEL SD page				
02A	Center Tank Pump Indication on the FUEL SD page	C	2	0	One or both may be inoperative.

PLACARD

28-07-03-02A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-04-	Engine LP Fuel Valve Indication on the FUEL SD page				
01A	Engine LP Fuel Valve Indication on the FUEL SD page	C	2	0	**(M)** One or both may be inoperative provided that the associated LP valve is checked operative before each flight.

PLACARD

28-07-04-01A Install INOP placard adjacent to Lower ECAM display.

MAINTENANCE (M) 28-07-04-01A

To Engine LP Valve Indication - When ECAM Display Inoperative Refer to AMM 28-40-00-040-009

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-04-	APU LP Fuel Valve Indication on the FUEL SD page				
02A	APU LP Fuel Valve Indication on the FUEL SD page	C	1	0	**(M)** May be inoperative provided that: 1) The APU LP valve is secured in the closed position and, 2) The APU is considered inoperative. Refer to item 49-10-01 Power Plant (APU)

PLACARD

28-07-04-02A Install INOP placard adjacent to Lower ECAM display.

MAINTENANCE (M) 28-07-04-02A

To APU LP Valve Indication - Valve Closure Procedure Refer to AMM 28-40-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-04-	Crossfeed Valve Indication on the FUEL SD page				
03A	Non ETOPS flight	C	1	0	**(M)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) Operation of the crossfeed valve is checked before the first flight of each day.
03B	ETOPS flight		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.

PLACARD

28-07-04-03 Install INOP placard adjacent to Lower ECAM display.

MAINTENANCE (M) 28-07-04-03A

To Crossfeed Valve Indication - Valve Operating Procedure Refer to AMM 28-40-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-04-	Wing Transfer Valve Indication on the FUEL SD page				
04A	Wing Transfer Valve Indication on the FUEL SD page	C	2	0	**(O) (M)** One or both may be inoperative provided that: 1) The fuel quantity indications of the associated inner and outer tanks are operative, and 2) The transfer valve operation is checked before each flight and when used in flight.

PLACARD

28-07-04-04A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 28-07-04-04A

IN FLIGHT

- **When any inner tank fuel quantity reaches 750 kg (1 650 lb) of fuel:**

  On the FUEL SD page, check the associated outer tank transfer.

MAINTENANCE (M) 28-07-04-04A

To Transfer Valve Indication - Intercell Transfer Refer to AMM 28-40-00-040-004.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-05-	Fuel Flow 1+2 Indication on the FUEL SD page				
01A	Fuel Flow 1+2 Indication on the FUEL SD page	C	1	0	**Applicable to A320 and A319-115aircraft** May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-06-	Fuel Used Indication on the FUEL SD page				
01A	Fuel Used Indication on the FUEL SD page				NOTE: Refer to Item 73-07-01 Fuel Used Indication on the ENGINE SD page

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-07-06-	Fuel Used 1+2 Indication on the FUEL SD page				
02A	Fuel Used 1+2 Indication on the FUEL SD page	C	1	0	**Applicable to A320 and A319-115aircraft** May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-09-	FUEL L(R) INNER(OUTER) TK HI TEMP Alert				
01A	One or two inoperative	C	4	2	**(O)** One in each wing or both in one wing may be displayed provided that: 1) The fuel temperature indications of the non affected tanks are operative on the FUEL SD page, and 2) The fuel temperature is monitored before takeoff and during the flight. Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.
01B	One or more inoperative	C	4	0	**(O)** One or more may be displayed provided that: 1) The fuel temperature indications are operative on the FUEL SD page, and 2) The fuel temperature is monitored before takeoff and during the flight. Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.

OPERATIONAL (O) 28-09-01A & 28-09-01B

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature before takeoff and periodically during the flight.

Note: For fuel temperature limits, Refer to AFM/LIM-28 Fuel Temperature Limits.

- **If fuel temperature reaches limits:**
  - **Before takeoff:**
    Delay takeoff and shut down the engine on the affected side.
  - **In flight:**
    - Increase the engine fuel flow on the affected side.
    - If necessary use the APU GEN and switch off the IDG on the affected side (if the opposite GEN is available).

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-09-	FUEL L(R) INNER(OUTER) TK LO TEMP Alert				
02A	One or two inoperative	C	4	2	**(O)** One in each wing or both in one wing may be displayed provided that: 1) The fuel temperature indications of the non affected tanks are operative on the FUEL SD page, and 2) The fuel temperature is monitored before takeoff and during the flight. Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.
02B	One or more inoperative	C	4	0	**(O)** One or more may be displayed provided that: 1) The fuel temperature indications are operative on the FUEL SD page, and 2) The fuel temperature is monitored before takeoff and during the flight. Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.

OPERATIONAL (O) 28-09-02A & 28-09-02B

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature before takeoff and periodically during the flight.

Note: For fuel temperature limits, Refer to AFM/LIM-28 Fuel Temperature Limits.

- **If fuel temperature reaches limits:**
  - **Before takeoff:**
    Delay takeoff.
  - **In flight:**
    Consider descending to a lower altitude and/or increasing the mach to increase the TAT.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-12-	Overpressure Protector between the Inner and the Outer Tank				
01A	Inner tank temperature monitored	C	2	0	**(O)** One or both may be broken or missing provided that the fuel temperature of the inner tank is monitored.
01B	Transfer valves secured open	C	2	0	**(O) (M)** One or both may be broken or missing provided that the associated transfer valves are secured in the open position after each refueling, or after each aircraft repowering.

OPERACIONAL 28-12-01A

GENERAL INFORMATION

The dispatch condition results in an unusual distribution of the fuel quantity: the outer tank of the affected wing will be partially empty with the transfer valves normally closed.

FLIGHT PREPARATION/LIMITATIONS

Fuel management should be performed with care.

ON GROUND AND IN FLIGHT

- **After a long taxi or if the outside air temperature is high, with the outer tank of the affected wing empty:**

  The FUEL L(R) OUTER TK HI TEMP alert may be displayed on the EWD.

  - **If the** FUEL L(R) OUTER TK HI TEMP **alert is displayed on the EWD:**

    - Disregard the FUEL L(R) OUTER TK HI TEMP alert.
    - Monitor the inner tank fuel temperature during taxi and in flight to ensure that it decreases and remains within the temperature limitations.

    Note: For fuel temperature limitations, Refer to AFM/LIM-28 Fuel Temperature Limits.

    - If the inner tank fuel temperature exceeds the temperature limitations, apply the FUEL L(R) INNER TK HI TEMP procedure: *Refer to OpsProc 28-09-01A(B) FUEL L(R)INNER(OUTER)/WING TK HI TEMP Alert*.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

28-12- Overpressure Protector between the Inner and the Outer Tank (Continued)

OPERACIONAL 28-12-01B

GENERAL INFORMATION

The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in both outer tanks will transfer to the inner tanks even when the inner tanks are not empty.

ON GROUND

Check that the associated wing transfer valves are indicated open on the FUEL SD page.

MAINTENANCE (M) 28-12-01B

To Set the Transfer Valves Open for Flight Refer to AMM 28-12-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-12-	Overpressure Protector in the Vent Surge Tank				
02A	Overpressure Protector in the Vent Surge Tank	C	2	0	**(O)** One or both may be broken or missing.

OPERATIONAL (O) 28-12-02A

ON GROUND AND IN FLIGHT

- Avoid lateral accelerations in order to reduce the possibility of fuel spill during taxi and climb out.
- In cruise check that no fuel spillage occurred.
- Check that the FOB is sufficient to reach the destination with the adequate reserve.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-12-	Overpressure Protector in the Inner Tank				
03A	Overpressure Protector in the Inner Tank		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-12-	Overpressure Protector between the Center and the Inner Tank				
04A	Overpressure Protector between the Center and the Inner Tank		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-15-	LH Wing Transfer Valve				
01A	One or both inoperative open	C	2	0	**(O)** One or both may be inoperative in the open position.
01B	One or both inoperative with not usable fuel	C	2	0	**(O)** One or both may be inoperative in the closed position provided that the fuel in the LH outer tank is considered as not usable and as part of the ZFW.
01C	One inoperative closed	C	2	1	**(O)** **(M)** One may be inoperative in the closed position provided that the remaining LH wing transfer valve is secured in the open position after each refueling, or after each aircraft repowering.

PLACARD

If valve is indicated closed:
- install 28-15-01 CLOSED placard adjacent to lower ECAM display.

If valve is indicated open:
- install 28-15-01 OPEN placard adjacent to lower ECAM display.

OPERATIONAL (O) 28-15-01A & 28-15-01C

GENERAL INFORMATION

- **If one or both wing transfer valves are inoperative in the open position:**
  The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in the outer tank on the affected side will transfer to the inner tank even when the inner tank is not empty.
- **If one wing transfer valve is secured in the open position:**
  The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in both outer tanks will transfer to the inner tanks even when the inner tanks are not empty.

ON GROUND

- **If one wing transfer valve is secured in the open position:**
  Check that the wing transfer valve is indicated open on the FUEL SD page.

OPERATIONAL (O) 28-15-01B

FLIGHT PREPARATION/LIMITATIONS

The fuel in the affected outer tank should be considered as not usable for the flight planning.

MAINTENANCE (M) 28-15-01C

To Set the LH Wing Transfer Valve Open for Flight Refer to AMM 28-15-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-15-	RH Wing Transfer Valve				
02A	One or both inoperative open	C	2	0	**(O)** One or both may be inoperative in the open position.
02B	One or both inoperative with not usable fuel	C	2	0	**(O)** One or both may be inoperative in the closed position provided that the fuel in the RH outer tank is considered as not usable and as part of the ZFW.
02C	One inoperative closed	C	2	1	**(O)** **(M)** One may be inoperative in the closed position provided that the remaining RH wing transfer valve is secured in the open position after each refueling, or after each aircraft repowering.

PLACARD

If valve is indicated closed:
- install 28-15-02 CLOSED placard adjacent to lower ECAM display.

If valve is indicated open:
- install 28-15-02 OPEN placard adjacent to lower ECAM display.

OPERATIONAL (O) 28-15-02A & 28-15-02C

GENERAL INFORMATION

- **If one or both wing transfer valves are inoperative in the open position:**
  The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in the outer tank on the affected side will transfer to the inner tank even when the inner tank is not empty.
- **If one wing transfer valve is secured in the open position:**
  The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in both outer tanks will transfer to the inner tanks even when the inner tanks are not empty.

ON GROUND

- **If one wing transfer valve is secured in the open position:**
  Check that the wing transfer valve is indicated open on the FUEL SD page.

OPERATIONAL (O) 28-15-02B

FLIGHT PREPARATION/LIMITATIONS

The fuel in the affected outer tank should be considered as not usable for the flight planning.

MAINTENANCE (M) 28-15-02C

To Set the RH Wing Transfer Valve Open for Flight Refer to AMM 28-15-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-20-	Automatic Fuel Feed System				
01A	Automatic Fuel Feed System	C	1	0	**(O)** May be inoperative.

OPERATIONAL (O) 28-20-01A

ON GROUND

- **If the center tank is empty for the flight:**
  MODE SEL pb-sw….....MAN
  CTR TK PUMP 1 and 2 pb-sw….....OFF

- **If the center tank is not empty for the flight:**
  - **Before engine start:**
    MODE SEL pb- sw….....MAN
  - **3 min after engine start:**
    CTR TK PUMP 1 and 2 pb-sw….....OFF

IN FLIGHT

- **If the center tank is not empty for the flight:**
  - **After slat retraction and when the fuel in one wing is less than 5 000 kg (11 000 lb):**
    CTR TK PUMP 1 and 2 pb-sw…..... ON
  - **If the FUEL CTR TK PUMPS LO PR alert is displayed on the EWD, or if the center tank is not empty at slat extension:**
    CTR TK PUMP 1 and 2 pb-sw….....OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-21-	Wing Tank Pump				
01A	JP4/JET B not used	C	4	3	**(O)** One pump may be inoperative provided that JP4/JET B is not used.
01B	Use of JP4/JET B	C	4	3	**(O)(M)** Pump 2 LH or pump 2 RH may be inoperative when JP4/JET B is used provided that: 1) The fuel return valve is checked operative before each flight, and 2) The fuel temperature is less than 30 °C.

PLACARD

28-21-01 Install INOP placard on flight Deck overhead FUEL panel.

OPERATIONAL (O) 28-21-01A and 28-21-01B

DURING COCKPIT PREPARATION
TK PUMP (AFFECTED) .....OFF

MAINTENANCE (M) 28-21-01B

To Check Operation of the Recirculation System When Main Fuel Pump 2 does not Operate Refer to AMM 28-21-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-21-	Center Tank Pump				
02A	One inoperative	C	2	1	**(O)** One may be inoperative provided that the flight routes permit a landing at a suitable airport if the remaining center tank pump fails with fuel in the center tank.
02D	Both inoperative	C	2	0	**(O)** Both may be inoperative provided that: 1) There is no fuel in the center tank or the fuel in the center tank is considered as not usable and as part of the ZFW and is taken into account for CG determination, and 2) The center tank pumps are set to OFF.

PLACARD

28-21-02 Install INOP placard on flight Deck overhead FUEL panel.

OPERATIONAL (O) 28-21-02A

FLIGHT PREPARATION/LIMITATIONS

In the case of dispatch with fuel in the center tank, the remaining center tank pump failure must be considered for the flight planning. Operator has to ensure that, from any point of the first part of the route where the center tank is not empty the aircraft may reach a suitable airport considering the fuel quantity (FQ) contained in the center tank as definitely not usable for the flight planning (as a consequence of the failure of the remaining center tank pump).

DURING COCKPIT PREPARATION

- X FEED pb-sw.....CHECK Off
- Affected CTR TK PUMP pb-sw..... OFF
- Operative CTR TK PUMP pb-sw.....OFF

IN FLIGHT

- **If the fuel quantity in the center tank is less than 200 kg (440 lb):**

  Operative CTR TK PUMP pb-sw..... Maintain OFF

- **If the fuel quantity in the center tank is more than 200 kg (440 lb):**

  The fuel in the center tank can be completely used if the operative center tank pump does not fail before the center tank is empty. If the operative center tank pump fails before the center tank is empty, consider the fuel quantity remaining and the time to destination to decide either to continue the flight or to divert.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

28-21- Center Tank Pump (Continued)

- **When the fuel quantity in one wing inner tank is less than 4 500 kg (10 000 lb):**

  Operative CTR TK PUMP pb-sw.....On
  X FEED pb-sw.....ON

- **When the fuel quantity in one wing inner tank increases above 5 500 kg (12 000 lb):**

  X FEED pb-sw..... Off
  Operative CTR TK PUMP pb-sw.....OFF

Note: Repeat the previous two steps as many times as necessary until the center tank is empty.The operative center tank pump will switch off automatically

- **When the fuel quantity in the center tank is less than 250 kg (550 lb):**

  X FEED pb-sw.....Off

OPERATIONAL (O) 28-21-02D

FLIGHT PREPARATION/LIMITATIONS

CTR TK PUMP 1 and 2 pb-sw..... OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-21-	Wing Tank Pump Sequence Valve				
03A	Wing Tank Pump Sequence Valve	C	4	3	One may be inoperative provided that the associated pump is set to OFF when the center tank is feeding.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-22-	APU Fuel Pump				
01A	Non ETOPS flight	C	1	0	**(O)** May be inoperative provided that ETOPS is not conducted.
01B	ETOPS 120 min flight		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.

PLACARD

28-21-01 Install INOP placard on flight Deck overhead FUEL panel.

OPERATIONAL (O) 28-22-01A

FOR APU START OPERATION

Pressurize the LH fuel manifold with at least one fuel tank pump.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-23-	Crossfeed Valve				
01A	Crossfeed Valve		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-24-	Engine LP Fuel Valve Electrical Motor				
01A	Engine LP Fuel Valve Electrical Motor	C	4	3	**(M)** One may be inoperative on one engine provided that: 1) The affected motor is deactivated, and 2) The remaining motor is checked operative.

MAINTENANCE (M) 28-24-01A

To Functional Test of Engine LP Fuel Valve with a Defective Actuator Motor Refer to AMM 28-24-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-25-	Fuel Quantity Preselector				
01A	Fuel Quantity Preselector	C	1	0	One or more may be inoperative.

PLACARD

28-25-01A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-25-	Fuel Quantity on the Refuel/Defuel Control Panel				
02A	Fuel Quantity on the Refuel/Defuel Control Panel	C	3	0	One or more indications may be inoperative provided that the fuel quantity is continuously monitored on the FUEL SD page during refueling and defueling

PLACARD

28-25-02A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-25-	Refuel Valve				
03A	Manual refueling	C	3	0	**Applicable to A319-112, A319-115 and HC-CRU aircraft**. **(M)** One or more may be inoperative provided that the aircraft is manually refueled.
03A	Manual refueling	C	3	0	**Applicable to A320 except HC-CRU aircraft**. **(M)** One or more may be inoperative provided that the aircraft is manually refueled.
03B	Gravity refueling	C	3	0	**Applicable to A319-112, A319-115 and HC-CRU aircraft**. One or more may be inoperative provided that overwing gravity refueling is performed.

PLACARD

28-25-03 Install INOP placard adjacent to Lower ECAM display.

MAINTENANCE (M) 28-25-03A

To Refuel Valve - Refuel Procedure Using Manual Plunger Override Refer to AMM 28-25-00-040-005.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-25-	Transfer Defuel Valve				
04A	Transfer Defuel Valve	C	1	0	**(M)** May be inoperative provided that the valve is secured in the closed position.

PLACARD

28-25-04A Install INOP placard adjacent to Lower ECAM display.

MAINTENANCE (M) 28-25-04A

To Deactivation of the Transfer Defuel Valve Refer to AMM 28-25-00-040-004.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-25-	Exterior Refuel/Defuel Control Panel				
05A	Cockpit Fuel Quantity pre-selector operative	C	1	0	May be inoperative provided that the cockpit fuel quantity pre-selector is operative.
05B	Cockpit Fuel Quantity pre-selector inoperative	C	1	0	**(M)** May be inoperative provided that the aircraft is manually refueled.

PLACARD

28-25-05 Install INOP placard adjacent to Exterior Control Panel or Cockpit Control Panel as required.

MAINTENANCE (M) 28-25-05B

To Refuel/Defuel Control Panel - Manual Refuel Refer to AMM 28-25-00-040-008.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-25-	Cockpit Refuel/Defuel Control Panel				
06A	Cockpit Refuel/Defuel Control Panel	D	1	0	May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-29-	APU LP Fuel Valve				
01A	Checked closed on FUEL SD page	C	1	0	**(O)** May be inoperative provided that: 1) It is checked closed on the FUEL SD page, and 2) The APU is not used.
01B	Secured closed	C	1	0	**(M)** May be inoperative provided that: 1) It is secured in the closed position, and 2) The APU is considered inoperative

PLACARD
28-29-01 Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 28-29-01A

DURING PRELIMINARY COCKPIT PREPARATION
Do not use the APU.
APU MASTER SW pb-sw.....Off
No APU bleed air will be available for Main Engine Start (MES) or air conditioning.
No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START
For engine start without APU, Refer to FCOM/PRO-NOR-SUP-ENG Engine Start with External Pneumatic Power.

On the FUEL SD page, check that the APU LP valve is indicated closed: Refer to FCOM/DSC-28-20 ECAM Fuel Page.

AFTER LANDING, AT THE GATE
In absence of suitable ground support equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of bleed air and electrical power for engine starting.
Refer to FCOM/PRO-NOR-SUP-FUEL Refueling with One Engine Running.

MAINTENANCE (M) 28-29-01B
To APU LP VALVE – Deactivation Refer to AMM 28-29-00-040-002

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-43-	Manual Magnetic Indicators				
01A	Associated fuel quantity indication operative on the FUEL SD page	C	11	0	**Applicable to A319-112, A319-115 and HC-CRU aircraft**. One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page.
01A	Associated fuel quantity indication operative on the FUEL SD page	C	9	0	**Applicable to A320 except HC-CRU aircraft**. One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page.
01B	High level fuel detection and fuel used indication operative	C	11	0	**Applicable to A319-112, A319-115 and HC-CRU aircraft**. **(M)** One or more may be inoperative provided that: 1) The high level fuel detection system is checked operative before refueling, and 2) The tanks in both wings are full, and 3) The associated fuel used indication is operative.
01B	High level fuel detection and fuel used indication operative	C	9	0	**Applicable to A320 except HC-CRU aircraft**. **(M)** One or more may be inoperative provided that: 1) The high level fuel detection system is checked operative before refueling, and 2) The tanks in both wings are full, and 3) The associated fuel used indication is operative.

MAINTENANCE (M) 28-43-01B

To Refuel Procedure for use with an Unserviceable Magnetic Level Indicator (MLI) Refer to AMM 28-40-00-040-012

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-43-	Fuel Quantity Attitude Monitor				
02A	Fuel Quantity Attitude Monitor	D	1	0	**Applicable to HC-CKN only.** May be inoperative provided that it is not required for refueling and defueling procedures.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-46-	High Level Detection System in the Inner Tank				
01A	High Level Detection System in the Inner Tank	C	2	0	One or both may be inoperative provided that the fuel quantity is continuously monitored during refueling.

PLACARD

28-46-01A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-46-	High Level Detection System in the Center Tank				
02A	High Level Detection System in the Center Tank	C	1	0	May be inoperative provided that the fuel quantity is continuously monitored during refueling.

PLACARD

28-46-02A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-46-	Low Level Detection System in the Inner Tank				
04A	Low Level Detection System in the Inner Tank	C	2	1	One may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
28-50-	Fuel Quantity Indicating Computer (FQIC) Channel				
01A	Fuel Quantity Indicating Computer (FQIC) Channel	A	2	1	**(O)** One may be inoperative for 10 calendar days provided that ETOPS is not conducted.

OPERATIONAL (O) 28-50-01A

FLIGHT PREPARATION/LIMITATIONS

1) Ensure that correct weights are entered in the FMGC associated with the affected FQIC channel.
2) In the case of failure in-flight of the remaining FQIC channel, all fuel quantities indications on the EWD are lost.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-01-01-	B(Y) ELEC PUMP pb-sw FAULT light				
01A	B(Y) ELEC PUMP pb-sw FAULT light	C	2	0	One or both may be inoperative provided that the associated reservoir quantity indication is operative on the HYD SD page. NOTE: Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative. Note: Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert

PLACARD

29-01-01-01 Install INOP placard as applicable adjacent to B(Y) ELEC PUMP p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-01-01-	B ELEC PUMP pb-sw OFF light				
02A	B ELEC PUMP pb-sw OFF light	C	1	0	May be inoperative.

PLACARD

29-01-01-02 Install INOP placard adjacent to B ELEC PUMP p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-01-01-	Y ELEC PUMP pb-sw ON light				
03A	Y ELEC PUMP pb-sw ON light	C	1	0	May be inoperative.

PLACARD

29-01-01-03 Install INOP placard adjacent to Y ELEC PUMP p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-01-01-	G(Y) ENG 1(2) PUMP pb-sw FAULT light				
04A	G(Y) ENG 1(2) PUMP pb-sw FAULT light	C	2	0	One or both may be inoperative provided that the associated reservoir quantity indication is operative on the HYD SD page. NOTE: Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative. Note: Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert

PLACARD

29-01-01-04 Install INOP placard as applicable adjacent to G(Y) ENG 1(2) PUMP p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-01-01-	G(Y) ENG 1(2) PUMP pb-sw OFF light				
05A	G(Y) ENG 1(2) PUMP pb-sw OFF light	C	2	0	One or both may be inoperative.

PLACARD

29-01-01-05 Install INOP placard as applicable adjacent to G(Y) ENG 1(2) PUMP p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-01-01-	PTU pb-sw FAULT light				
06A	PTU pb-sw FAULT light	C	1	0	May be inoperative provided that the quantity indications of the yellow and green reservoir are operative on the HYD SD page.

PLACARD

29-01-01-06 Install INOP placard as applicable adjacent to PTU p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-01-01-	PTU pb-sw OFF light				
07A	PTU pb-sw OFF light	C	1	0	May be inoperative.

PLACARD

29-01-01-07 Install INOP placard as applicable adjacent to PTU p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-01-02-	G(B)(Y) LEAK MEASUREMENT VALVES pb-sw OFF light				
01A	G(B)(Y) LEAK MEASUREMENT VALVES pb-sw OFF light	C	3	0	One or more may be inoperative.

PLACARD

29-01-02-01 Install INOP placard as applicable adjacent to G(B)(Y) LEAK MEASUREMENT VALVES p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-07-	Yellow ELEC Pump Indication on the HYD SD page				
01A	Yellow ELEC Pump Indication on the HYD SD page	C	1	0	May be inoperative.

PLACARD

29-07-01A Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-07-	Pump Indication on the HYD SD page				
02A	Pump Indication on the HYD SD page	C	3	0	One or more may be inoperative.

PLACARD

29-07-02A Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-07-	Fire Valve Indication on the HYD SD page				
03A	Fire Valve Indication on the HYD SD page	C	2	0	One or both may be inoperative.

PLACARD

29-07-03A Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-07-	PTU Indication on the HYD SD page				
04A	PTU Indication on the HYD SD page	C	1	0	May be inoperative.

PLACARD

29-07-04A Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-07-	Reservoir Quantity Indication on the HYD SD page				
05A	Reservoir Quantity Indication on the HYD SD page	C	3	2	**(M)** One may be inoperative provided that: 1) The associated HYD B(G)(Y) RSVR LO LVL alert is checked operative, and 2) The associated reservoir quantity is checked before each flight.

PLACARD

29-07-05A Install INOP placard adjacent to lower ECAM display.

MAINTENANCE (M) 29-07-05A

To Deactivation of the Reservoir Quantity Indication of the Green and Blue Hydraulic Systems on the ECAM Refer to AMM 29-31-00-040-001 or to Deactivation of the Reservoir Quantity Indication of the Yellow Hydraulic System on the ECAM Refer to AMM 29-31-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-07-	RAT Indication on the HYD SD page				
06A	RAT Indication on the HYD SD page	C	1	0	May be inoperative provided that the RAT is visually checked to be stowed before each flight.

PLACARD

29-07-06A Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-07-	System Label Indication on the HYD SD page				
07A	System Label Indication on the HYD SD page	C	3	0	**(O)** One or more may be inoperative provided that the associated system pressure is checked available before each flight.

PLACARD

29-07-07A Install INOP placard adjacent to lower ECAM display.

OPERATIONAL (O) 29-07-07A

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:
- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

- YELLOW ELEC PUMP pb-sw…..... ON
- BLUE ELEC PUMP pb-sw…..... AUTO
- BLUE PUMP OVRD pb-sw….....ON
- PTU pb-sw….....AUTO
- Move the CAPT stick left or right.
- On the F/CTL SD page, check the pairs of spoilers movement.
- YELLOW ELEC PUMP pb-sw….....Off
- BLUE PUMP OVRD pb-sw….....OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-07-	System Pressure Indication on the HYD SD page				
08A	System Pressure Indication on the HYD SD page	C	3	2	**(O)(M)** One may be inoperative provided that: 1) The affected pressure transmitter is deactivated, and 2) The associated system label indication is checked operative before each flight. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD
29-07-08A Install INOP placard adjacent to lower ECAM display.

OPERATIONAL (O) 29-07-08A
DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:
- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

- **If the blue system pressure indication is inoperative:**

Check of the system label:
- On the HYD SD page, check that the BLUE system label is amber.
- BLUE ELEC PUMP pb-sw….....AUTO
- BLUE PUMP OVRD pb-sw…..... ON
- On the HYD SD page, check that the BLUE system label is white and that the arrow is green.
- BLUE PUMP OVRD pb-sw….....Off

- **If the yellow system pressure indication is inoperative:**

Check of the system label:

- YELLOW ELEC PUMP pb-sw…..... Off
- On the HYD SD page, check that the YELLOW system label is amber.
- YELLOW ELEC PUMP pb-sw….....ON
- On the HYD SD page, check that the YELLOW system label is white and that the arrow is green.
- YELLOW ELEC PUMP pb-sw…..... Off

- **If the green system pressure indication is inoperative:**

Check of the system label:

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

29-07- System Pressure Indication on the HYD SD page (Continued)

- On the HYD SD page, check that the GREEN system label is amber.
- YELLOW ELEC PUMP pb-sw….....ON
- PTU pb-sw…..... AUTO
- On the HYD SD page, check that the GREEN system label is white and that the arrow is green.
- YELLOW ELEC PUMP pb-sw…..... Off

AFTER ENGINES START

Note: The HYD PTU FAULT ECAM alert may be triggered.

MAINTENANCE (M) 29-07-08A

Refer to AMM Task 29-30-00-040-802

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-07-	Vertical Line Indication (G/B/Y) on the HYD SD page				
09A	Vertical Line Indication (G/B/Y) on the HYD SD page	C	3	0	One or more segment indications, on any of the three vertical lines (G/B/Y), may be erroneous or missing.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-09-	HYD B(Y) ELEC PUMP LO PR Alert				
01A	HYD B(Y) ELEC PUMP LO PR Alert	C	2	0	One or both may be displayed provided that the associated system pressure indication is operative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-09-	HYD B(Y) ELEC PUMP OVHT Alert				
02A	HYD B(Y) ELEC PUMP OVHT Alert	C	2	0	One or both may be displayed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-09-	HYD G(Y) ENG 1(2) PUMP LO PR Alert				
03A	HYD G(Y) ENG 1(2) PUMP LO PR Alert	C	2	0	**(O)** One or both may be displayed provided that: 1) The associated system pressure indications are operative, and 2) The engine pumps are checked operative before each flight.

OPERATIONAL (O) 29-09-03A

AFTER ENGINE START

Check of the engines pumps:
- PTU pb-sw.....OFF
- On the HYD SD page, check that the green and the yellow hydraulic systems pressures are correct.
A correct pressure is 3 000 PSI (± 200 PSI).
- PTU pb-sw.....AUTO

Note: On the HYD SD page, the PTU remains indicated running.

TAXI

Note: Due to a false HYD G(Y) ENG 1(2) PUMP LO PR alert displayed on the EWD, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST except a false HYD G(Y) ENG 1(2) PUMP LO PR alert.

CAUTION:	The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert except a false HYD G(Y) ENG 1(2) PUMP LO PR alert.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-09-	HYD G(B)(Y) RSVR LO AIR PR Alert				
04A	HYD G(B)(Y) RSVR LO AIR PR Alert	C	3	2	**(M)** One may be inoperative provided that the air pressure is checked on the associated reservoir before each flight.

MAINTENANCE (M) 29-09-04A

To Deactivation of the Reservoir Air Pressure Switches and Check of the Reservoir Air Pressure of the Green and Yellow Hydraulic System Refer to AMM 29-34-00-040-001 or To Deactivation of the Reservoir Air Pressure Switch and Check of the Reservoir Air Pressure of the Blue Hydraulic System Refer AMM 29-34-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-09-	HYD G(B)(Y) RSVR LO LVL Alert				
05A	HYD G(B)(Y) RSVR LO LVL Alert	C	3	2	One may be displayed provided that the associated reservoir quantity is checked on the HYD SD page before each flight. NOTE: 1. When the alert is displayed on the EWD, the associated PUMP pb-sw FAULT light and the PTU pb-sw FAULT light (if the green or the yellow system is affected) may simultaneously come on. • Refer to Item 29-01-01-01 B(Y) ELEC PUMP pb-sw FAULT light, and • Refer to Item 29-01-01-04 G(Y) ENG 1(2) PUMP pb-sw FAULT light, and • Refer to Item 29-01-01-06 PTU pb-sw FAULT light *2.* If the blue reservoir is affected, EMER GEN may appear in the INOP SYS column on the STATUS SD page before engine start.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-09-	HYD G(B)(Y) RSVR OVHT Alert				
06A	HYD G(B)(Y) RSVR OVHT Alert	C	3	2	The HYD G RSVR OVHT alert or the HYD Y RSVR OVHT alert may be displayed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-09-	HYD PTU FAULT Alert				
07A	HYD PTU FAULT Alert	C	1	0	**(O)** May be displayed provided that the PTU is checked operative before each flight.

OPERATIONAL (O) 29-09-07A

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

Check of the PTU:
- YELLOW ELEC PUMP pb-sw..... ON
- PTU pb-sw.....AUTO
- On the HYD SD page, check that the green hydraulic system pressure indication is green.
If the green hydraulic system pressure indication is not available, check on the HYD SD page that the GREEN system label is white and the arrow is green.
- YELLOW ELEC PUMP pb-sw.....Off

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-09-	HYD RAT FAULT Alert				
08A	HYD RAT FAULT Alert	C	1	0	**(M)** May be displayed provided that the RAT integrity is checked before each flight.

MAINTENANCE (M) 29-09-08A

To Integrity Check of the RAT after RAT FAULT Warning Refer to AMM 29-30-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-09-	HYD G(B)(Y)(B+G)(G+Y)(B+Y) SYS LO PR Alert				
09A	HYD G(B)(Y)(B+G)(G+Y)(B+Y) SYS LO PR Alert	C	3	0	**(O)** One or more may be displayed provided that the associated system pressure is checked available before each flight.

OPERATIONAL (O) 29-09-09A

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- Pressurize the Yellow Hydraulic System with:
• A Ground cart, or with
• The Yellow Engine 2 Pump with the Engine 2 running.
- Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.

- YELLOW ELEC PUMP pb-sw..... ON
- BLUE ELEC PUMP pb-sw..... AUTO
- BLUE PUMP OVRD pb-sw.....ON
- PTU pb-sw.....AUTO
- On the CAPT or the F/O side, move the stick left or right.
- On the F/CTL SD page, check the pairs of spoilers movement.
- YELLOW ELEC PUMP pb-sw.....Off
- BLUE PUMP OVRD pb-sw..... Off

TAXI

Note: *Due to a false HYD G(B)(Y)(G+B)(G+Y)(B+Y) SYS LO PR alert displayed on the EWD, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO.*
Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST except a false HYD G(B)(Y)(G+B)(G+Y)(B+Y) SYS LO PR alert.

CAUTION	The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert except a false HYD G(B)(Y)(G+B)(G+Y)(B+Y) SYS LO PR alert.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-10-	Engine Driven Pump				
01A	Engine Driven Pump		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-10-	Engine Driven Pump Depressurization Function				
02A	Engine Driven Pump Depressurization Function	C	2	1	One may be inoperative.

PLACARD

29-10-02 Install INOP placard adjacent to appropriate Engine Hydraulic Pump switch on overhead Hydraulics panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-10-	Blue System Electric Pump				
03A	Blue System Electric Pump	C	1	1	**(O)** The automatic control may be inoperative provided that the pump is manually operated.

PLACARD

29-10-03 Install INOP placard adjacent to the Blue Hydraulic switch on overhead Hydraulics panel

OPERATIONAL (O) 29-10-03A

DURING PRELIMINARY COCKPIT PREPARATION

- **If the blue electric pump continuously runs:**
  At electrical power supply application:
  BLUE ELEC PUMP pb-sw.....OFF

AFTER ENGINE START

BLUE ELEC PUMP pb-sw.....AUTO

- **If the blue electric pump does not automatically start:**
  - BLUE PUMP OVRD pb-sw..... ON
  - On the HYD SD page, check that the blue hydraulic circuit pressure is available.

AFTER ENGINE SHUTDOWN

BLUE ELEC PUMP pb-sw.....OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-10-	Hydraulic System Accumulator				
04A	Hydraulic System Accumulator	C	3	0	**(M)** One or more may be inoperative provided that the affected accumulator is deactivated.

PLACARD

29-10-04 Install INOP placard adjacent to the associated Hydraulic switch on overhead panel

MAINTENANCE (M) 29-10-04A

To Deactivation of the Green Power Accumulator Refer to AMM 29-10-00-040-004 or to Deactivation of the Blue Power Accumulator refer to AMM 29-10-00-040-005 or to Deactivation of the Yellow Power Accumulator refer to AMM 29-10-00-040-006.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-10-	Yellow Brake Accumulator				
05A	Yellow Brake Accumulator		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-10-	Engine Pump Fire Valve				
07A	Engine Pump Fire Valve		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-10-	Hydraulic System Filter				
08A	One LP filter inoperative	C	8	7	One LP filter may be inoperative.
08B	Reservoir filling filter inoperative	C	8	7	The reservoir filling filter may be inoperative.

PLACARD

29-10-08 Install INOP placard adjacent to the lower ECAM display

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-10-	Hydraulic Case Drain Filter				
09A	Hydraulic Case Drain Filter	C	3	2	**(M)** One may be inoperative provided that it is removed.

PLACARD

29-10-09 Install INOP placard adjacent to the lower ECAM display

MAINTENANCE (M) 29-10-09A

To Deactivation of the Case Drain Filter of the Engine Driven Pump of the Green Hydraulic System Refer to AMM 29-10-00-040-001 or to Deactivation of the Case Drain Filter of the Engine Driven Pump of the Yellow Hydraulic System refer to AMM 29-10-00-040-002 or to Deactivation of the Case Drain Filter of the Electric Pump of the Blue Hydraulic System refer to AMM 29-10-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-22-	Ram Air Turbine				
01A	Ram Air Turbine		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-23-	Power Transfer Unit (PTU)				
01A	Power Transfer Unit (PTU)	C	1	1	**(O)** PTU may continuously run when set to AUTO provided that the operation of the PTU in both directions is checked before the first flight of each day.

PLACARD

29-23-01 Install INOP placard adjacent to PTU p.b switch on the overhead Hydraulics panel.

OPERATIVE (O) 29-23-01A

AFTER ENGINE START

Check of the PTU operation:

- GREEN ENG 1 PUMP pb-sw.....OFF
- On the HYD SD page, check that the green system pressure is correct.

A correct pressure is 3 000 PSI (± 200 PSI).

- Check the PTU arrow indication.
- GREEN ENG 1 PUMP pb-sw..... On
- PTU pb-sw.....OFF
- YELLOW ENG 2 PUMP pb-sw.....OFF
- YELLOW ELEC PUMP pb-sw.....Off
- Let the pressure in the yellow hydraulic system decrease to 200 PSI or less.

If the pressure is not below 200 PSI, the indications on the HYD SD page will not be displayed.

- PTU pb-sw.....AUTO
- On the HYD SD page, check that the yellow system pressure is correct.

A correct pressure is 3 000 PSI (± 200 PSI).

- Check the PTU arrow indication.
- YELLOW ENG 2 PUMP pb-sw..... On

Note: *1. The PTU pressurizes the system to a nominal value of 3 000 PSI (± 200 PSI), but if no consumers are operated the pressure is not constant. The PTU operates in a cycle which keeps the pressure in the hydraulic systems between 2 100 PSI and 3 200 PSI.*
2. For passengers comfort, the PTU may be set to OFF during the taxi after landing provided that both engines hydraulic pumps are operative and running. The PTU must be set back to AUTO before leaving the aircraft.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
29-24-	Yellow System Electric Pump				
01A	Yellow System Electric Pump	C	1	0	**(O)** May be inoperative provided that the associated pb-sw is set to off. Note: The AFT and FWD cargo doors must be operated manually.

PLACARD

29-24-01 Install INOP placard adjacent to the Yellow Hydraulic switch on the overhead hydraulics panel.

OPERATIONAL (O) 29-24-01A

ON GROUND

- **If the pump continuously runs and does not stop when set to off:**
  DOORS/CARGO (T12 on 122 VU) C/B.....Pull

  - **If unsuccessful:**
    - Y HYD/ELEC PUMP/NORM (AB 03 on 123 VU) C/B.....Pull
    - Y HYD/ELEC/PUMP (AB 06 on 123 VU) C/B.....Pull

Note: *1. If the pump continuously runs on the ground, there is a potential overheat situation.*
2. The reset of the C/Bs must be limited to the time required to open or close the cargo doors.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-00-	ICE DETECT MAINTENANCE Message				
01A	ICE DETECT MAINTENANCE Message	D			**Applicable to HC-CKN only.** ICE DETECT MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-01-01-	ANTI ICE ENG 1(2) pb-sw FAULT light				
01A	ANTI ICE ENG 1(2) pb-sw FAULT light	C	2	0	One or both may be inoperative

PLACARD

30-01-01-01 Install INOP placard as applicable adjacent to ANTI ICE ENG 1(2) p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-01-01-	ANTI ICE ENG 1(2) pb-sw ON light				
02A	ANTI ICE ENG 1(2) pb-sw ON light	C	2	0	One or both may be inoperative.

PLACARD

30-01-01-02 Install INOP placard as applicable adjacent to ANTI ICE ENG 1(2) p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-01-01-	ANTI ICE WING pb-sw FAULT light				
03A	Anti-ice “arrow” symbols operative on the BLEED SD page	C	1	0	**(O)** May be inoperative provided that the anti-ice “arrow” symbols are operative on the BLEED SD page.
03B	Non ETOPS flight	C	1	0	**(M)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The wing anti-ice control valves are deactivated in the closed position and considered inoperative. NOTE: Refer to Item 30-11-01 Wing Anti-Ice Control Valve

PLACARD

30-01-01-03 Install INOP placard adjacent to ANTI ICE WING p.b. switch.

OPERATIONAL (O) 30-01-01-03A

DURING COCKPIT PREPARATION

Check of the anti-ice "arrow" symbol:

- Make sure that the APU bleed air supply system is available.
- ANTI ICE WING pb-sw.....ON
- On the BLEED SD page, check that the anti-ice "arrow" symbols are displayed amber and disappear after 30 s.
- ANTI ICE WING pb-sw..... Off

MAINTENANCE (M) 30-01-01-03B

To Wing Anti Ice Fault LT - Valve Deactivation Refer to AMM 30-11-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-01-01-	ANTI ICE WING pb-sw ON light				
04A	ANTI ICE WING pb-sw ON light	C	1	0	May be inoperative.

PLACARD

30-01-01-04 Install INOP placard adjacent to ANTI ICE WING p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-01-02-	Wiper High Speed Function (FAST Position)				
01A	Wiper High Speed Function (FAST Position)	C	2	0	One or both may be inoperative provided that the associated low speed function is operative.

PLACARD

30-01-02-01A Install INOP placard adjacent to affected Windshield Wiper Control switch on overhead panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-01-02-	Wiper Low Speed Function (SLOW Position)				
02A	Wiper Low Speed Function (SLOW Position)	C	2	0	One or both may be inoperative.

PLACARD

30-01-02-02A Install INOP placard adjacent to affected Windshield Wiper Control switch on overhead panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-01-02-	Wiper Intermittent Speed Function (INTMT Position)				
03A	Wiper Intermittent Speed Function (INTMT Position)	D	2	0	**Applicable to HC-CKN only.** One or both may be inoperative.

PLACARD

30-01-02-03A Install INOP placard adjacent to affected Windshield Wiper Control switch on overhead panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-07-	ANTI ICE Indication on the BLEED SD page				
01A	ANTI ICE Indication on the BLEED SD page	C	2	0	One or both may be inoperative.

PLACARD

30-07-01A Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-07-	Arrow Indication on the BLEED SD page				
02A	Arrow Indication on the BLEED SD page	C	2	0	One or both may be inoperative.

PLACARD

30-07-02A Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-11-	Wing Anti-Ice Control Valve				
01A	Inoperative in the open position	C	2	1	**(O) (M)** The RH valve may be inoperative in the open position provided that the associated ECAM procedure is applied.
01B	Inoperative in the closed position	C	2	0	**(M)** One or both may be inoperative in the closed position provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions

PLACARD
30-11-01 Install INOP placard adjacent to affected Anti-Ice switch on overhead Anti-Ice panel

OPERATIONAL (O) 30-11-01A (Applicable to A320 aircraft)

FLIGHT PREPARATION/LIMITATIONS
Flight planning:

Increase fuel consumption by:

Zp(ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	4.5 %	4.5 %	6.0 %	4.5 %	3.5 %	2.5 %	2.5 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:
1 100 ft when OAT ≤ ISA
4 500 ft when OAT > ISA

Approach climb performance:

- **When the engine bleed air supply system is closed:**
  No penalty.

- **When the engine bleed air supply system is open:**
  Decrease maximum climb limiting weight by:
  800 kg (1 800 lb) when OAT ≤ ISA + 5 °C
  4 900 kg (10 900 lb) when OAT > ISA + 5 °C

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-11- Wing Anti-Ice Control Valve (Continued)

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure:**
  On the BLEED SD page, check that the anti-ice arrow symbol is displayed.
  The anti-ice arrow symbol may be displayed amber or green.
  The WING ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

BEFORE ENGINE START

- Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
- Start the engine 1.
  Maintain the X BLEED selector at SHUT during the start of engine 1.
- Use the CROSS BLEED ENGINE START (FCOM/PRO-NOR-SUP-ENG Crossbleed Engine Start) procedure to start the engine 2.
- Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD.

AFTER TAKEOFF

- **When above 1 500 ft:**
  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

IN FLIGHT
If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  PACK (affected side) pb-sw.....OFF

AFTER LANDING

Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

OPERATIONAL (O) 30-11-01A (Applicable to A319-112 aircraft)

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp(ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	4.5 %	4.0 %	6.0 %	4.5 %	3.5 %	2.5 %	2.5 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:
900 ft when OAT ≤ ISA
3 300 ft when OAT > ISA

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-11- Wing Anti-Ice Control Valve (Continued)

Approach climb performance:

- **When the engine bleed air supply system is closed:**
  No penalty.
- **When the engine bleed air supply system is open:**
  Decrease maximum climb limiting weight by:
  800 kg (1 800 lb) when OAT ≤ ISA + 20 °C
  4 100 kg (9 100 lb) when OAT > ISA + 20 °C

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure:**
  On the BLEED SD page, check that the anti-ice arrow symbol is displayed.
  The anti-ice arrow symbol may be displayed amber or green.
  The WING ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

BEFORE ENGINE START

- Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
- Start the engine 1.
  Maintain the X BLEED selector at SHUT during the start of engine 1.
- Use the CROSS BLEED ENGINE START (Refer to FCOM/PRO-NOR-SUP-ENG Crossbleed Engine Start) procedure to start the engine 2.
- Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD.

AFTER TAKEOFF

- **When above 1 500 ft:**
  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

IN FLIGHT
If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  PACK (affected side) pb-sw.....OFF

AFTER LANDING
Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

OPERATIONAL (O) 30-11-01A (Applicable to A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS
Flight planning:

Increase fuel consumption by:

Zp(ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	4.5 %	4.5 %	3.5 %	3.5 %	5.5 %	5.0 %	3.0 %	1.5 %

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-11- Wing Anti-Ice Control Valve (Continued)

Single engine cruise:

Decrease drift down ceilings by:
600 ft when OAT ≤ ISA -5°C
5000 ft when OAT > ISA -5°C

Approach climb performance:

- **When the engine bleed air supply system is closed:**
  No penalty.
- **When the engine bleed air supply system is open:**
  Decrease maximum climb limiting weight by:
  800 kg (1 800 lb) when OAT ≤ ISA + 20 °C
  4 600 kg (10 200 lb) when OAT > ISA + 20 °C

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure:**
  On the BLEED SD page, check that the anti-ice arrow symbol is displayed.
  The anti-ice arrow symbol may be displayed amber or green.
  The WING ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

BEFORE ENGINE START

- Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
- Start the engine 1.
Maintain the X BLEED selector at SHUT during the start of engine 1.
- Use the CROSS BLEED ENGINE START (Refer to FCOM/PRO-NOR-SUP-ENG Crossbleed Engine Start) procedure to start the engine 2.
- Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD..

AFTER TAKEOFF

- **When above 1 500 ft:**
  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

IN FLIGHT
If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  PACK (affected side) pb-sw.....OFF

AFTER LANDING
Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

MAINTENANCE (M) 30-11-01A
To Deactivation of the RH Wing Anti-Ice Control Valve to the OPEN position Refer to AMM 30-11-00-040-004.

MAINTENANCE (M) 30-11-01B
To Deactivation of the Wing Anti-Ice Control Valve to the CLOSED position Refer to AMM 30-11-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-21-	Engine Anti-Ice Valve				
01A	Inoperative in the closed position	C	2	1	**(M)** One may be inoperative in the closed position provided that: 1) ETOPS is not conducted, and 2) The aircraft is not operated in known or forecast icing conditions.
01B	Inoperative in the open position	C	2	0	**(O) (M)** One or both may be inoperative in the open position provided that the Flight Manual performance penalties are applied.

PLACARD

30-21-01 Install INOP placard adjacent to affected Engine Anti-Ice switch on overhead Anti-Ice panel

OPERATIONAL (O) 30-21-01B (Applicable to A320 aircraft)

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Note:

1) The *following decrements may be used for takeoff performance determination only for dry runways if no takeoff data (predetermined by using OCTOPUS program or other equivalent program with present failure case taken into account) is available.*
2) *Performance penalties apply whatever one or both valves are inoperative.*

Takeoff performance:

Perform the takeoff using full thrust.
Apply the following reductions on the MTOW and the speeds:

OAT(°C)	≤ ISA + 10°C	ISA+10°C<OAT≤ISA+20°C	>ISA+20°C
Weight decrement (kg/lb)	1100/2500	2000/4500	3200/7100
V1,VR and V2 decrement (kt IAS)	1	1	2

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-21- Engine Anti-Ice Valve (Continued)

Flight planning:

Increase fuel consumption by:

Zp(ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5 000	5.5%	3.0%
10 000	4.5%	2.5%
15 000	4.0%	2.0%
20 000	3.0%	1.5%
25 000	3.0%	1.5%
30 000	2.0%	1.0%
35 000	2.0%	1.0%
40 000	2.0%	1.0%

Single engine cruise:

Decrease drift down ceilings by:
400 ft when OAT ≤ ISA + 5 °C
3 700 ft when OAT > ISA + 5 °C

Approach climb performance:

Decrease maximum climb limiting weight by:
300 kg (700 lb) when OAT ≤ ISA + 10 °C
4 400 kg (9 700 lb) when OAT > ISA + 10 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw..... ON

OPERATIONAL (O) 30-21-01B (Applicable to: A319-112 aircraft)

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Note:

1) *The following decrements may be used for takeoff performance determination only for dry runways if no takeoff data (predetermined by using OCTOPUS program or other equivalent program with present failure case taken into account) is available.*
2) *Performance penalties apply whatever one or both valves are inoperative.*

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-21- Engine Anti-Ice Valve (Continued)

Takeoff performance:
Perform the takeoff using full thrust.
Apply the following reductions on the MTOW and the speeds:

OAT(°C)	≤ ISA + 10°C	>ISA+10°C
Weight decrement (kg/lb)	1600/3600	3800/8400
V1,VR and V2 decrement(kt IAS)	3	4

Flight planning:
Increase fuel consumption by:

Zp(ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5 000	6.0%	3.0%
10 000	5.0%	2.5%
15 000	5.0%	2.5%
20 000	5.0%	2.5%
25 000	4.5%	2.0%
30 000	2.5%	1.5%
35 000	2.5%	1.0%
40 000	2.0%	1.0%

Single engine cruise:
Decrease drift down ceilings by:
200 ft when OAT ≤ ISA + 5 °C
2 300 ft when OAT > ISA + 5 °C

Approach climb performance:

Decrease maximum climb limiting weight by:
300 kg (700 lb) when OAT ≤ ISA + 25 °C
3 500 kg (7 800 lb) when OAT > ISA + 25 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw..... ON

OPERATIONAL (O) 30-21-01B (Applicable to: A319-115 aircraft)

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-21- Engine Anti-Ice Valve (Continued)

FLIGHT PREPARATION/LIMITATIONS

Note:

1) *The following decrements may be used for takeoff performance determination only for dry runways if no takeoff data (predetermined by using OCTOPUS program or other equivalent program with present failure case taken into account) is available.*
2) *Performance penalties apply whatever one or both valves are inoperative.*

Takeoff performance:
Perform the takeoff using full thrust.
Apply the following reductions on the MTOW and the speeds:

OAT(°C)	≤ ISA + 10°C	>ISA+10°C
Weight decrement (kg/lb)	1600/3600	3800/8400
V1,VR and V2 decrement(kt IAS)	3	4

Flight planning:
Increase fuel consumption by:

Zp(ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5 000	6.0%	3.0%
10 000	5.0%	2.5%
15 000	5.0%	2.5%
20 000	5.0%	2.5%
25 000	4.0%	2.0%
30 000	4.0%	2.0%
35 000	4.5%	2.5%
40 000	5.5%	3.0%

Single engine cruise:
Decrease drift down ceilings by:
200 ft when OAT ≤ ISA + 5 °C
4 200 ft when OAT > ISA + 5 °C

Approach climb performance:

Decrease maximum climb limiting weight by:
400 kg (900 lb) when OAT ≤ ISA + 25 °C
3 900 kg (8 600 lb) when OAT > ISA + 25 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw..... ON

MAINTENANCE (M) 30-21-01A
To Deactivation of the Engine Anti-Ice Valve in CLOSED Position Refer to AMM 30-21-00-040-001.

MAINTENANCE (M) 30-21-01B
To Deactivation of the Engine Anti-Ice Valve in the OPEN Position Refer to AMM 30-21-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-31-	Probe Heat Computer (PHC)				
01A	Associated probe heating operative	C	3	2	(O)(M) One may be inoperative provided that the associated probe heating is checked operative before each flight.
01B	F/O PHC inoperative	C	3	2	(O)(M) The F/O PHC may be inoperative provided that the ADRs, heaters and failure alerts associated with the operative computers are checked operative every day.
01C	STBY PHC inoperative	C	3	2	(O)(M) The STBY PHC may be inoperative provided that: 1) The ADRs, heaters and failure alerts associated with the operative computers are checked operative every day, and 2) The aircraft is not operated in visible moisture or in known or forecast icing conditions, and 3) The OAT at the departure airport is above 5 °C when the taxiway or the runway are contaminated with water or slush.

PLACARD

30-31-01 Install INOP placard adjacent to associated Probe Heat switch on overhead Anti-Ice panel

OPERATIONAL (O) 30-31-01A

DURING COCKPIT PREPARATION

Disregard and clear the ANTI ICE CAPT(F/O)(STBY) PROBES alert associated with the CAPT (F/O) (STBY) probe heating, as long as the CAPT(F/O)(STBY) probe heating is well checked operative before the flight.

OPERATIONAL (O) 30-31-01B

DURING COCKPIT PREPARATION

AIR DATA selector..... F/O 3

IN FLIGHT

- **If icing conditions are encountered:**
  ADR 2 pb-sw.....OFF

CAUTION	*When ADR 2 is set to OFF,* *- takeoff in CONF 1+F is not permitted, and* *- maximum landing capability is CAT 3 SINGLE.*

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-31- Probe Heat Computer (PHC) (Continued)

In the case of double failure of the alpha probe heaters, *Refer to QRH/DOUBLE AOA HEAT FAILURE*.

OPERATIONAL (O) 30-31-01C

IN FLIGHT
In the case of double failure of the alpha probe heaters, Refer to QRH/DOUBLE AOA HEAT FAILURE.

MAINTENANCE (M) 30-31-01A

To Check of the Operation of the Probe Heating Channel Refer to AMM 30-31-00-040-001.

MAINTENANCE (M) 30-31-01B/01C

To Check of the ADRS, Heaters and Failure Alerts related to the Probes Refer to AMM 30-31-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-31-	Pitot Heater				
02A	F/O pitot heater inoperative	C	3	2	**(O) (M)** The F/O pitot heater may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day.
02B	CAPT pitot heater inoperative	C	3	2	**(M)** The CAPT pitot heater may be inoperative provided that: 1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and 2) The aircraft is not operated in visible moisture or in known or forecast icing conditions.
02C	STBY pitot heater inoperative	C	3	2	**(M)** The STBY pitot heater may be inoperative provided that: 1) The ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day, and 2) The aircraft is not operated in visible moisture or in known or forecast icing conditions.

PLACARD

30-31-02 Install INOP placard adjacent to associated Heater switch on overhead Anti-Ice panel

OPERATIONAL (O) 30-31-02A

DURING COCKPIT PREPARATION

AIR DATA selector..... F/O 3

IN FLIGHT

- **If icing conditions are encountered:**
  ADR 2 pb-sw.....OFF

CAUTION	When ADR 2 is set to OFF, takeoff in CONF 1+F is not permitted

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-31- Pitot Heater (Continued)

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

MAINTENANCE (M) 30-31-02A/ 02B/02C

To Check of the ADRS, Heaters and Failure Alerts related to the Probes Refer to AMM 30-31-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-31-	Static Ports Heater				
03A	One STBY static port heater inoperative	C	6	5	One STBY static ports heater may be inoperative.
03B	Both STBY static port heater inoperative	C	6	4	**(M)** Both STBY static ports heaters may be inoperative provided that: 1) The ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day, and 2) The OAT at the departure airport is above 5 °C when the runway is contaminated with water or slush.
03C	One or both F/O static port heater inoperative	C	6	4	**(O) (M)** One or both F/O static ports heaters may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day.
03D	One or both CAPT static port heater inoperative	C	6	4	**(O) (M)** One or both CAPT static ports heaters may be inoperative provided that: 1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and 2) The OAT at the departure airport is above 5 °C when the runway is contaminated with water or slush.

OPERATIONAL (O) 30-31-03C

DURING COCKPIT PREPARATION

AIR DATA selector..... F/O 3

IN FLIGHT

- **If icing conditions are encountered:**
  ADR 2 pb-sw.....OFF

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-31- Static Ports Heater (Continued)

CAUTION	*When ADR 2 is set to OFF,* *- takeoff in CONF 1+F is not permitted, and* *- maximum landing capability is CAT 3 SINGLE.*

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

OPERATIONAL (O) 30-31-03D

ON GROUND OR IN FLIGHT

Disregard and clear the ANTI ICE CAPT L(R) STAT alert associated with the CAPT static ports heater(s) inoperative for the dispatch.

MAINTENANCE (M) 30-31-03B/03C/03D

To Check of the ADRS, Heaters and Failure Alerts related to the Probes Refer to AMM 30-31-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-31-	Angle of Attack (AOA) Probes Heating				
04A	F/O AOA inoperative	C	3	2	**(O) (M)** The F/O AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day
04B	STBY AOA inoperative	C	3	2	**(O) (M)** The STBY AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day)
04C	CAPT AOA inoperative	C	3	2	**(O) (M)** The CAPT AOA probes heating may be inoperative provided that: 1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and 2) The aircraft is not operated in visible moisture or in known or forecast icing conditions

PLACARD

30-31-04 Install INOP placard adjacent to applicable AOA Heater switch on overhead Anti-Ice panel

OPERATIONAL (O) 30-31-04A

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**
  Maximum landing capability may be downgraded to CAT 3 SINGLE.

DURING COCKPIT PREPARATION
AIR DATA selector..... F/O 3

IN FLIGHT
In the case of double failure of the alpha probe heaters, Refer to QRH/DOUBLE AOA HEAT FAILURE.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

30-31- Angle of Attack (AOA) Probes Heating (Continued)

OPERATIONAL (O) 30-31-04B

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**
  Maximum landing capability may be downgraded to CAT 3 SINGLE.

IN FLIGHT
In the case of double failure of the alpha probe heaters, Refer to QRH/DOUBLE AOA HEAT FAILURE.

OPERATIONAL (O) 30-31-04C

DURING COCKPIT PREPARATION
Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

IN FLIGHT
In the case of double failure of the alpha probe heaters, Refer to QRH/DOUBLE AOA HEAT FAILURE.

MAINTENANCE (M) 30-31-04A/04B/04C

To Check of the ADRS, Heaters and Failure Alerts related to the Probes Refer to AMM 30-31-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-31-	TAT Probes Heating				
05A	One inoperative	C	2	1	One may be inoperative.
05B	Both inoperative	C	2	0	Both may be inoperative provided that the aircraft is not operated in visible moisture or in known or forecast icing conditions.

PLACARD

30-31-05 Install INOP placard adjacent to appropriate TAT Probe Heater switch on overhead Anti-Ice panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-42-	Window Heat Computer				
01A	Window Heat Computer	C	2	1	**(O) (M)** One may be inoperative provided that: 1) The aircraft is not operated in known or forecast icing conditions, and 2) All heaters and failure alerts on the front and sliding windows associated with the operative computer are checked operative every day.

PLACARD

30-42-01 Install INOP placard adjacent to affected Window Heater switch on overhead Anti-Ice panel

OPERATIONAL (O) 30-42-01A

FLIGHT PREPARATION/LIMITATIONS

- **When the PF side is inoperative:**
  Maximum landing capability is CAT 1.
- **When the PM side is inoperative:**
  Maximum landing capability is CAT 3 DUAL.

MAINTENANCE (M) 30-42-01A

To Deactivation of the Window Heat Computer (WHC) Refer to AMM 30-42-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-42-	Fixed Lateral Window and Sliding Window Heating				
02A	Fixed Lateral Window and Sliding Window Heating	C	4	0	One or more may be inoperative.

PLACARD

30-42-02 Install INOP placard adjacent to affected Window Heater switch on overhead Anti-Ice panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-42-	Windshield Heating				
03A	Windshield Heating	C	2	1	**(O)** One may be inoperative provided that the aircraft is not operated in known or forecast icing conditions. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

30-42-03 Install INOP placard adjacent to affected Windshield Heater switch on overhead Anti-Ice panel

OPERATIONAL (O) 30-42-03A

FLIGHT PREPARATION/LIMITATIONS

- **When the PF side is inoperative:**

  Maximum landing capability is CAT 1.

- **When the PM side is inoperative:**

  Maximum landing capability is CAT 3 DUAL.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-42-	PROBES/WINDOW HEAT pb-sw AUTO Control				
04A	PROBES/WINDOW HEAT pb-sw AUTO Control	C	1	0	Automatic control may be inoperative provided that the PROBES/WINDOW HEAT system is manually selected.

PLACARD

30-42-04A Install INOP placard adjacent to PROBES/WINDOW HEAT p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-42-	PROBES/WINDOW HEAT pb-sw ON light				
05A	PROBES/WINDOW HEAT pb-sw ON light	C	1	0	May be inoperative.

PLACARD

30-42-05A Install INOP placard adjacent to PROBES/WINDOW HEAT p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-45-	Windshield Wiper				
01A	One inoperative on the PM side	A	2	1	One may be inoperative on the PM side for three flights.
01B	One or both inoperative	C	2	0	**(O)** One or both may be inoperative provided that: 1) The aircraft is not operated in precipitation within departure and arrival areas, and 2) The approach minima do not require their use.
01C	One or both continuously running	C	2	0	**(O)** One or both may be inoperative provided that: 1) The affected wiper is deactivated, and 2) The aircraft is not operated in precipitation within departure and arrival areas, and 3) The approach minima do not require their use.
01D	Rain repellent system operative	C	2	1	One may be inoperative provided that the associated rain repellent system is installed and operative. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

30-45-01 Install INOP placard adjacent to affected Windshield Wiper Control switch on overhead panel

OPERACIONAL 30-45-01B

FLIGHT PREPARATION/LIMITATIONS

- **When the wiper and the rain repellent are inoperative or deactivated on the PF side:**

  Maximum landing capability is CAT 1.

OPERACIONAL 30-45-01C

FLIGHT PREPARATION/LIMITATIONS

- **If the windshield wiper on the CAPT side is continuously running:**

ANTI ICE/WIPER/CAPT (122VU X12) C/B.....PULL

Pull the C/B when the wiper is in a position that maintains the flight crew's visibility.

- **If the windshield wiper on the F/O side is continuously running:**

ANTI ICE/F/O/WIPER (122VU W12) C/B..... PULL

Pull the C/B when the wiper is in a position that maintains the flight crew's visibility.

- **On the PF side, when the wiper is deactivated and the rain repellent is inoperative or not installed :**

Maximum landing capability is CAT 1.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-45-	Windshield Wiper PARK Function				
02A	One or both inoperative	C	2	0	One or both may be inoperative provided that the associated wipers can be positioned in a location that will not obstruct forward vision.
02B	One or both inoperative and removed	C	2	0	**(M)** One or both may be inoperative provided that the associated wipers are removed. NOTE: Refer to Item 30-45-01 Windshield Wiper

PLACARD

30-45-02 Install INOP placard adjacent to affected Windshield Wiper Control switch on overhead panel

MAINTENANCE (M) 30-45-02B

To Deactivation of the Windshield Wiper Refer to AMM 30-45-00-040-003..

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-45-	Rain Repellent System				
03A	Rain Repellent System	D	2	0	One or both may be inoperative. NOTE: No entry in the logbook is required when it is installed but intentionally deactivated. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

30-45-03 Install INOP placard adjacent to affected Windshield Wiper Control switch on overhead panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-71-	Waste Water Drain Mast Heating System				
01A	Waste Water Drain Mast Heating System	C	2	0	**(M)** One or both may be inoperative provided that: 1) The associated galleys and lavatories are not used, and 2) The associated lavatory water supplies are closed.

MAINTENANCE (M) 30-71-01A

To Deactivation of the Waste-Water Drain Mast Heating-System Refer to AMM 30-71-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-81-	Ice Detection System				
01A	Ice Detection System	D	1	0	**Applicable to HC-CKN only.** **(O)** May be inoperative.

OPERATIONAL (O) 30-81-01A

IN FLIGHT

The presence of ice in the vicinity of the windshield and on the wipers is periodically checked.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-81-	External Visual Icing Indicator				
02A	External Visual Icing Indicator	D	1	0	NOTE: Refer to AFM/MCDL-30-01 Icing Indicator

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
30-81-	Lighting of External Visual Icing Indicator				
03A	Lighting of External Visual Icing Indicator	D	1	0	**(O)** May be inoperative.

OPERATIONAL (O) 30-81-03A

IN FLIGHT

- **If icing conditions are expected during night operations:**

  NOTE: Refer to AFM/LIM-70 Operations in Icing Conditions

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-00-	MAINTENANCE Message on the STATUS SD page				
01A	QAR MAINTENANCE Message	D			QAR MAINTENANCE message may be displayed on the STATUS SD page.
02A	ACMS MAINTENANCE Message	D			ACMS MAINTENANCE message may be displayed on the STATUS SD page. Refer to MEL 31-30-05A **NOTE**: When the Aircraft arrives to UIO or when the aircraft is dispatched from UIO must proceed with the following: -Upload FDIMU software according to AMM 31-33-00-710-013. -When the uploading is not satisfactory, proceed to the replacement unit its respective software upload according to AMM 31-36-34-002 / AMM 31-36-34-402.
03A	DAR MAINTENANCE Message	D			DAR MAINTENANCE message may be displayed on the STATUS SD page. Refer to 31-00-03A ACMS Maintenance Message.
04A	CFDIU MAINTENANCE Message	C			CFDIU MAINTENANCE message may be displayed on the STATUS SD page.
05A	DMC 1/3 MAINTENANCE Message	C			DMC 1/3 MAINTENANCE message may be displayed on the STATUS SD page.
06A	DMC 2/3 MAINTENANCE Message	C			DMC 2/3 MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-05-	Indications on the Primary Flight Display (PFD)				
01A	AP Related Indications on the FMA				NOTE: Refer to Item 22-05-01 AP Related Indications on the FMA.
02A	A/THR Related Indications on the FMA				NOTE: Refer to Item 22-05-02 A/THR Related Indications on the FMA.
03A	Approach and Landing Capabilities on the FMA				NOTE: Refer to Item 22-05-03 Approach and Landing Capabilities on the FMA.
04A	Special Messages on the FMA				NOTE: Refer to Item 22-05-04 Special Messages on the FMA.
05A	Actual Airspeed Reference Line and Scale Indications on the PFD				NOTE: Refer to Item 34-05-01 Actual Airspeed Reference Line and Scale Indication on the PFD.
06A	Mach Number Indication on the PFD				NOTE: Refer to Item 34-05-02 Mach Number Indication on the PFD.
07A	VMO/MMO Characteristic Speed Indication on the PFD				NOTE: Refer to Item 34-05-03 VMO/MMO Characteristic Speed Indication on the PFD.
08A	Altitude Indication on the PFD				NOTE: Refer to Item 34-05-04 Altitude Indication on the PFD
09A	Vertical Speed Indication on the PFD				NOTE: Refer to Item 34-05-06 Vertical Speed in Inertial Mode Indication on the PFD
10A	Other Air Data Related Indications on the PFD				NOTE: Refer to Item 34-05-07 Other Air Data Related Indications on the PFD
11A	Attitude Indication on the PFD				NOTE: Refer to Item 34-05-08 Attitude Indication on the PFD
12A	Heading Indication on the PFD				NOTE: Refer to Item 34-05-09 Heading Indication on the PFD

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-06-	Indications on the Navigation Display (ND)				
01A	Ground Speed Indication on the ND				NOTE: Refer to Item 34-06-01 Ground Speed Indication on the ND
02A	True Air Speed Indication on the ND				NOTE: Refer to Item 34-06-02 True Air Speed Indication on the ND
03A	Wind Indication on the ND				NOTE: Refer to Item 34-06-03 Wind Indication on the ND.
04A	Heading Indication on the ND				NOTE: Refer to Item 34-06-04 Heading Indication on the ND
05A	Position (Aircraft Symbol) Indication on the ND				NOTE: Refer to Item 34-06-05 Position (Aircraft Symbol) Indication on the ND
06A	Navigation Station Information on the ND				NOTE: Refer to Item 34-06-06 Radio Navaids Indications on the ND
07A	Chrono Indication on the ND				NOTE: Refer to Item 34-06-07 Chrono Indication on the ND

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-07-	Indications on the System Display (SD)				
01A	Indications on the System Display pages				NOTE: Refer to corresponding item in the associated ATA chapter.
02A	Permanent Data (TAT, SAT, GLOAD, UTC, GW) Indications on the SD	C	5	1	**Applicable to A319-112 aircraft**. **(O)** TAT indication must be available.
02A	Permanent Data (TAT, SAT, ISA, GLOAD - ALT SEL, UTC, GW) Indications on the SD	C	7	1	**Applicable to A320 and A319-115 aircraft**. **(O)** TAT indication must be available. NOTE: ISA & ALT SEL are Not Applicable to A319 aircraft.

PLACARD

31-07 Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 31-07-02A (Applicable to A319-112 aircraft)

DURING COCKPIT PREPARATION
Check that the TAT value is operative on the SD permanent data.

- **If the TAT value is not operative:**
  Check that the TAT value is available through the ADR 3.

  Note: Use the AIR DATA SWITCHING selector to display temporarily the TAT value on the SD.

IN FLIGHT

- **If needed:**
  The TAT value may be displayed through the same action on the AIR DATA SWITCHING selector.

OPERATIONAL (O) 31-07-02A (Applicable to A320-and A319-115 aircraft)

DURING COCKPIT PREPARATION
Check that the TAT value is operative on the SD permanent data.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

31-07- Permanent Data (TAT, SAT, GLOAD, UTC, GW) Indications on the SD (Continued)

- **If the TAT value is not operative:**
  Check that the TAT value is available through the ADR 3.

  Note: Use the AIR DATA SWITCHING selector to display temporarily the TAT value on the SD.

IN FLIGHT

- **If needed:**
  The TAT value may be displayed through the same action on the AIR DATA SWITCHING selector.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-08-	Indications on the Engine Warning Display (EWD)				
01A	Engine Parameter Indications on the EWD				NOTE: Refer to 77-08
02A	Fuel On Board (FOB) Indication on the EWD				NOTE: Refer to Item 28-07-01-01 Fuel On Board (FOB) Indication on the FUEL SD page
03A	MEMO Messages on the EWD	C	-	0	One or more may be inoperative.
04A	Slats/Flaps Position Indications on the EWD				NOTE: • Refer to Item 27-08-01 Flap Position Indication on the EWD • Refer to Item 27-08-02 Slat Position Indication on the EWD Note: Apply both MEL Items.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-20-	Electrical Clock Indicator				
01A	Electrical Clock Indicator	C	1	0	**(O)** May be inoperative provided that: 1) The UTC indication from the CFDIU is operative on the permanent data of the SD, and 2) A chrono indication is operative on at least one ND. Note: During the entire month of February, intermittent erroneous indications (wrong, over range or missing digits) of the elapsed time and chronometer functions may occur if the clock is in GPS mode. In that case, the flight crew must set the clock selector to internal (INT) mode in order to recover the elapsed time and chronometer functions. The clock is considered operative. When the clock is in INT mode, the flight crew must synchronize the clock with the GPS at least one time per day to comply with the time precision required for ATC datalink communication. Refer to FCOM/DSC-31-55-20 Operation in Internal Mode.

PLACARD

31-20-01 Install INOP placard adjacent to affected clock on right center instrument panel

OPERATIONAL (O) 31-20-01A

ON GROUND OR IN FLIGHT

- **After any electrical power interruption resulting in the loss of the UTC on the SD:**

  Initialize the UTC and the date using the MCDU: Refer to FCOM/DSC-45-20 GMT/Date Initialization.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-30-	Centralized Fault Display System (CFDS)				
01A	Centralized Fault Display System (CFDS)	C	1	0	May be inoperative.

PLACARD

31-30-01 Install INOP placard adjacent to Captain's Multipurpose Control Display Unit MCDU

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-30-	Digital AIDS Recorder (DAR)				
02A	Digital AIDS Recorder (DAR)				NOTE 1: Refer to Item 31-00-03 DAR MAINTENANCE Message NOTE 2: Failure of DAR is indicated by a MAINTENANCE message on the STATUS SD page.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-30-	Digital Flight Data Recorder (DFDR)				
03A	Digital Flight Data Recorder (DFDR)	A	1	0	May be inoperative provided: 1) Cockpit Voice Recorder (CVR) operates normally. Refer to 23-71-01, and 2) Repairs are made within three flight days.

PLACARD

31-30-03 Install INOP placard adjacent to overhead RCDR panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-30-	Data Management (DMU or FDIMU Data Management function)				
04A	Data Management (DMU or FDIMU Data Management function)	A	1	0	Refer to MEL 31-30-05A **NOTE**: When the Aircraft arrives to UIO or when the aircraft is dispatched from UIO must proceed with the following: -Upload FDIMU software according to AMM 31-33-00-710-013. -When the uploading is not satisfactory, proceed to the replacement unit its respective software upload according to AMM 31-36-34-002 / AMM 31-36-34-402.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-30-	Flight Data Interface (FDIU or FDIMU Flight Data Interface function)				
05A	Flight Data Interface (FDIU or FDIMU Flight Data Interface function)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder operates normally. b) Airplane is not dispatched from a designated airport unless: 1. There FDR failure occurs after push back but prior to TAKE OFF or, 2. The FDR repairs was attemped but was not successful. c) In those cases where repair is attempted but not successful. d) Repairs are made within three flight days. NOTE: Designated Airport (Quito) <u>Note</u>: • If FDIU or FDIMU Flight Data Interface function is inoperative the DFDR and the QAR are inoperative. • Refer to Item 31-30-03 Digital Flight Data Recorder (DFDR), and • Refer to Item 31-30-06 Quick Access Recorder (QAR) • In the event of failures related to the “PCMCIA cards slot” in the FDIMU or connector pins of this, the aircraft dispatch remains also governed under this item. This device is an integral part of the unit FDIU (Flight Data Interface Unit)

<u>PLACARD</u>

31-30-05 Install INOP placard adjacent to overhead RCDR panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-30-	Quick Access Recorder (QAR)				
06A	Quick Access Recorder (QAR)		0	0	Not applicable to Aerogal. Aerogal fleet does not have installed this system.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-30-	Printer				
07A	Printer	D	1	0	May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-38-	DATA LOADING selector				
01A	DATA LOADING selector	D	1	0	May be inoperative.

PLACARD

31-38-01 Install INOP placard adjacent to Data Loader

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-38-	Data Loading Routing Box (DLRB)				
02A	Data Loading Routing Box (DLRB)	D	1	0	May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-38-	Multipurpose Disk Drive Unit (MDDU)				
03A	Multipurpose Disk Drive Unit (MDDU)	D	1	0	Applicable to HC-CJM only May be inoperative.

PLACARD

31-38-03 Install INOP placard adjacent to Data Loader

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-53-	Flight Warning Computer (FWC)				
01A	Flight Warning Computer (FWC)	C	2	1	**(O)** FWC 2 may be inoperative. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

OPERATIONAL (O) 31-53-01A

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-53-	MASTER CAUT Cancel Function				
02A	MASTER CAUT Cancel Function	C	2	1	One may be inoperative.

PLACARD

31-53-02 Install INOP placard adjacent to affected Master Caution light

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-53-	MASTER WARN Cancel Function				
03A	MASTER WARN Cancel Function	C	2	1	One may be inoperative.

PLACARD

31-53-03 Install INOP placard adjacent to Master Warning Switch

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-53-	MASTER CAUT light				
04A	MASTER CAUT light	C	2	1	One may be inoperative.

PLACARD

31-53-04 Install INOP placard adjacent to affected Master Caution light

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-53-	MASTER WARN light				
05A	MASTER WARN light	C	2	1	One may be inoperative.

PLACARD

31-53-05 Install INOP placard adjacent to Master Warning Switch

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-53-	Altitude Alert				
06A	Altitude Alert	C	2	1	**(O)** Must be operative for RVSM operations.

OPERATIONAL (O) 31-53-06A

FLIGHT PREPARATION/LIMITATIONS

- **When both altitude alert functions are inoperative:**

  RVSM operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-55-	System Data Acquisition Concentrator (SDAC)				
01A	System Data Acquisition Concentrator (SDAC)	C	2	1	SDAC 2 may be inoperative.

PLACARD

31-55-01 Install INOP placard adjacent to Upper ECAM Display

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-56-	System Page Manual Call pb on the ECP				
01A	System Page Manual Call pb on the ECP	C	11	0	One or more may be inoperative.

PLACARD

31-56-01 Install INOP placard adjacent to ECAM Control Unit

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-56-	ALL pb on the ECP				
02A	ALL pb on the ECP		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-56-	CLR pb on the ECP				
03A	CLR pb on the ECP	C	2	1	One may be inoperative.

PLACARD

31-56-03 Install INOP placard adjacent to ECAM Control Unit

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-56-	EMER CANC pb on the ECP				
04A	EMER CANC pb on the ECP		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-56-	RCL pb on the ECP				
05A	RCL pb on the ECP		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-56-	STS pb on the ECP				
06A	STS pb on the ECP	C	1	0	**(O)** May be inoperative.

PLACARD
31-56-06 Install INOP placard adjacent to ECAM Control Unit

OPERATIONAL (O) 31-56-06A

ON GROUND OR IN FLIGHT
When the STS reminder appears at the bottom of the E/WD, or whenever the flight crew wants to check the STATUS SD page:
1. Press the RCL pb to display the cleared alerts
2. Press the CLR pb as many times as necessary in order to automatically display the STATUS SD page
3. Press the CLR pb when the STATUS SD page is checked to clear the STATUS SD page.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-56-	T.O CONFIG pb on the ECP				
07A	T.O CONFIG pb on the ECP	C	1	0	**(O)** May be inoperative.

PLACARD

31-56-07 Install INOP placard adjacent to ECAM Control Unit

OPERATIONAL (O) 31-56-07A

BEFORE TAKEOFF

Check that the aircraft is in the correct takeoff configuration:

- FLAPS/SLATS.....CHECK
- On EWD, check that the FLAPS position corresponds to the position inserted in the MCDU PERF TAKE OFF Page.
- PITCH TRIM..... CHECK
- Check that the selected pitch trim is in the green band of the pitch trim wheel and corresponds to the value inserted in the MCDU PERF TAKE OFF Page.
- RUDDER TRIM.....CHECK ZERO
- GROUND SPOILERS.....CHECK ARMED
- SIDESTICK PRIORITY light.....CHECK NO RED
- On the WHEEL SD page, check that the brakes temperature is below 300 °C.
- DOORS..... CHECK
- On the DOOR/OXY SD page, check that all doors are indicated closed.
- Deselect the DOOR/OXY SD page after the check.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-62-	DMC 1				
01B	DMC 1	C	1	0	**Applicable to A320 and A319-115 aircraft**. **(O)** May be inoperative provided that: 1) The DMC 2 and DMC 3 are operative, and 2) The ISIS airspeed indication is operative, and 3) The ISIS altitude indication is operative, and 4) The ISIS attitude indication is operative, and 5) The standby compass is operative, and 6) The EIS DMC SWITCHING selector is set to CAPT 3.
01A	DMC 1	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that: 1) The DMC 2 and DMC 3 are operative, and 2) The standby IAS indicator is operative, and 3) The standby altimeter is operative, and 4) The standby horizon is operative, and 5) The standby compass is operative, and 6) The EIS DMC SWITCHING selector is set to CAPT 3.

PLACARD

31-62-01 Install INOP placard adjacent to EIS DMC switch on switching panel

OPERATIONAL (O) 31-62-01B (Applicable to A320 and A319-115 aircraft)

ON GROUND OR IN FLIGHT

- **In the case of multiple undue ECAM alerts concerning** ENG 1(2) N1(N2) (EGT)(FF) OVER LIMIT
  or
  ENG 1(2) N1(N2)(EGT)(EPR)(FF) DISCREPANCY
  or
  NAV ATT(ALT1)(HDG) DISCREPANCY
  or

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

31-62- DMC 1 (Continued)

NAV FM/GPS POS DISAGREE
or
FUEL F.USED/FOB DISAGREE
Or
MINIMUM or HUNDRED ABOVE callouts, possibly associated with EFIS red flags, apply the below procedure:
- Crosscheck the affected parameters on the EWD, PFD, ND, or on the related SD page to confirm that the alerts are un due.
- EIS DMC SWITCHING selector..... NORM

Note: CAPT PFD and ND are lost when EIS DMC SWITCHING selector is set to NORM.

- **If the undue ECAM alerts stop:**

  - Pull EIS/DMC3/SPLY (121 VU Q09) C/B and EIS/DMC3/STBY/SPLY (49 VU E10) C/B for more than 5 s and push them back.
  - EIS DMC SWITCHING selector .....CAPT 3

- **If the undue ECAM alerts continue:**

  - EIS DMC SWITCHING selector.....CAPT 3
  - Wait for CAPT PFD and ND recovery.
  - Pull EIS/DMC2/SPLY (121 VU Q08) C/B for more than 5 s and push it back.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-62-	DMC 2				
02A	DMC 2	C	1	0	**Applicable to A319-112 aircraft.** **(M)** May be inoperative provided that: 1) The DMC 1 and DMC 3 are operative, and 2) The standby IAS indicator is operative, and 3) The standby altimeter is operative, and 4) The standby horizon is operative, and 5) The standby compass is operative, and 6) The EIS DMC SWITCHING selector is set to F/O 3, and 7) The AC ESS FEED control is checked operative every day, and 8) The AC ESS FEED pb-sw FAULT light is checked operative every day.
02A	DMC 2	C	1	0	**Applicable to A320 and A319-115 aircraft.** **(O) (M)** May be inoperative provided that: 1) The DMC 1 and DMC 3 are operative, and 2) The ISIS airspeed indication is operative, and 3) The ISIS altitude indication is operative, and 4) The ISIS attitude indication is operative, and 5) The standby compass is operative, and 6) The EIS DMC SWITCHING selector is set to F/O 3, and 7) The AC ESS FEED control is checked operative every day, and 8) The AC ESS FEED pb-sw FAULT light is checked operative every day.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

31-62- DMC 2 (Continued)

PLACARD

31-62-02A Install INOP placard adjacent to EIS DMC switch on switching panel

OPERATIONAL (O) 31-62-02A (Applicable to A320 and A319-115 aircraft)

ON GROUND OR IN FLIGHT

- **In the case of multiple undue ECAM alerts concerning** ENG 1(2) N1(N2) (EGT)(FF) OVER LIMIT
  or
  ENG 1(2) N1(N2)(EGT)(EPR)(FF) DISCREPANCY
  or
  NAV ATT(ALT1)(HDG) DISCREPANCY
  or
  NAV FM/GPS POS DISAGREE
  or
  FUEL F.USED/FOB DISAGREE
  Or
  MINIMUM or HUNDRED ABOVE callouts, possibly associated with EFIS red flags, apply the below procedure:
  - Crosscheck the affected parameters on the EWD, PFD, ND, or on the related SD page to confirm that the alerts are undue
  - EIS DMC SWITCHING selector..... NORM

  Note: F/O PFD and ND are lost when EIS DMC SWITCHING selector is set to NORM.

- **If the undue ECAM alerts stop:**

  - Pull EIS/DMC3/SPLY (121 VU Q09) C/B and EIS/DMC3/STBY/SPLY (49 VU E10) C/B for more than 5 s and push them back.
  - EIS DMC SWITCHING selector.....F/O 3

- **If the undue ECAM alerts continue:**

  - EIS DMC SWITCHING selector.....F/O 3
  - Wait for F/O PFD and ND recovery.
  - Pull EIS/DMC1/SPLY (49 VU E11) C/B for more than 5 s and push it back.

MAINTENANCE (M) 31-62-02A

To Deactivation of the DMC2 when AC ESS FEED control is operative Refer to AMM 31-68-00-040-005.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-62-	DMC 3				
03B	DMC 3	C	1	0	**Applicable to A320 and A319-115 aircraft**. **(O)** May be inoperative provided that: 1) The DMC 1 and DMC 2 are operative, and 2) The ISIS airspeed indication is operative, and 3) The ISIS altitude indication is operative, and 4) The ISIS attitude indication is operative, and 5) The standby compass is operative.
03A	DMC 3	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that: 1) The DMC 1 and DMC 2 are operative, and 2) The standby IAS indicator is operative, and 3) The standby altimeter is operative, and 4) The standby horizon is operative, and 5) The standby compass is operative.

PLACARD

31-62-03 Install INOP placard adjacent to EIS DMC switch on switching panel

OPERATIONAL (O) 31-62-03B (Applicable to A320 and A319-115 aircraft)

ON GROUND OR IN FLIGHT

- **In the case of multiple undue ECAM alerts concerning** ENG 1(2) N1(N2) (EGT)(FF) OVER LIMIT
  or
  ENG 1(2) N1(N2)(EGT)(EPR)(FF) DISCREPANCY
  or
  NAV ATT(ALT1)(HDG) DISCREPANCY
  or
  NAV FM/GPS POS DISAGREE
  or
  FUEL F.USED/FOB DISAGREE
  Or

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

31-62- DMC 3
(Continued)

MINIMUM or HUNDRED ABOVE callouts, possibly associated with EFIS red flags, apply the below procedure:
- Crosscheck the affected parameters on the EWD, PFD, ND, or on the related SD page to confirm that the alerts are undue.
- EIS DMC SWITCHING selector.....CAPT 3

Note: CAPT PFD and ND are lost when EIS DMC SWITCHING selector is set to CAPT 3.

- **If the undue ECAM alerts stop:**

  - Pull EIS/DMC1/SPLY (49 VU E11) C/B a for more than 5 s and push it back.
  - EIS DMC SWITCHING selector .....NORM

- **If the undue ECAM alerts continue:**

  - EIS DMC SWITCHING selector.....NORM
  - Wait for CAPT PFD and ND recovery.
  - Pull EIS/DMC2/SPLY (121 VU Q08) C/B for more than 5 s and push it back.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-63-	PFDU 1				
01A	PFDU 1		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-63-	PFDU 2				
02A	PFDU 2	C	1	0	**(O)** May be inoperative provided that PFDU 1, NDU 1, NDU 2, EWDU and SDU are operative. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL. NOTE 2: For CAT II dispatch refer to Appendix CAT II of this MEL. NOTE 3; For RVSM operations Two PFD Function (for altitude indication) are required.

PLACARD

31-63-02 Install INOP placard adjacent to associated Display Unit

OPERATIONAL (O) 31-63-02A

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

Maximum landing capability is CAT 2.

ON GROUND OR IN FLIGHT

PFDU 2 knob.....OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-63-	NDU 1				
03A	NDU 1	C	1	0	**(O)** May be inoperative provided that PFDU 1, PFDU 2, NDU 2, EWDU and SDU are operative. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL. NOTE 2: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

31-63-03 Install INOP placard adjacent to associated Display Unit

OPERATIONAL (O) 31-63-03A

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

Maximum landing capability is CAT 2.

ON GROUND OR IN FLIGHT

NDU 1 knob.....OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-63-	NDU 2				
04A	NDU 2	C	1	0	**(O)** May be inoperative provided that PFDU 1, PFDU 2, NDU 1, EWDU and SDU are operative. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL. NOTE 2: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

31-63-04 Install INOP placard adjacent to associated Display Unit

OPERATIONAL (O) 31-63-04A

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

Maximum landing capability is CAT 2.

ON GROUND OR IN FLIGHT

NDU 2 knob.....OFF

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-63-	SDU				
05A	SDU	C	1	0	**Applicable to A319-112 aircraft**. **(O) (M)** May be inoperative provided that: 1) The PFDU 1, PFDU 2, NDU 1, NDU 2 and EWDU are operative, and 2) The AC ESS FEED control is checked operative every day, and 3) The AC ESS FEED pb-sw FAULT light is checked operative every day.
05A	SDU	C	1	0	**Applicable to A320 and A319-115 aircraft**. **(O) (M)** May be inoperative provided that: 1) The PFDU 1, PFDU 2, NDU 1, NDU 2 and EWDU are operative, and 2) The AC ESS FEED control is checked operative every day, and 3) The AC ESS FEED pb-sw FAULT light is checked operative every day, and 4) The CDSS is considered inoperative. NOTE: Refer to Item 23-72-01 Cockpit Door Surveillance System (CDSS) NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

PLACARD

31-63-05 Install INOP placard adjacent to associated Display Unit

OPERATIONAL (O) 31-63-05A

ON GROUND OR IN FLIGHT

SDU knob.....OFF

- **In the case of alerts being displayed on the EWD:**
  Use the ECAM/ND SWITCHING selector to display the system page on the selected NDU.

- **In the case of failure of the AC BUS 1:**
  - **If all the Display Units are lost:**
    Apply the ELEC AC ESS BUS FAULT alert procedure: Refer to FCOM/PRO-ABN-24-ELECTRICAL-ELEC AC ESS BUS FAULT.

Note: The AC ESS BUS is recovered when the AC ESS FEED pb-sw is set to ALTN.

MAINTENANCE (M) 31-63-05A

To Deactivation of the Lower ECAM DU when AC ESS FEED control is operative Refer to AMM 31-68-00-040-006.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-63-	EWDU				
06A	EWDU		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-68-	AIR DATA SWITCHING selector on the Center Pedestal				
01A	AIR DATA SWITCHING selector on the Center Pedestal	C	1	0	May be inoperative provided that the AIR DATA SWITCHING selector is set to NORM.

PLACARD

31-68-01 Install INOP placard adjacent to associated switch on forward switching panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-68-	ATT HDG SWITCHING selector on the Center Pedestal				
02A	ATT HDG SWITCHING selector on the Center Pedestal	C	1	0	May be inoperative provided that the ATT HDG SWITCHING selector is set to NORM.

PLACARD

31-68-02 Install INOP placard adjacent to associated switch on forward switching panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-68-	ECAM/ND XFR SWITCHING selector on the Center Pedestal				
03A	ECAM/ND XFR SWITCHING selector on the Center Pedestal	C	1	0	May be inoperative provided that: 1) Both ECAM DU are operative, and 2) The ECAM/ND XFR SWITCHING selector is set to NORM.

PLACARD

31-68-03 Install INOP placard adjacent to associated switch on forward switching panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-68-	EIS DMC SWITCHING selector on the Center Pedestal				
04A	EIS DMC SWITCHING selector on the Center Pedestal	C	1	0	May be inoperative provided that the EIS DMC SWITCHING selector is set to NORM.

PLACARD

31-68-04 Install INOP placard adjacent to associated switch on forward switching panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
31-68-	PFD/ND XFR pb on the Lateral Instrument Panel				
05A	PFD/ND XFR pb on the Lateral Instrument Panel	C	2	0	**(O)** One or both may be inoperative provided that: 1) The PFD and ND units are operative, and 2) The PFD to ND automatic switching is checked operative on the PF side before each flight.

PLACARD

31-68-05 Install INOP placard adjacent to associated switch on forward switching panel

OPERATIONAL (O) 31-68-05A

DURING COCKPIT PREPARATION

- **On the side where the PFD/ND XFR pb is inoperative:**

  - PFD brightness control knob.....OFF
  - Check that the PFD image is automatically displayed on the NDU.
  - PFD brightness control knob..... On

- **If the PFD image is not automatically displayed on the NDU:**

  The affected side cannot be used by the Pilot Flying.

- **On the side where the PFD to ND automatic switching is inoperative:**

  - PFD brightness control knob.....OFF
  - EIS DMC SWITCHING selector (Affected side).....CAPT 3 (F/O 3)
  - Check that the PFD image is displayed on the associated NDU.
  - PFD brightness control knob..... On
  - EIS DMC SWITCHING knob (Affected side).....NORM

IN FLIGHT

- **If a PFDU fails with no automatic transfer to the associated NDU:**

  - PFD brightness control knob.....OFF
  - EIS DMC SWITCHING selector (Affected side).....CAPT 3 (F/O 3)
  - Check that the PFD image is displayed on the associated NDU

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	Brakes Temperature Indication on the WHEEL SD page				
01A	BRAKES HOT alert not displayed	C	4	0	**(O)** One or more may be inoperative provided that the ground brake cooling time is applied.
01B	BRAKES HOT alert displayed	C	4	0	**(O) (M)** One or more may be inoperative provided that: 1) The associated sensor is deactivated if the BRAKES HOT alert is displayed on the EWD, and 2) The ground brake cooling time is applied.

PLACARD

32-07-01 Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 32-07-01A & 32-07-01B (Applicable to A320 aircraft)

FLIGHT PREPARATION/LIMITATIONS

The brake energy graph and the brake cooling time table given hereafter permit to determine the ground brake cooling time.

BRAKE ENERGY GRAPH

- **If MAX reverser thrust was selected for all reversers during the braking phase:**
  Enter the brake energy graph: WITH THRUST REVERSERS USE.

- **If MAX reverser thrust was NOT selected for all reversers during the braking phase:**
  Enter the brake energy graph: WITHOUT THRUST REVERSERS USE.

Determination of the brake energy accumulated during a REJECTED TAKEOFF (RTO):

- Enter with the aircraft takeoff weight (TOW) and with the rejected takeoff speed in kt IAS).
- Apply airport pressure altitude, temperature, wind and runway slope corrections.

Determination of the brake energy accumulated during a LANDING:

- Enter with the aircraft landing weight, and
- Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

- Apply airport pressure altitude, temperature, wind and runway slope corrections.
- Correct for brake setting with a preselected autobrake setting (LO, MED) or with MAX PEDAL braking in the other cases.

Note: *In the case of a dispatch with one brake inoperative (Refer to Item 32-42-01 Main Wheel Brake or Refer to Item 32-42-02 Green System Brake), the brake energy accumulated is increased by 34 %.*

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

Brake Energy with Thrust Reverser Use

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

Brake Energy without Thrust Reverser Use

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

BRAKE COOLING TIME TABLE

Determination of the brake cooling time:

EXAMPLE:

55	152	153	154	155	155	===>	TIME (min) WITHOUT BRAKE COOLING FAN
	46	46	46	46	47	===>	TIME (min) WITH BRAKE COOLING FAN

If the Energy and the OAT are not given in the table, use the values given in the next adjacent column/row.

For Example, with Energy = 78 MJ, and OAT = 15 °C, entering the next adjacent column/row (Energy = 80 MJ, OAT = 20 °C) gives the following results:

- Without brake cooling fan: 189 min
- With brake cooling fan: 57 min

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	4	9	14	19	23	27	31	35	37
	0	0	0	1	3	4	6	7	8	9	10	11
15	31	35	38	42	45	48	51	54	57	60	62	64
	9	10	11	12	13	14	15	16	17	18	19	19
20	59	62	65	67	70	72	74	77	79	81	83	84
	18	19	19	20	21	22	22	23	24	24	25	25
25	81	83	85	87	89	91	92	94	96	98	99	100
	24	25	25	26	27	27	28	28	29	29	30	30
30	98	99	101	103	104	106	107	109	110	112	113	114
	29	30	30	31	31	32	32	33	33	34	34	34
35	112	113	115	116	117	119	120	121	123	124	125	126
	34	34	34	35	35	36	36	36	37	37	38	38
40	124	125	126	127	129	130	131	132	133	134	135	136
	37	37	38	38	39	39	39	40	40	40	41	41
45	134	135	136	137	139	140	141	142	143	144	145	145
	40	41	41	41	42	42	42	42	43	43	43	44
50	144	145	146	146	147	148	149	150	151	152	153	153
	43	43	44	44	44	45	45	45	45	46	46	46

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

GROUND BRAKE COOLING TIME (min)												
ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
55	152 46	153 46	154 46	155 46	155 47	156 47	157 47	158 47	159 48	160 48	160 48	161 48
60	160 48	160 48	161 48	162 49	163 49	164 49	164 49	165 50	166 50	167 50	167 50	168 50
65	167 50	167 50	168 50	169 51	170 51	170 51	171 51	172 52	172 52	173 52	174 52	174 52
70	173 52	174 52	174 52	175 53	176 53	176 53	177 53	178 53	178 54	179 54	180 54	180 54
75	179 54	180 54	180 54	181 54	182 54	182 55	183 55	183 55	184 55	185 55	185 56	186 56
80	185 55	185 56	186 56	186 56	187 56	188 56	188 56	189 57	189 57	190 57	190 57	191 57
85	190 57	190 57	191 57	191 57	192 58	193 58	193 58	194 58	194 58	195 58	195 59	196 59
90	195 58	195 59	196 59	196 59	197 59	197 59	198 59	198 60	199 60	199 60	200 60	200 60
95	199 60	200 60	200 60	201 60	201 60	202 61	202 61	203 61	203 61	204 61	204 61	205 61
100	204 61	204 61	205 61	205 62	206 62	206 62	207 62	207 62	208 62	208 62	208 63	209 63
105	208 62	208 63	209 63	209 63	210 63	210 63	211 63	211 63	212 63	212 64	212 64	213 64
110	212 64	212 64	213 64	213 64	214 64	214 64	215 64	215 64	215 65	216 65	216 65	216 65
115	216 65	216 65	217 65	217 65	217 65	218 65	218 65	219 66	219 66	219 66	220 66	220 66
120	219 66	220 66	220 66	221 66	221 66	221 66	222 67	222 67	222 67	223 67	223 67	223 67
A320	Messier/Goodrich - 03.01.05 - F476021.txt											

AFTER ENGINE START

- **In the case of a false** BRAKES HOT **alert displayed on the EWD:**
  EMER CANC pb..... Press

Note: *In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG.. TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.*

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

CAUTION	*The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.*

OPERATIONAL (O) 32-07-01A & 32-07-01B (Applicable to A319-112 and A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS

The brake energy graph and the brake cooling time table given hereafter permit to determine the ground brake cooling time.

BRAKE ENERGY GRAPH

- **If MAX reverser thrust was selected for all reversers during the braking phase:**
  Enter the brake energy graph: WITH THRUST REVERSERS USE.

- **If MAX reverser thrust was NOT selected for all reversers during the braking phase:**
  Enter the brake energy graph: WITHOUT THRUST REVERSERS USE.

Determination of the brake energy accumulated during a REJECTED TAKEOFF (RTO) :

- Enter with the aircraft takeoff weight (TOW) and with the rejected takeoff speed in kt IAS).
- Apply airport pressure altitude, temperature, wind and runway slope corrections.

Determination of the brake energy accumulated during a LANDING:

- Enter with the aircraft landing weight, and
- Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.
- Apply airport pressure altitude, temperature, wind and runway slope corrections.
- Correct for brake setting with a preselected autobrake setting (LO, MED) or with MAX PEDAL braking in the other cases.

> Note: *In the case of a dispatch with one brake inoperative (Refer to Item 32-42-01 Main Wheel Brake or Refer to Item 32-42-02 Green System Brake), the brake energy accumulated is increased by 34 %.*

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

Brake Energy with Thrust Reverser Use

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

Brake Energy without Thrust Reverser Use

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

BRAKE COOLING TIME TABLE

EXAMPLE:

55	152 46	153 46	154 46	155 46	155 47	====> TIME (min) WITHOUT BRAKE COOLING FAN ====> TIME (min) WITH BRAKE COOLING FAN

If the Energy and the OAT are not given in the table, use the values given in the next adjacent column/row.

For Example, with Energy = 78 MJ, and OAT = 15 °C, entering the next adjacent column/row (Energy = 80 MJ, OAT = 20 °C) gives the following results:
- Without brake cooling fan: 189 min
- With brake cooling fan: 57 min

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0
10	0 0	0 0	0 0	4 1	9 3	14 4	19 6	23 7	27 8	31 9	35 10	37 11
15	31 9	35 10	38 11	42 12	45 13	48 14	51 15	54 16	57 17	60 18	62 19	64 19
20	59 18	62 19	65 19	67 20	70 21	72 22	74 22	77 23	79 24	81 24	83 25	84 25
25	81 24	83 25	85 25	87 26	89 27	91 27	92 28	94 28	96 29	98 29	99 30	100 30
30	98 29	99 30	101 30	103 31	104 31	106 32	107 32	109 33	110 33	112 34	113 34	114 34
35	112 34	113 34	115 34	116 35	117 35	119 36	120 36	121 36	123 37	124 37	125 38	126 38
40	124 37	125 37	126 38	127 38	129 39	130 39	131 39	132 40	133 40	134 40	135 41	136 41
45	134 40	135 41	136 41	137 41	139 42	140 42	141 42	142 42	143 43	144 43	145 43	145 44
50	144 43	145 43	146 44	146 44	147 44	148 45	149 45	150 45	151 45	152 46	153 46	153 46
55	152 46	153 46	154 46	155 46	155 47	156 47	157 47	158 47	159 48	160 48	160 48	161 48

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

GROUND BRAKE COOLING TIME (min)												
ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
60	160 48	160 48	161 48	162 49	163 49	164 49	164 49	165 50	166 50	167 50	167 50	168 50
65	167 50	167 50	168 50	169 51	170 51	170 51	171 51	172 52	172 52	173 52	174 52	174 52
70	173 52	174 52	174 52	175 53	176 53	176 53	177 53	178 53	178 54	179 54	180 54	180 54
75	179 54	180 54	180 54	181 54	182 54	182 55	183 55	183 55	184 55	185 55	185 56	186 56
80	185 55	185 56	186 56	186 56	187 56	188 56	188 56	189 57	189 57	190 57	190 57	191 57
85	190 57	190 57	191 57	191 57	192 58	193 58	193 58	194 58	194 58	195 58	195 59	196 59
90	195 58	195 59	196 59	196 59	197 59	197 59	198 59	198 60	199 60	199 60	200 60	200 60
95	199 60	200 60	200 60	201 60	201 60	202 61	202 61	203 61	203 61	204 61	204 61	205 61
100	204 61	204 61	205 61	205 62	206 62	206 62	207 62	207 62	208 62	208 62	208 63	209 63
105	208 62	208 63	209 63	209 63	210 63	210 63	211 63	211 63	212 63	212 64	212 64	213 64
110	212 64	212 64	213 64	213 64	214 64	214 64	215 64	215 64	215 65	216 65	216 65	216 65
115	216 65	216 65	217 65	217 65	217 65	218 65	218 65	219 66	219 66	219 66	220 66	220 66
120	219 66	220 66	220 66	221 66	221 66	221 66	222 67	222 67	222 67	223 67	223 67	223 67
A319	Messier/Goodrich - 03.01.05 - F476021.txt											

AFTER ENGINE START

- **In the case of a false** BRAKES HOT **alert displayed on the EWD:**

  EMER CANC pb..... Press

Note: *In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.*

CAUTION	*The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.*

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-07- Brakes Temperature Indication on the WHEEL SD page (Continued)

MAINTENANCE (M) 32-07-01B

To Brake Temperature Sensor Deactivation Refer to AMM 32-47-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	L/G Position Indication on the WHEEL SD page				
02A	L/G Position Indication on the WHEEL SD page	C	6	0	One or more may be inoperative provided that the L/G gear position indications are operative on the LDG GEAR indicator panel.

PLACARD

32-07-02A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	L/G Doors Position Indication on the WHEEL SD page				
03A	L/G Doors Position Indication on the WHEEL SD page	C	3	0	**(O)** One or more may be inoperative.

PLACARD

32-07-03A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 32-07-03A

IN FLIGHT

MAX SPEED.....250 kt or M 0.60

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	L/G CTL Indication on the WHEEL SD page				
04A	L/G CTL Indication on the WHEEL SD page	C	1	0	May be inoperative.

PLACARD

32-07-04A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	UP LOCK Indication on the WHEEL SD page				
05A	UP LOCK Indication on the WHEEL SD page	C	3	0	One or more may be inoperative.

PLACARD

32-07-05A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	[Y] N/W STEERING Indication on the WHEEL SD page				
06A	[Y] N/W STEERING Indication on the WHEEL SD page	C	2	0	**Applicable to A320 and A319-115 aircraft**. One or both may be inoperative.

PLACARD

32-07-06A Install INOP placard adjacent to Lower ECAM display.

ATA 32 LANDING GEAR

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	Tire Pressure Indication on the WHEEL SD page				
07A	Tire Pressure Indication on the WHEEL SD page		0	0	Not applicable to Aerogal. Aerogal fleet does not have installed this system.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	ANTI SKID Indication on the WHEEL SD page				
08A	ANTI SKID Indication on the WHEEL SD page	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative.
08A	ANTI SKID, [1], [2] Indication on the WHEEL SD page	C	3	0	**Applicable to A320 and A319-115 aircraft**. One or more may be inoperative. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

32-07-08A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	AUTO BRK Indication on the WHEEL SD page				
09A	AUTO BRK Indication on the WHEEL SD page	C	1	0	May be inoperative.

PLACARD

32-07-09A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	[G] NORM BRK Indication on the WHEEL SD page				
10A	[G] NORM BRK Indication on the WHEEL SD page	C	2	0	**Applicable to A320 and A319-115 aircraft**. One or both may be inoperative.

PLACARD

32-07-10A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	Release Brake Indication on the WHEEL SD page				
11A	Release Brake Indication on the WHEEL SD page	C	4	0	One or more may be inoperative.

PLACARD

32-07-11A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	ACCU PRESS/ACCU ONLY Indication on the WHEEL SD page				
12A	ACCU PRESS/ACCU ONLY Indication on the WHEEL SD page	C	1	0	**Applicable to A320 and A319-115 aircraft**. May be inoperative.

PLACARD

32-07-12A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-07-	[Y] ALTN BRK Indication on the WHEEL SD page				
13A	[Y] ALTN BRK Indication on the WHEEL SD page	C	2	0	**Applicable to A320 and A319-115 aircraft**. One or both may be inoperative.

PLACARD

32-07-13A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-09-	BRAKES-N/WS MINOR FAULT Alert				
01A	Fault on an alternate braking system pressure transducer	C	1	0	**Applicable to A320 and A319-115 aircraft**. May be displayed provided that: 1) The alert is confirmed to be caused by a fault on an alternate braking system pressure transducer by troubleshooting, and 2) The associated BRAKES pressure indicator is considered inoperative. *Refer to Item 32-44-03 BRAKES Pressure Indicator*
01C	Both BRAKES pressure indicators operative	C	1	0	**Applicable to A320 and A319-115 aircraft**. **(O) (M)** May be displayed provided that: 1) Both BRAKES pressure indicators are operative, and 2) The alternate braking system is checked operative before the first flight of each day, and 3) It is checked before each flight that the CFDS failure message related to the BRAKES-N/WS MINOR FAULT alert do not report a fault on a normal or an alternate pressure transducer.

OPERATIONAL (O) 32-09-01C (Applicable to A320 and A319-115 aircraft)

DURING COCKPIT PREPARATION

The ACCU PRESS indication must be in the green band.

- **If ACCU PRESS indication not in the green band:**
  Y ELEC PUMP pb-sw..... ON then OFF

  - CHOCKS..... CHECK IN PLACE
  - PARKING BRAKE handle.....OFF

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-09- BRAKES-N/WS MINOR FAULT Alert (Continued)

- PARKING PEDALS..... PRESS

Apply maximum pressure on both pedals.
- BRAKE PRESSURE (on BRAKES pressure indicators)..... CHECK

Pressure must increase without delay symmetrically on left and right sides for the same application simultaneously applied on left and right pedals. With full pedal deflection, the pressure must be between 900 and 1100 psi.
- BRAKES PEDALS..... RELEASE

Check that no residual pressure in the brakes remains.
- PARKING BRAKE handle.....ON

MAINTENANCE (M) 32-09-01C

To Check of the BSCU after BRAKES N/WS MINOR FAULT Caution message shown on the Upper Ecam Display Unit Refer to AMM 32-46-00-040-001.

ATA 32 LANDING GEAR

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-09-	WHEEL TYRE LO PR Alert				
	WHEEL TYRE LO PR Alert		0	0	Not applicable to Aerogal. Aerogal fleet does not have installed this system.

ATA 32 LANDING GEAR

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-11-	Main Gear Torque Link Damper				
01A	Main Gear Torque Link Damper	A	2	0	One or both may be inoperative for 7 flights.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-12-	Main Gear Door Ground Opening Cable				
01A	Main Gear Door Ground Opening Cable	C	2	0	**(M)** One or both may be broken or missing.

MAINTENANCE (M) 32-12-01A

To Preparation of the Aircraft for Flight with a Failed or Missing Ground Door Opening Cable Refer to AMM 32-12-00-040-006.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-31-	Landing Gear Control and Interface Unit (LGCIU)				
01A	Landing Gear Control and Interface Unit (LGCIU)	A	2	1	**(O)** The LGCIU 2 may be inoperative for 7 flights provided that: 1) All ELACs, SECs, SFCCs, RAs, FACs, and ADIRSs are operative, and 2) Both air conditioning packs are operative, and 3) The FLEX Takeoff Mode is not used, and 4) The operation of avionics equipment is time limited on ground.

OPERATIONAL (O) 32-31-01A

DURING COCKPIT PREPARATION

HYDRAULIC/LGCIU/SYS2 (121VU Q35) C/B.....PULL

The following table gives the consequences on the systems affected when the LGCIU 2 is inoperative and above mentioned C/B is pulled.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-31- Landing Gear Control and Interface Unit (LGCIU) (Continued)

SYSTEMS	CONSEQUENCES	PROCEDURE
AVNCS VENT (on ground)	• The system remains in closed circuit configuration. • The ground cooling system is inoperative.	• Time limitations on ground for ELEC PWR supply: - OAT ≤ 43 °C: No Limitation - 44 °C ≤ OAT ≤ 52 °C: 3 h - OAT ≥ 53 °C: 30 min • Check that the air conditioning system is operative.
HYD (on ground)	The PTU runs after the first engine start until the second engine is started.	
	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
TPIS	The WHEEL TYRE LO PR alert threshold is set to flight level.	
ATC 2 (on ground)	The ATC 2 is not inhibited.	On ground, set the ATC selector to SYS 1.
LIGHTS	The strobe lights are not inhibited on ground when set to AUTO.	On ground, set the STROBE sw to OFF.
	On ground, with flaps retracted, logo lights do not come on.	
	The taxi light, the runway turn-off light, and the takeoff light are inoperative on ground and in flight.	
ELEC (on ground)	When only the APU generator or the GPU supplies the aircraft, the main galleys are not supplied.	

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-31- Landing Gear Control and Interface Unit (LGCIU) (Continued)

SYSTEMS	CONSEQUENCES	PROCEDURE
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. *Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure*
	The minimum idle is inoperative when slats/flaps are extended.	*Refer to OpsProc 73-20-05A Minimum Idle on Ground*
	When FLX TO is selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust reverser is inoperative.	*Refer to OpsProc 78-30-01A Thrust Reverser*
	The BUMP function ◁ is inoperative.	Do not use the BUMP function.
SLATS (on ground)	The slats are slow from 1 to 0.	
AIR COND (on ground)	Both air conditioning packs ram air inlet do not close.	
WING A ICE (on ground)	On ground, when set to ON, the WING A ICE valve do not close at the end of the test sequence (30 s). The WING A ICE OPEN ON GND alert will be displayed on the EWD.	
ADIRU and AVNCS VENTalert	The horn and the light are inoperative.	
WATER SERVICING (on ground)	The preselect water servicing is inoperative.	
CARGO DOOR (FWD and AFT)	Only the manual control is operative.	
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
BRAKES (on ground)	The brakes cooling ◁ is inoperative.	
AIRSTAIRS ◁	The airstairs ◁ cannot be extended.	
WEIGHT AND BALANCE SYSTEM ◁	The WBS ◁ is inoperative.	

SYSTEMS	CONSEQUENCES	PROCEDURE
WEIGHT AND BALANCE SYSTEM ◁	The WBS ◁ is inoperative.	
ECAM (in flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is diplayed on the EWD.	

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-31- Landing Gear Control and Interface Unit (LGCIU) (Continued)

IN FLIGHT

- **In the case of loss of the LGCIU 1:**

  AP and FD are lost.
  Maximum landing capability is CAT 1.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-31-	Landing Gear Retracting System				
02A	Landing Gear Retracting System	C	1	0	**(O) (M)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down.

PLACARD

32-31-02A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 32-31-02A

Refer to FCOM/PRO-NOR-SUP-LG_DN FLIGHT WITH GEAR DOWN or Octopus program (Flight with landing gears extended) can be used.

MAINTENANCE (M) 32-31-02A

To Deactivation of the Landing Gear Retracting System Refer to AMM 32-31-00-040-803.

ATA 32 LANDING GEAR

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 1 Proximity Detector				
01A	LGCIU 1 Proximity Detector		16	16	All must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 RH L/G Shock Absorber Proximity Detector				
02A	LGCIU 2 RH L/G Shock Absorber Proximity Detector	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) Both radio altimeters are operative, and 2) The other proximity detectors are operative, and 3) 3) The origin of the failure is checked to be electrical.
02B	LGCIU 2 RH L/G Shock Absorber Proximity Detector	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-02A

GENERAL INFORMATION

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-32- LGCIU 2 RH L/G Shock Absorber Proximity Detector (Continued)

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS (on ground)	The F/O pitot is set to high heating level when the EXT PWR pb-sw is set to OFF.	Keep the EXT PWR pb-sw set to ON until the engine start.
AVNCS VENT (on ground)	• The system remains in the closed circuit configuration. • The ground cooling system ❄ is inoperative.	• Time limitations on ground for ELEC PWR supply: - OAT ≤ 43 °C: No limitation - OAT = 52 °C: 3 h - OAT = 61 °C: 30 min • Check that the air conditioning system is operative.
ADIRU and AVNCS VENT alert (on ground)	The horn and the light are inoperative.	
HYD alerts (on ground)	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
WING A/ICE (on ground)	The wing anti-ice is not inhibited.	On ground, do not set the WING ANTI ICE pb-sw to ON for more that 30 s. If required, set it to ON just before takeoff.
TPIS ❄ (on ground)	The WHEEL TYRE LO PR alert threshold is set to flight level.	
ATC 2 (on ground)	The ATC 2 is not inhibited.	On ground, set the ATC selector to SYS 1.
LIGHTS (on ground)	The strobe lights ❄ are not inhibited.	On ground, set the STROBE sw to OFF.
	On ground, with flaps retracted, the logo lights do not come on.	
ELEC (on ground)	When only the APU generator or GPU supplies the aircraft, the main galleys are not supplied.	

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-32- LGCIU 2 RH L/G Shock Absorber Proximity Detector (Continued)

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. *Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure*
	The minimum idle is inoperative.	*Refer to OpsProc 73-20-05A Minimum Idle on Ground*
	When FLX TO is selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust Reverser is inoperative.	*Refer to OpsProc 78-30-01A Thrust Reverser*
	The BUMP function ◁ is inoperative.	Do not use the BUMP function.
SLATS (on ground)	The slats are slow from 1 to 0.	
CARGO DOOR (on ground)	Only the manual control is operative.	
AIR COND (on ground)	The air conditioning pack 2 ram air inlet does not close.	
WATER SERVICING (on ground)	The preselect water servicing is inoperative.	
AIRSTAIRS ◁ (on ground)	The airstairs cannot be extended.	
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
ECAM (In flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is displayed on the EWD.	

MAINTENANCE (M) 32-32-02A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 LH L/G Shock Absorber Proximity Detector				
03A	LGCIU 2 LH L/G Shock Absorber Proximity Detector	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) Both radio altimeters are operative, and 2) The other proximity detectors are operative, and 3) The origin of the failure is checked to be electrical.
03B	LGCIU 2 LH L/G Shock Absorber Proximity Detector	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERACIONAL 32-32-03A (Applicable to A319-112 aircraft)

GENERAL INFORMATION

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-32- LGCIU 2 LH L/G Shock Absorber Proximity Detector (Continued)

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS (on ground)	The CAPT pitot is set to the high heating level when the EXT PWR pb-sw is set to OFF.	Keep the EXT PWR pb-sw set to ON until engine start.
AVNCS VENT (on ground)	• The system remains in the closed circuit configuration • The ground cooling system ◁ is inoperative.	• Time limitations on ground for ELEC PWR supply: - OAT ≤ 42 °C: No limitation - OAT = 53 °C: 3 h - OAT = 61 °C: 30 min • Check that the air conditioning system is operative.
ADIRU and AVNCS VENT alert (on ground)	The horn and the light are inoperative.	
HYD alerts (on ground)	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
TPIS ◁ (on ground)	The WHEEL TYRE LO PR alert threshold is set to flight level.	
LIGHTS (on ground)	The strobe lights ◁ are not inhibited.	On ground, set the STROBE sw to OFF.
	On ground, with flaps retracted, the logo lights do not come on.	
ELEC (on ground)	When only the APU generator or GPU supplies the aircraft, the main galleys are not supplied.	
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. *Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure*
	The minimum idle is inoperative.	*Refer to OpsProc 73-20-05A Minimum Idle on Ground*
	When FLX TO selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust Reverser is inoperative.	*Refer to OpsProc 78-30-01A Thrust Reverser*
	The BUMP function ◁ is inoperative.	Do not use the BUMP function.
SLATS (on ground)	The slats are slow from 1 to 0.	

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-32- LGCIU 2 LH L/G Shock Absorber Proximity Detector (Continued)

SYSTEMS	CONSEQUENCES	PROCEDURES
AIR COND (on ground)	The air conditioning pack 1 ram air inlet does not close	
CARGO DOOR	Only the manual control is operative.	
WATER SERVICING (on ground)	The preselect water servicing is inoperative.	
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
ECAM (in flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is displayed on the EWD.	

OPERACIONAL 32-32-03A (Applicable to A320 and A319-115 aircraft)

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS (on ground)	The CAPT pitot is set to the high heating level when the EXT PWR pb-sw is set to OFF.	Keep the EXT PWR pb-sw set to ON until engine start.
AVNCS VENT (on ground)	• The system remains in the closed circuit configuration • The ground cooling system is inoperative.	• Time limitations on ground for ELEC PWR supply: - OAT ≤ 42 °C: No limitation - OAT = 53 °C: 3 h - OAT = 61 °C: 30 min • Check that the air conditioning system is operative.
ADIRU and AVNCS VENT alert (on ground)	The horn and the light are inoperative.	

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-32- LGCIU 2 LH L/G Shock Absorber Proximity Detector (Continued)

SYSTEMS	CONSEQUENCES	PROCEDURES
HYD alerts (on ground)	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
TPIS ◁ (on ground)	The WHEEL TYRE LO PR alert threshold is set to flight level.	
LIGHTS (on ground)	The strobe lights ◁ are not inhibited.	On ground, set the STROBE sw to OFF.
	On ground, with flaps retracted, the logo lights do not come on.	
ELEC (on ground)	When only the APU generator or GPU supplies the aircraft, the main galleys are not supplied.	
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. *Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure*
	The minimum idle is inoperative.	*Refer to OpsProc 73-20-05A Minimum Idle on Ground*
	When FLX TO selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust reverser is inoperative.	*Refer to OpsProc 78-30-01A Thrust Reverser*
	The BUMP function ◁ is inoperative.	Do not use the BUMP function.
SLATS (on ground)	The slats are slow from 1 to 0.	
AIR COND (on ground)	The air conditioning pack 1 ram air inlet does not close.	
CARGO DOOR	Only the manual control is operative.	
WATER SERVICING (on ground)	The preselect water servicing is inoperative.	
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
ECAM (in flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is displayed on the EWD.	

MAINTENANCE (M) 32-32-03A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 Nose L/G Shock Absorber Proximity Detector				
04A	Other proximity detectors operative	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
04B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-04A

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS (on ground)	The STBY pitot is set to the high heating level when the EXT PWR pb-sw is set to OFF. If displayed, disregard the ANTI ICE CAPT(F/O) PITOT alert on the EWD when EXT PWR pb-sw is set to OFF.	Keep the EXT PWR pb-sw set to ON until the engine start.
HYD (on ground)	The PTU runs after the first engine start until the second engine is started.	
ENG 2 (on ground)	The minimum idle is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For WHEEL SD page and ECAM alert *Refer to OpsProc 32-32-03A LGCIU 2 LH L/G Shock Absorber Proximity Detector* "ECAM" line.	

MAINTENANCE (M) 30-32-04A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors. Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 RH L/G Down Lock Proximity Detector				
05A	Other proximity detectors operative	C	1	0	**(O) (M)** May be inoperative provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
05B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-05A

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The REVERSER 2 is still operative.
	The minimum idle is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is displayed on the EWD.	

MAINTENANCE (M) 32-32-05A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 LH L/G Down Lock Proximity Detector				
06A	Other proximity detectors operative	C	1	0	**(O) (M)** May be inoperative provided that: 1) The other proximity detectors are operative, and *2)* The origin of the failure is checked to be electrical.
06B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-06A

GENERAL INFORMATION

2 **GENERAL INFORMATION**

SYSTEMS	CONSEQUENCES	PROCEDURES
BRAKES	The brakes cooling is inoperative.	
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The REVERSER 2 is still operative.
	The minimum idle is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is displayed on the EWD.	

MAINTENANCE (M) 32-32-06A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 Nose L/G Down Lock Proximity Detector				
07A	Other proximity detectors operative	C	1	0	**(O) (M)** May be inoperative provided that: 1) The other proximity detectors are operative, and *2)* The origin of the failure is checked to be electrical.
07B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-07A

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES
WBS ◁ **(in flight and on ground)**	The WBS ◁ is inoperative.
LIGHTS (in flight and on ground)	The Taxi light and the takeoff light are inoperative.
ECAM (in flight and on ground)	For WHEEL SD page and ECAM alert *Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line.

MAINTENANCE (M) 32-32-07A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 RH L/G Up Lock Proximity Detector				
08A	Other proximity detectors operative	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
08B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-08A

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The thrust Reverser 2 is still operative.
	The minimum idle on ground is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For WHEEL SD page and ECAM alert *Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line.	

MAINTENANCE (M) 32-32-08A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 LH L/G Up Lock Proximity Detector				
09A	Other proximity detectors operative	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
09B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-09A

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The thrust Reverser 2 is still operative.
	The minimum idle on ground is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For WHEEL SD page and ECAM alert *Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line.	

MAINTENANCE (M) 32-32-09A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 Nose L/G Up Lock Proximity Detector				
10A	Other proximity detectors operative	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
10B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-10A

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The thrust Reverser 2 is still operative.
	The minimum idle on ground is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For WHEEL SD page and ECAM alert *Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line.	

MAINTENANCE (M) 32-32-10A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 RH L/G Doors Open Proximity Detector				
11A	Other proximity detectors operative	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
11B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-11A

Refer to OpsProc 32-32-08A LGCIU 2 RH L/G Up Lock Proximity Detector

MAINTENANCE (M) 32-32-11A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 LH L/G Doors Open Proximity Detector				
12A	Other proximity detectors operative	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
12B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-12A

Refer to OpsProc 32-32-09A LGCIU 2 LH L/G Up Lock Proximity Detector

MAINTENANCE (M) 32-32-12A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 Nose L/G Doors Open Proximity Detector				
13A	Other proximity detectors operative	A	2	0	**(O) (M)** One or both may be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
13B	LGCIU 2 considered inoperative	A	2	0	One or both may be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-13A

Refer to OpsProc 32-32-10A LGCIU 2 Nose L/G Up Lock Proximity Detector

MAINTENANCE (M) 32-32-13A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 RH L/G Doors Closed Proximity Detector				
14A	Other proximity detectors operative	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
14B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-14A

Refer to OpsProc 32-32-08A LGCIU 2 RH L/G Up Lock Proximity Detector

MAINTENANCE (M) 32-32-14A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 LH L/G Doors Closed Proximity Detector				
15A	Other proximity detectors operative	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
15B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-15A

Refer to OpsProc 32-32-09A LGCIU 2 LH L/G Up Lock Proximity Detector

MAINTENANCE (M) 32-32-15A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-32-	LGCIU 2 Nose L/G Doors Closed Proximity Detector				
16A	Other proximity detectors operative	A	1	0	**(O) (M)** May be inoperative for 7 flights provided that: 1) The other proximity detectors are operative, and 2) The origin of the failure is checked to be electrical.
16B	LGCIU 2 considered inoperative	A	1	0	May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative. NOTE: Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)

OPERATIONAL (O) 32-32-16A

Refer to OpsProc 32-32-10A LGCIU 2 Nose L/G Up Lock Proximity Detector

MAINTENANCE (M) 32-32-16A

To Check of the System 2 Proximity Sensors of the Landing Gear and the Landing Gear Doors Refer to AMM 32-31-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-33-	Landing Gear Gravity Extension System				
01A	Landing Gear Gravity Extension System	C	1	0	**(O) (M)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down.

PLACARD

32-33-01A Install INOP placard adjacent to Landing Gear Gravity Extension Handle (110 VU).

OPERATIONAL (O) 32-33-01A

Refer to FCOM/PRO-NOR-SUP-LG_DN FLIGHT WITH GEAR DOWN or Octopus program (Flight with landing gears extended) can be used.

MAINTENANCE (M) 32-33-01A

To Deactivation of the Landing Gear Gravity-Extension System Refer to AMM 32-31-00-040-802

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-41-	Nose Wheel Tie Bolt				
01A	Nose Wheel Tie Bolt	A	12	11	**(M)** One tie bolt on one wheel may be broken or missing for 15 flights provided that: 1) The affected wheel tie bolt is removed, and 2) The affected wheel is checked for absence of damage.

MAINTENANCE (M) 32-41-01A

To Check of the Nose Wheel when one tie bolt is missing Refer to AMM 32-41-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-41-	Main Wheel Tie Bolt				
02A	Main Wheel Tie Bolt	A	18	17	**(M)** One tie bolt on one wheel may be broken or missing for 15 flights provided that: 1) The affected wheel tie bolt is removed, and 2) The affected wheel and the associated brake are checked for absence of damage.

MAINTENANCE (M) 32-41-02A

To Check of the Main Wheel when one tie bolt is missing Refer to AMM 32-41-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-42-	Main Wheel Brake				
01A	Main Wheel Brake	C	4	3	**(O) (M)** One may be inoperative provided that: 1) The nose wheel steering is operative, and 2) Both thrust reversers are operative, and 3) The green and yellow systems are operative on operative brakes, and 4) The affected brake is deactivated or removed, and 5) The runway width at departure and arrival airports is at least 45 m, and 6) The Flight Manual performance penalties are applied and 7) The AUTO/BRK function is considered inoperative. Refer to Item 32-42-05 AUTO/BRK Function. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

OPERATIONAL (O) 32-42-01A (Applicable to A319-112 aircraft)

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 Single.

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

Takeoff performance computation:

The method explained hereafter allows the determination of the MTOW and associated speeds (V1, VR, V2), by applying decrements on the MTOW and associated speeds computed in normal conditions (i.e. all systems operative). The method is based on the use of RTOW charts established at optimum V2/VS, optimum V1/VR, minimum V1.

WARNING	- Do not use this method with takeoff charts computed with other conditions. - Do not use this method for takeoff with tailwind. - Do not use this method for takeoff on wet or contaminated runways.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-42- Main Wheel Brake (Continued)

How to proceed ?

- Read, in 0 kt wind column of the takeoff chart computed in normal condition, the MTOW and associated speeds (V1, VR, V2) corresponding to the actual temperature, even in the case of headwind (the method does not take into account the headwind benefit on takeoff performance).
- Apply the QNH and/or bleed corrections, if any, to determine the MTOW.
- Enter the following table to determine the MTOW and speed decrements.
- Applying these decrements, calculate the MTOW and associated speeds corresponding to the actual temperature.

CAUTION	Do not extrapolate below the shortest runway length provided by the table.

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN ONE BRAKE IS INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
1 500	2 400/5 200	7	2	2	2 600/5 700	8	2	2	2 800/6 100	7	2	2
2 000	2 800/6 100	8	7	7	2 200/4 800	7	3	3	2 000/4 400	7	5	5
2 500	3 000/6 600	14	6	6	2 400/5 200	13	7	7	2 000/4 400	9	5	5

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN ONE BRAKE IS INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
3 000	4 200/9 200	23	12	12	3 400/7 400	21	11	11	5 400/11 900	18	12	12
3 500	4 400/9 700	22	14	14	6 600/14 500	18	17	17	8 400/18 500	14	12	12
4 000 and above	6 000/13 200	20	18	18	4 400/9 700	19	18	18	4 200/9 200	18	18	18

- **If the actual TOW is lower than the MTOW calculated using above method:**

  The speeds determined without failure and associated with the actual TOW may be retained provided that they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-42- Main Wheel Brake (Continued)

- **If the corrected V1 is lower than the minimum V1:**
  Take this last value as V1.

  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected VR is lower than the minimum VR:**

  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**

  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation (see *Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)*).

- **If the corrected V2 is lower than the minimum V2:**

  Takeoff cannot be performed using this method.

Landing performance computation:

Multiply the landing distances by 1.25.

FOR TAKEOFF

The autobrake function, even if available, must not be used.

- **If the above method was used for takeoff performance computation:**
  Perform the takeoff using full thrust (TOGA).

- **In the case of engine failure at takeoff:**

  Retract the landing gear when positive climb.
  Vibrations may occur during 1 or 2 min after the retraction of the landing gear.

- **If both engines are operative:**
  Keep the landing gear down for 1 min.

FOR LANDING

The autobrake function, even if available, must not be used.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-42- Main Wheel Brake (Continued)

OPERATIONAL (O) 32-42-01A (Applicable to A320 aircraft)

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 Single.

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

Takeoff performance computation:

The method explained hereafter allows the determination of the MTOW and associated speeds (V1, VR, V2), by applying decrements on the MTOW and associated speeds computed in normal conditions (i.e. all systems operative). The method is based on the use of RTOW charts established at optimum V2/VS, optimum V1/VR, minimum V1.

WARNING	- Do not use this method with takeoff charts computed with other conditions. - Do not use this method for takeoff with tailwind. - Do not use this method for takeoff on wet or contaminated runways.

How to proceed?

- Read, in 0 kt wind column of the takeoff chart computed in normal condition, the MTOW and associated speeds (V1, VR, V2) corresponding to the actual temperature, even in the case of headwind (the method does not take into account the headwind benefit on takeoff performance).
- Apply the QNH and/or bleed corrections, if any, to determine the MTOW.
- Enter the following table to determine the MTOW and speed decrements.
- Applying these decrements, calculate the MTOW and associated speeds corresponding to the actual temperature.

CAUTION	Do not extrapolate below the shortest runway length provided by the table.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-42- Main Wheel Brake (Continued)

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN ONE BRAKE IS INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
1 500	2 700/5 900	7	2	2	3 200/7 000	8	3	3	3 000/6 600	8	2	2
2 000	3 600/7 900	8	2	2	3 800/8 300	8	3	3	3 100/6 800	8	3	3
2 500	5 600/12 300	16	5	5	5 100/11 200	15	5	5	4 800/10 500	16	5	5
3 000	9 900/21 800	16	10	10	7 200/15 800	17	7	7	5 100/11 200	21	8	8
3 500	9 300/20 500	17	15	15	7 400/16 300	19	19	19	6 800/14 900	20	14	14
4 000 and above	9 800/21 600	15	13	13	7 200/15 800	20	21	21	6 500/14 300	19	17	17

- **If the actual TOW is lower than the MTOW calculated using above method:**
  The speeds determined without failure and associated with the actual TOW may be retained provided that they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

- **If the corrected V1 is lower than the minimum V1:**
  Take this last value as V1.

  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected VR is lower than the minimum VR:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation (see *Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)*).

- **If the corrected V2 is lower than the minimum V2:**

  Takeoff cannot be performed using this method.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-42- Main Wheel Brake (Continued)

Landing performance computation:
Multiply the landing distances by 1.20.

FOR TAKEOFF
The autobrake function, even if available, must not be used.

- **If the above method was used for takeoff performance computation:**
  Perform the takeoff using full thrust (TOGA).
- **In the case of engine failure at takeoff:**
  Retract the landing gear when positive climb.
  Vibrations may occur during 1 or 2 min after the retraction of the landing gear.
- **If both engines are operative:**
  Keep the landing gear down for 1 min.

FOR LANDING
The autobrake function, even if available, must not be used.

OPERATIONAL (O) 32-42-01A (Applicable to A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS
Maximum landing capability is CAT 3 Single.

The following penalties may be used for takeoff and landing performance determination if no takeoff and landing data (predetermined by using OCTOPUS program or other equivalent program with present failure case) is available.

Takeoff performance computation:
The method explained hereafter allows the determination of the MTOW and associated speeds (V1, VR, V2), by applying decrements on the MTOW and associated speeds computed in normal conditions (i.e. all systems operative). The method is based on the use of RTOW charts established at optimum V2/VS, optimum V1/VR, minimum V1.

WARNING	- Do not use this method with takeoff charts computed with other conditions. - Do not use this method for takeoff with tailwind. - Do not use this method for takeoff on wet or contaminated runways.

How to proceed?

- Read, in 0 kt wind column of the takeoff chart computed in normal condition, the MTOW and associated speeds (V1, VR, V2) corresponding to the actual temperature, even in the case of headwind (the method does not take into account the headwind benefit on takeoff performance).
- Apply the QNH and/or bleed corrections, if any, to determine the MTOW.
- Enter the following table to determine the MTOW and speed decrements.
- Applying these decrements, calculate the MTOW and associated speeds corresponding to the actual temperature.

CAUTION	Do not extrapolate below the shortest runway length provided by the table.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-42- Main Wheel Brake (Continued)

DECREMENTS (ΔW, ΔV1, ΔVR, ΔV2) WHEN ONE BRAKE IS INOPERATIVE												
RUNWAY LENGTH (m)	CONFIGURATION											
	1+F				2				3			
	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)	ΔW (kg/lb)	ΔV1 (kt)	ΔVR (kt)	ΔV2 (kt)
1 500	2 200/4 900	7	2	2	2 600/5 800	7	1	1	2 600/5 800	7	2	2
2 000	3 400/7 500	7	2	2	2 400/5 300	9	5	5	2 800/6 200	8	6	6
2 500	4 200/9 300	16	10	10	3 200/7 100	16	8	8	3 800/8 400	15	10	10
3 000	6 000/13 300	18	15	15	5 600/12 400	19	16	16	6 400/14 200	18	17	17
3 500	6 200/13 700	18	16	16	5 600/12 400	19	16	16	6 000/13 300	19	17	17
4 000 and above	6 200/13 700	18	16	16	5 400/12 000	19	16	16	5 600/12 400	18	18	18

- **If the actual TOW is lower than the MTOW calculated using above method:**
  The speeds determined without failure and associated with the actual TOW may be retained provided that they are all lower than the speeds calculated using above method.

Check that the corrected V1 is equal to or above the minimum V1 value shown on the RTOW chart (due to VMCG limitation).

- **If the corrected V1 is lower than the minimum V1:**
  Take this last value as V1.
  Further decrease the weight by 3 000 kg (6 600 lb) per kt difference between both values.

Check that the corrected VR is equal to or above the minimum VR value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected VR is lower than the minimum VR:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 value shown on the RTOW chart (due to VMCA limitation).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Check that the corrected V2 is equal to or above the minimum V2 due to VMU limitation (see Refer to FCOM/PER-TOF-TOD-25-20 MINIMUM V2 LIMITED BY VMU/VMCA (KT IAS)).

- **If the corrected V2 is lower than the minimum V2:**
  Takeoff cannot be performed using this method.

Landing performance computation:
Multiply the landing distances by 1.25.

FOR TAKEOFF
The autobrake function, even if available, must not be used.

- **If the above method was used for takeoff performance computation:**
  Perform the takeoff using full thrust (TOGA).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-42- Main Wheel Brake (Continued)

- **In the case of engine failure at takeoff:**
  Retract the landing gear when positive climb.
  Vibrations may occur during 1 or 2 min after the retraction of the landing gear.
- **If both engines are operative:**
  Keep the landing gear down for 1 min.

FOR LANDING
The autobrake function, even if available, must not be used.

MAINTENANCE (M) 32-42-01A

To Deactivation of the Main Wheel Brakes Refer to AMM 32-42-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-42-	Green System Brake				
02A	Green System Brake	C	1	1	**(O) (M)** Braking on one wheel may be inoperative provided that: 1) The nose wheel steering is operative, and 2) Both thrust reversers are operative, and 3) The green hydraulic supply of affected brake is deactivated, and 4) The runway width at departure and arrival airports is at least 45 m, and 5) The Flight Manual performance penalties are applied.

OPERATIONAL (O) 32-42-02A

Refer to OpsProc 32-42-01A Main Wheel Brake

MAINTENANCE (M) 32-42-02A

To Deactivation of the Normal Braking - With disconnection of the Green Hydraulic Supply Refer to AMM 32-42-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-42-	Braking/Steering Control Unit (BSCU) System 1				
03A	Braking/Steering Control Unit (BSCU) System 1	C	1	0	**(M)** May be inoperative provided that: 1) The BSCU system 2 is operative, and 2) The affected system is deactivated, and 3) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight, and 4) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL light and the AUTO/BRK (LO, MED, MAX) pb-sw ON light are considered inoperative. • Refer to Item 32-42-08 AUTO/BRK (LO, MED, MAX) pb-sw DECEL light, and • Refer to Item 32-42-09 AUTO/BRK (LO, MED, MAX) pb-sw ON light NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

32-42-03 Install INOP Placard adjacent to lower ECAM display

MAINTENANCE (M) 32-42-03A

To Deactivation of the BSCU Channel/System 1 or 2 Refer to AMM 32-42-00-040-007.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-42-	Braking/Steering Control Unit (BSCU) System 2				
04A	Braking/Steering Control Unit (BSCU) System 2	C	1	0	**(M)** May be inoperative provided that: 1) The affected system is deactivated, and 2) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

32-42-04 Install INOP Placard adjacent to lower ECAM display

MAINTENANCE (M) 32-42-04A

To Deactivation of the BSCU Channel/System 1 or 2 Refer to AMM 32-42-00-040-007.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-42-	AUTO/BRK Function				
05A	AUTO/BRK Function	C	1	0	**(O)** May be inoperative.

PLACARD

32-42-05 Install INOP placard adjacent to Autobrake Select panel 402 VU

OPERATIONAL (O) 32-42-05A

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

BEFORE TAKEOFF

When T.O MEMO is displayed on the EWD, disregard the line:
AUTO BRK..... MAX (blue)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-42-	Tachometer				
06B	Tachometer		4	4	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-42-	AUTO/BRK (LO, MED, MAX) pb-sw DECEL light				
08A	AUTO/BRK (LO, MED, MAX) pb-sw DECEL light	C	3	0	One or more may be inoperative.

PLACARD

32-42-08 Install INOP placard as applicable adjacent to Autobrake Select panel 402 VU

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-42-	AUTO/BRK (LO, MED, MAX) pb-sw ON light				
09A	AUTO/BRK mode arming displayed on the WHEEL SD page	C	3	0	One or more may be inoperative provided that, when appropriate, the associated AUTO/BRK mode arming is displayed on the WHEEL SD page.
09B	AUTO/BRK function considered inoperative	C	3	0	One or more may be inoperative provided that the AUTO/BRK function is considered inoperative. NOTE: Refer to Item 32-42-05 AUTO/BRK Function

PLACARD

32-42-09 Install INOP placard as applicable adjacent to Autobrake Select panel 402 VU

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-44-	Yellow System Brake				
01A	Yellow System Brake	C	1	1	**(M)** Braking on one wheel may be inoperative provided that: 1) Both thrust reversers are operative, and 2) The yellow hydraulic supply of the affected brake is deactivated.

MAINTENANCE (M) 32-44-01A

To Deactivation of the Alternate Braking with disconnection of the Yellow Hydraulic Supply Refer to AMM 32-43-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-44-	ACCU PRESS Indicator				
02A	Brakes pressure indicator operative	C	1	0	**Applicable to A319-112 aircraft**. **(O)** May be inoperative provided that: 1) Both brakes pressure indicators are operative, and 2) The pressure on both brakes pressure indicators is checked with parking brake ON before each flight.
02A	Brakes pressure indicator operative	C	1	0	**Applicable to A320 and A319-115 aircraft**. **(O)** May be inoperative provided that: 1) Both brakes pressure indicators are operative, and 2) The pressure on both brakes pressure indicators is checked with parking brake ON before each flight.
02B	Checks on WHEEL SD page	C	1	0	**Applicable to A320 and A319-115 aircraft**. **(O)** May be inoperative provided that: 1) The ACCU PRESS/ACCU ONLY indication is operative on the WHEEL SD page, and 2) The hydraulic pressure of the brake accumulator is checked on the WHEEL SD page before each flight.

PLACARD

32-31-02A Install INOP placard adjacent to ACCU PRESS Indicator.

OPERATIONAL (O) 32-44-02A

DURING COCKPIT PREPARATION:
- YELLOW ENG 2 PUMP pb-sw.....OFF
- YELLOW ELEC PUMP pb-sw.....Off
- Move a side stick in pitch and roll until the yellow system pressure indication on the HYD SD page indicates 0.
- PARK BRK handle.....ON
- BRAKES pressure..... CHECK

On both BRAKES pressure indicators, check that the BRAKES indication is in the upper part of the white zone (around 2 500 PSI). If required use the electric pump on the yellow hydraulic system to recharge the brake accumulators.

WARNING: Yellow and green hydraulics systems are pressurized from yellow electric pump.
Get ground crew clearance before using the electric pump.

- Restore normal settings.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-44- ACCU PRESS Indicator (Continued)

OPERATIONAL (O) 32-44-02B

DURING COCKPIT PREPARATION
- YELLOW ENG 2 PUMP pb-sw.....OFF
- YELLOW ELEC PUMP pb-sw.....Off
- Move a side stick in pitch and roll until the yellow system pressure indication on the HYD SD page indicates 0.
- PARK BRK handle.....ON
- BRAKES pressure..... CHECK

On the WHEEL SD page, check that the ACCU PRESS or ACCU ONLY indication is displayed in green. If required, use the electric pump on the yellow hydraulic system to recharge the brake accumulators.

WARNING: Yellow and green hydraulics systems are pressurized from yellow electric pump.
Get ground crew clearance before using the electric pump.

- Restore normal settings.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-44-	BRAKES Pressure Indicator				
03A	BRAKES Pressure Indicator	C	2	0	One or both may be inoperative provided that the BSCU system 1 and the BSCU system 2 are operative.

PLACARD

32-44-03 Install INOP placard adjacent to Brake and Accumulator triple indicator on forward instrument panel.

ATA 32 LANDING GEAR

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-44-	Alternate Braking Control Unit (ABCU)				
04A	Alternate Braking Control Unit (ABCU)		1	1	**Applicable to A320 and A319-115 aircraft**. Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-45-	Parking Brake Control Valve Electrical Motor				
01A	Parking Brake Control Valve Electrical Motor	C	2	1	**(M)** One may be inoperative provided that: 1) Both thrust reversers are operative, and 2) The aircraft is not towed if the STBY motor is affected and when the batteries supply the aircraft.

MAINTENANCE (M) 32-45-01A

To Parking Brake-One motor of the parking brake control valve is inoperative Refer to AMM 32-45-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-47-	Brake Temperature Monitoring Unit (BTMU)				
01A	Brake Temperature Monitoring Unit (BTMU)	C	2	0	**(O)** One or both may be inoperative provided that the ground brake cooling time is applied.

OPERATIONAL (O) 32-47-01A

DURING PRELIMINARY COCKPIT PREPARATION

HYDRAULIC/BRK/TEMP/DET/UNIT (121VU M26 or M37) C/B.....PULL
Determine brake cooling time (*Refer to OpsProc 32-07-01A(B) Brakes Temperature Indication on the WHEEL SD page*).

ATA 32 LANDING GEAR

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-48-	Brake Fan System				
01A	Brake Fan System		0	0	Not applicable to Aerogal. Aerogal fleet does not have installed this system.
01B	Brake Fan System may be used if partially available		0	0	Not applicable to Aerogal. Aerogal fleet does not have installed this system.

ATA 32 LANDING GEAR

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-48-	BRK FAN pb-sw HOT light				
02A	BRK FAN pb-sw HOT light		0	0	Not applicable to Aerogal. Aerogal fleet does not have installed this system.

ATA 32 LANDING GEAR

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-48-	BRK FAN pb-sw ON light				
03A	BRK FAN pb-sw ON light		0	0	Not applicable to Aerogal. Aerogal fleet does not have installed this system

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-51-	Nose Wheel Steering Control System				
01A	Nose Wheel Steering Control System	A	1	0	**(O)** May be inoperative for three flights provided that: 1) The failure is detected by the BSCU (the WHEEL N/W STRG FAULT alert is displayed on the EWD), and 2) The runway width at departure and arrival airports is at least 45 m, and 3) The runway is not contaminated, and 4) The crosswind component is below 20 kt at departure and arrival airports. Note: For nose wheel steering offset, Refer to FCOM/PRO-NOR-SUP-LG L/G Operation with Nosewheel Steering Offset. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

32-51-01A Install INOP placard adjacent to A/SKID & N/W STeeRinG switch.

OPERATIONAL (O) 32-51-01A

GENERAL INFORMATION

The electrical and hydraulic control of NWS is inoperative. Do not reset the WHEEL N/W STRG FAULT alert with A/SKID & N/W STRG selector. The WHEEL N/W STRG FAULT alert indicates that no hydraulic pressure is applied on the NWS actuator.

FLIGHT PREPARATION/LIMITATIONS

Dispatch is not permitted from (or to) contaminated runways.
Maximum crosswind component for takeoff and landing: 20 kt.
Maximum landing capability is CAT 3 SINGLE.

Note: the automatic roll out is not permitted (Refer to QRH/OPS Required Equipment for CAT2 and CAT3).

- **For operations with crosswind component above 5 kt:**

  Reduce maximum takeoff performance limiting weight by 1 000 kg (2 200 lb)

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

32-51- Nose Wheel Steering Control System (Continued)

DURING TAXI

Taxiing Procedure:

- Avoid high thrust settings, taxi speed limited to 20 kt.
- Check brakes temperature (if available) before takeoff.

If necessary, set the BRAKES FAN pb-sw to ON.

- Minimum speed of 5 kt is required to initiate a turn.
- Apply asymmetrical thrust in straight taxi to compensate crosswind and differential braking for taxi and line up as required.
- Avoid sharp turns and use maximum width of the runway.
- Do not apply too high asymmetrical thrust to avoid that nose landing gear get stuck to full travel (90 °) (in that case release the aircraft by towing).

FOR TAKEOFF

- **In the case of crosswind component above 5 kt:**

  - Set full nose down elevator till 80 kt regardless of the aircraft loading.
  - Apply N1 = 50 % on the brakes
  - Release the brakes, and smoothly apply takeoff power
  - Use asymmetric braking, if required, to keep on runway center-line until directional control is available by use of rudder.
  - Release stick progressively to reach neutral at about 100 kt.

FOR LANDING

Do not use autobrake for landing.

- **In the case of crosswing component above 5 kt:**

  - Aircraft lateral control is achieved with the rudder until slowing to approximately 50 kt IAS.
  - Upon reaching 50 kt IAS use differential braking to achieve taxi speed as required.

AFTER LANDING

Disengage AP at touchdown when autoland is performed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-51-	Rudder PEDALS DISC pb				
02A	Rudder PEDALS DISC pb	C	2	0	**(O)** One or both may be inoperative (no disconnection is possible).

PLACARD

32-51-02 Install INOP placard adjacent to associated handwheel

OPERATIONAL (0) 32-51-02A

The purpose of the procedure is to explain how to perform the flight control check with one or both PEDALS DISC pb failed in the released position.

GENERAL INFORMATION

- **When the disconnection is not possible on one side:**

  The flight control check can be performed on the operative side.

- **When the disconnection is not possible on both sides**

  The flight control check must be performed while aircraft is stopped.

  Note: it is not necessary to set the A/SKID & N/W STRG sw to OFF.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-51-	NWS Electrical Deactivation Box				
03A	No towing mode when lever in the TOWING position	C	1	0	**(O)** May be inoperative. Note: The towing mode is not available when the lever is in the TOWING position.
03B	NWS electrical deactivation box deactivated	C	1	0	**(O) (M)** May be inoperative provided that the NWS electrical deactivation box is deactivated.

OPERATIONAL (O) 32-51-03A

BEFORE PUSHBACK

A/SKID & N/W STRG selector..... OFF

AFTER PUSHBACK

A/SKID & N/W STRG selector..... ON

OPERATIONAL (O) 32-51-03B

DURING COCKPIT PREPARATION
After application of the maintenance procedure:
Check that the WHEEL N/W STRG FAULT or WHEEL N.W STEER FAULT alert is not displayed anymore on the EWD.

If the ECAM alert is still displayed, consider the nosewheel steering inoperative. Refer to Item 32-51-01 Nose Wheel Steering Control System.

BEFORE PUSHBACK

A/SKID & N/W STRG selector..... OFF

As a result of the NWS electrical box deactivation, the parking brake light on that box will not be available.

The parking brake setting must be verbally confirmed between the flight crew and the ground personnel before pushback.

AFTER PUSHBACK

A/SKID & N/W STRG selector..... ON

MAINTENANCE (M) 32-51-03B

To Deactivation of the Nose - Wheel Steering Electrical Deactivation - Box (for Flight) Refer to AMM 32-51-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-51-	PARKING BRAKE light on the NWS Electrical Deactivation Box				
04A	PARKING BRAKE light on the NWS Electrical Deactivation Box	C	1	0	**(O)** May be inoperative.

OPERATIONAL (O) 32-51-04A

BEFORE PUSHBACK

The parking brake setting must be verbally confirmed between the flight crew and the ground personnel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-61-	LDG GEAR Indicator Panel				
01A	LDG GEAR Indicator Panel	C	1	0	May be inoperative.

PLACARD

32-60-01A Install INOP placard adjacent to Landing Gear panel 402 VU

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
32-61-	DOWN Red Arrow light on the Landing Gear lever				
02A	DOWN Red Arrow light on the Landing Gear lever	C	1	0	**(M)** May be inoperative provided that the L/G GEAR NOT DOWN alert and the L/G GEAR NOT DOWNLOCKED alert are checked operative.

PLACARD

32-60-02A Install INOP placard adjacent to Landing Gear panel 402 VU

MAINTENANCE (M) 32-61-02A

To Operational Check of the ECAM Landing Gear NOT DOWN Warning Refer to AMM 32-61-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-01-01-	TEST Function of ANN LT sw				
01A	TEST Function of ANN LT sw	C	1	0	May be inoperative.
02A	DIM Function of ANN LT sw	C	1	0	Dim lighting may be inoperative provided that the bright lighting is operative.
03A	BRT Function of ANN LT sw	C	1	0	Bright lighting may be inoperative for night operation.

PLACARD

33-01-01 Install INOP placard adjacent to Annunciator light switch on OVHD INT LT panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-01-02-	EMER EXIT LT OFF light				
01A	EMER EXIT LT OFF light	C	1	0	May be inoperative.

PLACARD

33-01-02-01A Install INOP placard adjacent to EMER EXIT LT switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-01-02-	AUTO Function of SEAT BELT SIGNS sw				
02A	AUTO Function of SEAT BELT SIGNS sw	D	1	0	**(O)** May be inoperative.

PLACARD

33-01-02-02A Install INOP placard adjacent to SEAT BELT SIGNS switch.

OPERATIONAL (O) 33-01-02-02A

DURING COCKPIT PREPARATION

SEAT BELTS selector.....ON

AFTER TAKEOFF

SEAT BELTS selector.....As required

DURING APPROACH

SEAT BELTS selector.....ON

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-01-02	AUTO Function of NO SMOKING SIGNS sw				
03A	AUTO Function of NO SMOKING SIGNS sw	D	1	0	**Applicable to A319-112 aircraft**. **(O)** May be inoperative.
03A	AUTO Function of NO PORTABLE/ELEC DEVICE SIGNS sw	D	1	0	**Applicable to A320 and A319-115 aircraft**. **(O)** May be inoperative.

PLACARD FIRST PROVISO

33-01-02-03A Install INOP placard adjacent to NO SMOKING SIGNS switch.

PLACARD SECOND PROVISO

33-01-02-03A Install INOP placard adjacent to NO PORTABLE/ELEC DEVICE SIGNS switch.

OPERACIONAL (O) 33-01-02-03A (Applicable to A319-112 aircraft)

ON GROUND OR IN FLIGHT

Set the NO SMOKING selector ON as required.

OPERACIONAL (O) 33-01-02-03A (Applicable to A320 and A319-115 aircraft)

ON GROUND OR IN FLIGHT

Set the NO PORTABLE/ELEC DEVICE selector ON as required.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-10-	Cockpit General Illumination				
01A	Cockpit General Illumination (Center & Main Instrument Lighting, Console and Floor Lighting, Dome lights and Lighting Strips, Instrument and Panel Integral Lighting, Map Holder Lighting, Center Pedestal Lighting)	C	7	3	**Applicable to A320, A319-115 aircraft.** May be inoperative provided that: 1) The lighting is sufficient for all instruments and controls, and 2) The RH dome light is operative.
01A	Cockpit General Illumination (Center & Main Instrument Lighting, Console and Floor Lighting, Dome lights and Lighting Strips, Instrument and Panel Integral Lighting, Map Holder Lighting, Center Pedestal Lighting)	C	7	2	**Applicable to A319-112 aircraft.** May be inoperative provided that: 1) The lighting is sufficient for all instruments and controls, and 2) The RH dome light is operative, and 3) The left section of the center instrument panel flood lighting is operative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-20-	Cabin General Illumination				
01A	Cabin General Illumination	C	1	0	(**O**) One or more lights may be inoperative provided that: 1) The lighting is sufficient for the cabin attendants to perform their duties, and 2) The lighting is sufficient to charge the photoluminescent Floor Path Marking System (If Installed)

OPERACIONAL (O) 33-20-01A

1) Remaining lighting is sufficient for cabin attendants to perform their duties. No more than three non adjacent cabin lights may be are inoperative.
2) All floor aisle markers light with arrows must be operative.
3) The most forward and farthest aft (floor or sent) marker lights must be operative.
4) Every other floor aisle marker light must be operative (no two adjacent marker light may be inoperative).
5) Sidewalk exit indicator must have two of the five lamps operating
6) For night flights, flight attendants must ensure that illumination is enough to performtheir duties safety.
7) Two general lighting ceiling fluorescent tubes may be inoperative provided: All adjacent ceiling light and window light tubes at same body station are operative.
8) Two general lighting window fluorescent tubes may be inoperative provided: All adjacent window light and ceiling light tubes at same body station are operative.

For aircraft equipped with photoluminescent Floor Path Marking System

To ensure the correct charge of the photoluminescent Floor Path Marking System, a minimum of 50 % of the cabin lighting at 50 % of brightness is required.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-20-	Cabin Signs (No Smoking/No Electronic Devices/Fasten Seat Belt/Return to Seat)				
02A	Affected seat occupied	C C	52 42	46 36	**Applicable to A320 aircraft** **Applicable to A319 aircraft** One or more may be inoperative and the affected passenger seat may be occupied provided that: 1) The passenger address system is operative, and can be heard throughout the cabin during the flight, and 2) The passenger address system is used to alert the passengers when return to seat is requested, seat belts should be fastened and smoking is prohibited.
02B	Affected seat not occupied	C C	52 42	46 36	**Applicable to A320 aircraft** **Applicable to A319 aircraft** **(M)** One or more "No Smoking/No Electronic Devices/Fasten Seat Belt" sign may be inoperative provided that: 1) No passenger seat is occupied from which a passenger cannot see a readily legible "No smoking/No Electronic Devices/Fasten Seat Belt" sign, and 2) The affected seat is blocked and placarded inoperative.

PLACARD

33-20-02 Install INOP placard adjacent to SIGNS panel.

MAINTENANCE (M) 33-20-02B

To Deactivation of the Cabin NO SMOKING/FASTEN SEAT BELTS/RETURN TO SEAT (NS/FSB/RTS) or NO MOBILES/FASTEN SEAT BELTS/RETURN TO SEAT (NM/FSB/RTS) Signs Refer to AMM 33-20-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-20-	Lavatory Sign (Return to seat)				
03A	Lavatory Sign (Return to seat)	C	3	0	**(O)** One or more may be inoperative and the affected lavatory may be used provided that: 1) The passenger address system is checked operative in the affected lavatory, and 2) The passenger address system is used to alert the occupant to return to his seat.

PLACARD

33-20-03A Install INOP placard adjacent to SIGNS panel.

OPERATIONAL (O) 33-20-03A

DURING COCKPIT PREPARATION

Check that the passenger address function is operative in the affected lavatory with the door closed.

ATA 33 LIGHTS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-30-	Cargo and Service Compartment Lighting System				
01A	Cargo and Service Compartment Lighting System	D	1	0	May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	NAV 1 Light				
01A	Daylight operations	C	3	0	One or more NAV 1 lights may be inoperative for daylight operations.
01B	All NAV 2 lights operative	C	3	0	One or more NAV 1 lights may be inoperative provided that all NAV 2 light are operative.

PLACARD

33-40-01 Install INOP placard adjacent to EXT LT panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	NAV 2 Light				
02A	NAV 2 Light	C	3	0	One or more NAV 2 lights may be inoperative.

PLACARD

33-40-01 Install INOP placard adjacent to EXT LT panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	Landing light				
03A	Taxi and takeoff lights operative	C	2	1	One may be inoperative provided that both taxi and takeoff lights are operative.
03B	Daylight operations	C	2	0	One or both may be inoperative for daylight operations.

PLACARD

33-40-03 Install INOP placard adjacent to appropriate LAND LT switch on overhead EXT LT panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	Landing light Extension/Retraction System				
04A	Inoperative in extended position	C	2	0	**(O)** One or both may be inoperative in the extended position.
04B	Inoperative in retracted position	C	2	0	One or both may be inoperative in the retracted position provided that the associated light is considered inoperative. NOTE: Refer to Item 33-40-03 Landing light

PLACARD

33-40-04 Install INOP placard adjacent to appropriate LAND LT switch on overhead EXT LT panel

OPERATIONAL (O) 33-40-04A

FLIGHT PREPARATION/LIMITATIONS

The fuel consumption is increased by 1 % per landing light extended.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	Runway Turnoff light				
05A	Runway Turnoff light	C	2	0	One or both may be inoperative.

PLACARD

33-40-05 Install INOP placard adjacent to appropriate Turn off switch on overhead EXT LT panel

ATA 33 LIGHTS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	Taxi and Takeoff light				
06A	Taxi and Takeoff light	C	2	0	One or both may be inoperative.

PLACARD

33-40-06 Install INOP placard adjacent to applicable switch on overhead EXT LT pane

ATA 33 LIGHTS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	Logo light				
07A	Logo light	D	2	0	One or both may be inoperative.

PLACARD

33-40-07 Install INOP placard adjacent to appropriate Logo light switch on overhead EXT LT panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	Beacon light				
08A	Daylight operations	C	2	0	**(O)** One or both may be inoperative for daylight operations.
08B	Strobe lights operative	C	2	0	**(O)** One or both may be inoperative provided that the Strobe lights are operative.

PLACARD

33-40-08 Install INOP placard adjacent to Anti-Collision light switch on overhead EXT LT panel

OPERATIONAL (O) 33-40-08A & 33-40-08B

BEFORE ENGINE START

- **If the bottom light is inoperative:**

  If this light is used to alert the ground crew of the engine start, an alternate procedure must be established by each airline to alert the ground crew of the engine start.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	Wing Scan light				
09A	Daylight operations	C	2	0	One or both may be inoperative for daylight operations.
09B	Night operations	C	2	1	One may be inoperative for night operations.

PLACARD

33-40-09 Install INOP placard adjacent to Wing Scan Light switch on overhead EXT LT panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-40-	Strobe light				
10A	Strobe light	D	3	0	One or more may be inoperative.

PLACARD

33-40-10A Install INOP placard adjacent to Strobe light switch on overhead EXT LT panel

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Exit Marking Sign				
01B	A maximum of three non-adjacent LEDs inoperative	C	6	6	A maximum of three non-adjacent LEDs may be inoperative in one or more signs.
01C	Associated exit considered inoperative	C	6	0	One or more may be inoperative provided that the associated exit is considered inoperative. NOTE: • Refer to Item 52-10-01 Cabin Passenger Door, and • Refer to Item 52-10-02 Overwing Emergency Exit

ATA 33 LIGHTS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Exit Location Sign in the Main Aisle				
02A	Exit Location Sign in the Main Aisle	C	4	4	A maximum of three non-adjacent LEDs may be inoperative in one or more signs.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Overhead Emergency Lighting System in the Main Aisle				
03A	Overhead Emergency Lighting System in the Main Aisle	C	6	0	**Applicable to A320 aircraft**. A maximum of three non-adjacent overhead emergency lights may be inoperative.
03A	Overhead Emergency Lighting System in the Main Aisle	C	5	0	**Applicable to A319 aircraft**. A maximum of two non-adjacent overhead emergency lights may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Overhead Emergency Lighting System in the Door Vicinity				
04A	Overhead Emergency Lighting System in the Door Vicinity	C	4	0	One or more may be inoperative provided that the associated exit is considered inoperative. NOTE: • Refer to Item 52-10-01 Cabin Passenger Door.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Floor Proximity Emergency Escape Path Marking System in the Main Aisle				
05A	Floor Proximity Emergency Escape Path Marking System in the Main Aisle	C	1	1	Components may be inoperative provided minimum acceptable lighting levels specified below are maintained: Each of the photoluminescent strips of an aisle may be inoperative or missing up to a length of 0.25 meter (10 inches) provided the inoperative or missing parts are not directly opposite each other and are not closer than 2.0 meters (78.74 inches). No more than three such inoperative or missing parts are allowed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Floor Proximity Emergency Escape Path Marking System Exit Marker				
07A	Floor Proximity Emergency Escape Path Marking System Exit Marker	C	8	0	**Applicable to A320 aircraft**. One or more may be inoperative provided that the associated exit is considered inoperative. NOTE: • Refer to Item 52-10-01 Cabin Passenger Door, and • Refer to Item 52-10-02 Overwing Emergency Exit
07A	Floor Proximity Emergency Escape Path Marking System Exit Marker	C	6	0	**Applicable to A319 aircraft**. One or more may be inoperative provided that the associated exit is considered inoperative. NOTE: • Refer to Item 52-10-01 Cabin Passenger Door, and • Refer to Item 52-10-02 Overwing Emergency Exit

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Overwing Emergency light				
08A	Daylight operations	C	4	0	One or more may be inoperative for daylight operations.
08B	Associated exit considered inoperative	C	4	0	One or more may be inoperative provided that the associated exit is considered inoperative. NOTE: Refer to Item 52-10-02 Overwing Emergency Exit

ATA 33 LIGHTS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Overwing Exit Handle light				
09A	Overwing Exit Handle light	C	2	0	One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Escape Slide Lighting				
10A	Daylight operations	C	6	0	May be inoperative for daylight operations.
10B	Associated exit considered inoperative	C	6	0	May be inoperative provided that the associated exit is considered inoperative. NOTE: • Refer to Item 52-10-01 Cabin Passenger Door, and • Refer to Item 52-10-02 Overwing Emergency Exit

ATA 33 LIGHTS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	Lavatory Auxiliary light				
11A	Lavatory Auxiliary light	C	3	0	One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	BAT TEST pb on the PTP				
12A	BAT TEST pb on the PTP	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that the batteries are correctly charged.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
33-51-	SYS TEST pb on the PTP				
13A	SYS TEST pb on the PTP	C	1	0	**Applicable to A319-112 aircraft**. **(M)** May be inoperative provided that the operational test of the emergency lighting system is performed as an alternative to this test.

MAINTENANCE (M) 33-51-13A

To Deactivation of the EMER SYSTEM TEST of the Cabin Emergency Lighting System Refer to AMM 33-51-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-00-	MAINTENANCE Messages on the STATUS SD page				
01A	ADR MAINTENANCE Message	C			ADR MAINTENANCE message may be displayed on the STATUS SD page.
02A	IR MAINTENANCE Message	C			IR MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.
03A	RA 1(2) MAINTENANCE Message	C			Applicable only to HC-CSB RA 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	ADIRS Overhead Panel				
01A	ADR pb-sw FAULT light	C	3	0	One or more may be inoperative.
02A	ADR pb-sw OFF light	C	3	0	One or more may be inoperative.

PLACARD

34-01-01 Install INOP placard as applicable adjacent to ADR p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	ADIRS Overhead Panel				
03A	IR FAULT light	C	3	0	**Applicable to A319-112 aircraft**. One or more may be inoperative.
03A	IR pb-sw FAULT light	C	3	0	**Applicable to A320 and A319-115 aircraft**. One or more may be inoperative.

PLACARD

34-01-01-03A Install INOP placard as applicable adjacent to ADR p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	ADIRS Overhead Panel				
04A	IR ALIGN light	C	3	0	**Applicable to A319-112 aircraft**. One or more may be inoperative.
04A	IR pb-sw OFF light	C	3	0	**Applicable to A320-115 aircraft**. One or more may be inoperative.

PLACARD

34-01-01-04A Install INOP placard as applicable adjacent to ADR p.b. switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	ON BAT light				
05A	ON BAT light	C	1	0	May be inoperative.

PLACARD

34-01-01-05A Install INOP placard adjacent to ON BAT light.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	ADR pb-sw				
31A	ADR pb-sw	C	3	2	**(O)** ADR 2 or ADR 3 pb-sw may be inoperative provided that: 1) The associated mode selector is operative, and 2) The two ADRs and the two IRs associated with the two operative ADRs pb-sw are operative.

PLACARD

34-01-01-31A Install INOP placard as applicable adjacent to ADR p.b. switch.

OPERATIONAL (O) 34-01-01-31A

IN FLIGHT

If needed, the associated ADR can be set to OFF through the associated mode selector.

Note:

- ***If the ADR is set to OFF:***

  The associated IR is also set to OFF.
  The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	IR pb-sw				
32A	IR pb-sw	C	3	2	**Applicable to A320 and A319-115 aircraft**. **(O)** IR 2 or IR 3 pb-sw may be inoperative provided that: 1) The associated mode selector is operative, and 2) The two ADRs and the two IRs associated with the two operative IRs pb-sw are operative.

PLACARD

34-01-01-32A Install INOP placard as applicable adjacent to IR p.b. switch.

OPERATIONAL (O) 34-01-01-32A (Applicable to A320 and A319-115 aircraft)

IN FLIGHT

If needed, the associated IR can be set to OFF through the associated mode selector.

Note:

- ***If the IR is set to OFF:***

  The associated ADR is also set to OFF.
  The F/CTL MAINTENANCE message is displayed on the STATUS *SD page.*

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	IR Mode selector				
33A	IR Mode selector	C	3	2	**Applicable to A319-112 aircraft**. **(O)** IR 2 or IR 3 mode selector may be inoperative provided that the associated ADIRS is considered inoperative. Refer to the associated Items.
33A	IR Mode selector	C	3	2	**Applicable to A320 and A319-115 aircraft**. **(O)** One may be inoperative.

PLACARD

34-01-01-33A Install INOP placard as applicable adjacent to IR Mode selector p.b. switch.

OPERATIONAL (O) 34-01-01-33A

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	DATA DISPLAY selector of ADIRS CDU				
34A	MCDU 1 and MCDU 2 operative	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.
34B	Navigation not planned on inertial data	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that the navigation is not planned on inertial data.

PLACARD

34-01-01-34 Install INOP placard adjacent to DATA DISPLAY selector of ADIRS CDU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	SYS DISPLAY selector of ADIRS CDU				
35A	MCDU 1 and MCDU 2 operative	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that: 1) The MCDU 1 and the MCDU 2 are operative, and 2) The IRS initialization is available through the FMGC.
35B	Navigation not planned on inertial data	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that the navigation is not planned on inertial data.

PLACARD

34-01-01-35 Install INOP placard adjacent to SYS DISPLAY selector of ADIRS CDU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	Display Unit of ADIRS CDU				
36A	MCDU 1 and MCDU 2 operative	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.
36B	Navigation not planned on inertial data	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that the navigation is not planned on inertial data.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-01-	Keyboard of ADIRS CDU				
37A	Keyboard of ADIRS CDU	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-01-02-	GPWS SYS FAULT light				
01A	GPWS SYS FAULT light	C	1	0	May be inoperative provided: 1) GPWS is verified to operate normally before each flight.

PLACARD

34-01-02-01A Install INOP placard adjacent to GPWS SYS FAULT light on overhead panel 21 VU

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-05-	Actual Airspeed Reference Line and Scale Indication on the PFD				
01A	Actual Airspeed Reference Line and Scale Indication on the PFD		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-05-	Mach Number Indication on the PFD				
02A	One indication inoperative	C	2	1	**Applicable to A319-112 aircraft**. **(O)** One may be inoperative.
02A	One indication inoperative	C	2	1	**Applicable to A320, A319-115 aircraft**. **(O)** One may be inoperative.
02B	Both indications inoperative - FCU operative	C	2	0	**Applicable to A319-112 aircraft**. **(O)** Both may be inoperative provided that the SPD/MACH selection window on the FCU is operative.
02B	Both indications inoperative - FCU operative	C	2	0	**Applicable to A320, A319-115 aircraft**. **(O)** Both may be inoperative provided that the SPD/MACH selection window on the FCU is operative.
02C	Both indications inoperative - FL limitation	C	2	0	**Applicable to A319-112 aircraft**. **(O)** Both may be inoperative provided that the flight altitude is limited to 25 000 ft.
02C	Both indications inoperative - FL limitation	C	2	0	**Applicable to A320, A319-115 aircraft**. **(O)** Both may be inoperative provided that the flight altitude is limited to 25 000 ft.
02D	Both indications inoperative - ISIS Mach Number Indication operative	C	2	0	**Applicable to A320, A319-115 aircraft**. **(O)** Both may be inoperative provided that the ISIS Mach Number indication is operative.

PLACARD

34-05-02 Install INOP placard adjacent to applicable PFD on lower left side

OPERATIONAL (O) 34-05-02A, 34-05-02B, 34-05-02C and 34-05-02D

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ATA 34 NAVIGATION

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-05-	VMO/MMO Characteristic Speed Indication on the PFD				
03A	VMO/MMO Characteristic Speed Indication on the PFD		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-05-	Altitude Indication on the PFD				
04A	Altitude Indication on the PFD		2	2	Both must be operative. **NO-GO ITEM**

ATA 34 NAVIGATION

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-05-	Baro Reference Indication on the PFD				
05A	Baro Reference Indication on the PFD		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-05-	Vertical Speed in Inertial Mode Indication on the PFD				
06A	Vertical Speed in Inertial Mode Indication on the PFD	C	2	0	**(O)** One or both may be inoperative.

PLACARD

34-05-06A Install INOP placard adjacent to applicable PFD on right side

OPERATIONAL (O) 34-05-06A

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-05-	Other Air Data Related Indications on the PFD				
07A	Other Air Data Related Indications on the PFD	C	6	0	**(O)** One or more may be inoperative.

PLACARD

34-05-07A Install INOP placard adjacent to applicable PFD on right side

OPERATIONAL (O) 34-05-07A

GENERAL INFORMATION

For F, S, Green Dot determination, Refer to QRH/OPS Operating Speeds.
For VAPP determination, Refer to QRH/PER-A VAPP Determination without Failure (Paper Only) and Refer to QRH/PER-A VAPP Determination with Failure (Paper Only) or use the performance application of FlySmart with Airbus.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-05-	Attitude Indication on the PFD				
08A	Attitude Indication on the PFD	C	2	1	**(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The aircraft is operated in day VMC conditions. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

34-05-08A Install INOP placard adjacent to applicable PFD on right side

OPERATIONAL (O) 34-05-08A

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 1.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-05-	Heading Indication on the PFD				
09A	Heading Indication on the PFD	C	2	1	**(O)** One may be inoperative.

PLACARD

34-05-09A Install INOP placard adjacent to applicable PFD on right side

OPERATIONAL (O) 34-05-09A

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-06-	Ground Speed Indication on the ND				
01A	Ground Speed Indication on the ND	C	2	0	**(O)** One or both may be inoperative.

PLACARD

34-06-01A Install INOP placard adjacent to applicable ND on upper left side

OPERATIONAL (O) 34-06-01A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-06-	True Air Speed Indication on the ND				
02A	True Air Speed Indication on the ND	C	2	0	**(O)** One or both may be inoperative.

PLACARD

34-06-02A Install INOP placard adjacent to applicable ND on upper left side

OPERATIONAL (O) 34-06-02A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-06-	Wind Indication on the ND				
03A	Wind Indication on the ND	C	2	0	**(O)** One or both may be inoperative.

PLACARD

34-06-03A Install INOP placard adjacent to applicable ND on upper left side

OPERATIONAL (O) 34-06-03A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-06-	Heading Indication on the ND				
04A	Heading Indication on the ND	C	2	1	**(O)** One may be inoperative provided that the heading indications are operative on both PFDs.

PLACARD

34-06-04A Install INOP placard adjacent to applicable ND on upper left side

OPERATIONAL (O) 34-06-04A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-06-	Position (Aircraft Symbol) Indication on the ND				
05A	Position (Aircraft Symbol) Indication on the ND	C	2	0	**(O)** One or both may be inoperative.

PLACARD

34-06-05A Install INOP placard adjacent to applicable ND on upper left side

OPERATIONAL (O) 34-06-05A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-06-	Radio Navaids Indications on the ND				
06A	Radio Navaids Indications on the ND	C	2	0	**(O)** One or more may be inoperative.

PLACARD

34-06-06A Install INOP placard adjacent to applicable ND on upper left side

OPERATIONAL (O) 34-06-06A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations are not permitted.
RNAV 5 operations are not permitted.
RNAV 1 / RNAV 2 operations are not permitted.
RNP 4 operations are not permitted.
RNP 2 operations are not permitted.
RNP 1 operations are not permitted.

For aircraft with the RNP AR capability, RNP AR operations are not permitted.

- **If the PF side is affected:**

RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-06-	Chrono Indication on the ND				
07A	Chrono Indication on the ND	C	2	0	One or both may be inoperative.

PLACARD

34-06-07A Install INOP placard adjacent to applicable ND on upper left side

ATA 34 NAVIGATION

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-10-	ADR 1				
01A	ADR 1		1	1	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-10-	ADR 2				
02B	ADR 2	C	1	0	**(O)** May be inoperative provided that: 1) The IR 1, IR 3, ADR 1 and ADR 3 are operative, and 2) The takeoff is not performed in CONF 1+F. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL. NOTE 2: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

34-10-02B Install INOP placard adjacent to overhead ADIRU panel.

NOTE 1: For Dispatch two IRs are required for RNP-10, RNP-RNAV Operations.
NOTE 2: Dispatch concurrence required due approach minimums may be affected. Operation in RVSM airspace may be affected.

OPERATIONAL (O) 34-10-02B

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ADR 2 pb-sw.....OFF
The F/CTL MAINTENANCE and the SFCS MAINTENANCE message are displayed on the STATUS SD page
- AIR DATA SWITCHING selector.....F/O 3
- ADIRS/ADIRU/2/26VAC AND AOA (location 121VU N line) C/B..... Pull

AFTER ENGINE START
- Use the RCL pb-sw on the ECAM control panel, in order to recall the NAV ADR 2 FAULT alert.
- On the EWD, check that the ADR 2...OFF procedure is not displayed.

FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

Note: *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-10-	ADR 3				
03A	ADR 3	C	1	0	**(O)** May be inoperative provided that the IR 1, IR 2, ADR 1 and ADR 2 are operative. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL. NOTE 2: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

34-10-03A Install INOP placard adjacent to overhead ADIRU panel.

OPERATIONAL (O) 34-10-03A

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ADR 3 pb-sw.....OFF
  The F/CTL MAINTENANCE message is displayed on the STATUS SD page.
- ADIRS/ADIRU/3/26VAC AND AOA (location 121VU N07 or N08) C/B..... Pull

AFTER ENGINE START

- Use the RCL pb-sw on the ECAM control panel, in order to recall the NAV ADR 3 FAULT alert.
- On the EWD, check that the ADR 3...OFF procedure is not displayed.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-10-	IR 1				
04B	GPS 1 operative	C	1	0	**ONLY FOR HC-CKN, HC-CLF, HC-CSB, HC-CJM, HC-CJW AND HC-CJV.** **(O)** The NAV mode may be inoperative provided that: 1) The IR 1 is operated in ATT mode, and 2) The IR 2 and IR 3 are operative, and 3) The GPS 1 is operative, and 4) The terrain function of the TAWS is considered inoperative Note 1: Refer to Item 34-40-01 Ground Proximity Warning System (GPWS),
04B	GPS 1 operative	C	1	0	**ONLY FOR HC-CRU, HC-CSA and HC-CSF.** **(O)** The NAV mode may be inoperative provided that: 1) The IR 1 is operated in ATT mode, and 2) The IR 2 and IR 3 are operative, and 3) The GPS 1 is operative, and 4) The terrain function of the TAWS is considered inoperative Note 1: Refer to Item 34-40-01 Ground Proximity Warning System (GPWS), and 5) The FMGC 1 is considered inoperative. Note 2: Refer to Item 22-83-01 Flight Management and Guidance Computer (FMGC)
04C	GPS 1 inoperative	C	1	0	**ONLY FOR HC-CKN, HC-CLF, HC-CSB, HC-CJM, HC-CJW AND HC-CJV..** **(O)** The NAV mode may be inoperative provided that: 1) The IR 1 is operated in ATT mode, and 2) The IR 2 and IR 3 are operative, and 3) The Flight remains within radio navaids coverage, and 4) The terrain function of the TAWS is considered inoperative Note 1: Refer to Item 34-40-01 Ground Proximity Warning System (GPWS),
04C	GPS 1 inoperative	C	1	0	**ONLY FOR HC-CRU, HC-CSA and HC-CSF.** **(O)** The NAV mode may be inoperative provided that:

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-10-04C	IR 1 GPS 1 inoperative (Continued)				1) The IR 1 is operated in ATT mode, and 2) The IR 2 and IR 3 are operative, and 3) The Flight remains within radio navaids coverage, and 4) The terrain function of the TAWS is considered inoperative Note 1: Refer to Item 34-40-01 Ground Proximity Warning System (GPWS), and 5) The FMGC 1 is considered inoperative. Note 2: Refer to Item 22-83-01 Flight Management and Guidance Computer (FMGC) NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

34-10-04 Install INOP placard adjacent to overhead ADIRU panel.

OPERATIONAL (O) 34-10-04B & 34-10-04C (Applicable to A319-112 aircraft)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted .
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector..... CAPT 3
- IR 1 mode selector.....ATT
- The heading must be entered through the CDU keyboard for the IR 1 and has to be frequently reset (*Refer to FCOM/PRO-ABN-34 IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR..... SYS 2

OPERATIONAL (O) 34-10-04B & 34-10-04C (Applicable to A320 and A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector..... CAPT 3
- IR 1 mode selector.....ATT
- The heading must be entered through the MCDU for the IR 1 and has to be frequently reset (*Refer to FCOM/PRO-ABN-34 IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR..... SYS 2

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-10-	IR 2				
05B	IR 2 totally inoperative	C	1	0	**ONLY HC-CRU, HC-CSA and HC-CSF** **(O)** May be inoperative provided that: 1) The IR 2 pb-sw is set to OFF, and 2) The IR 1, the IR 3, ADR 1 an the ADR 3 are operative, and 3) The FMGC 2 is considered inoperative. NOTE: Refer to Item 22-83-01 Flight Management and Guidance Computer (FMGC)
05B	IR 2 totally inoperative	C	1	0	**Applicable to HC-CKN and HC-CLF** **(O)** May be inoperative provided that: 1) The IR 2 mode selector is set to OFF, and 2) The IR 1, the IR 3, the ADR 1 and the ADR 3 are operative, and 3) The takeoff is not performed in CONF 1+F.
05B	IR 2 totally inoperative	C	1	0	**Applicable to HC-CSB, HC-CJM, HC-CJW AND HC-CJV.** **(O)** May be inoperative provided that: 1) The IR 2 pb- sw is set to OFF, and 2) The IR 1, the IR 3, the ADR 1 and the ADR 3 are operative.
05C	Only NAV mode of IR 2 inoperative	C	1	0	**ONLY HC-CRU, HC-CSA and HC-CSF** **(O)** The NAV mode may be inoperative provided that: 1) The IR 2 is operated in ATT mode, and 2) The IR 1 and the IR 3 are operative, and 3) The FMGC 2 is considered inoperative. NOTE: Refer to Item 22-83-01 Flight Management and Guidance Computer (FMGC)

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-10-	IR 2 (Continued)				
05C	Only NAV mode of IR 2 inoperative	C	1	0	**Applicable to HC-CKN and CLF** **(O)** The NAV mode may be inoperative provided that: 1) The IR 2 is operated in ATT mode, and 2) The IR 1 and the IR 3 are operative.
05C	Only NAV mode of IR 2 inoperative	C	1	0	**Applicable to HC-CSB, HC-CJM, HC-CJW AND HC-CJV.** **(O)** The NAV mode may be inoperative provided that: 1) The IR 2 is operative in ATT mode, and 2) The IR 1 and the IR 3 are operative NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

34-10-05 Install INOP placard adjacent to overhead ADIRU panel.

OPERATIONAL (O) 34-10-05B (Applicable to A320 and A319-115 aircraft) IR 2 (IR 2 totally inoperative)

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- IR 2 pb-sw.....OFF
The F/CTL MAINTENANCE message is displayed on the STATUS SD page.
- ATT HDG SWITCHING selector.....F/O 3
- AIR DATA SWITCHING selector.....F/O 3
- ATC/XPDR..... SYS 1

Note: *When the ADR 2 is inoperative and if the IR 2 pb-sw OFF light does not come on:*
Set the IR 2 mode selector to OFF.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

34-10- IR 2 (Continued)

OPERATIONAL (O) 34-10-05C (Applicable to A320 aircraft) IR 2 (only NAV mode of IR 2 Inoperative)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector.....F/O 3
- IR 2 mode selector.....ATT
- The heading must be entered through the MCDU keyboard for the IR 2 and has to be frequently reset (*Refer to FCOM/PRO-ABN-34 IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR..... SYS 1

OPERATIONAL (O) 34-10-05B (Applicable to A319-112 aircraft) IR 2 (IR 2 totally inoperative)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- IR 2 mode selector..... OFF

Note:
1) *ADR 2 is consequently set to OFF.*
2) *The F/CTL MAINTENANCE message and SFCS MAINTENANCE message are displayed on the STATUS SD page.*

- ATT HDG SWITCHING selector.....F/O 3
- AIR DATA SWITCHING selector.....F/O 3
- ATC/XPDR..... SYS 1

FOR TAKEOFF
Takeoff in CONF 1+F is not permitted.

Note: When the ADR 2 is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 is set to OFF.

OPERATIONAL (O) 34-10-05C (Applicable to A319-112 aircraft) IR 2 (only NAV mode of IR 2 Inoperative)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector.....F/O 3
- IR 2 mode selector.....ATT
- The heading must be entered through the CDU keyboard for the IR 2 and has to be frequently reset (*Refer to FCOM/PRO-ABN-34 IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR..... SYS 1

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-10-	IR 3 (for aircraft without Honeywell 10 MCU ADIRU)				
06A	IR 3 totally inoperative	C	1	0	**Applicable to A319-112 aircraft**. **(O)** May be inoperative provided that: 1) The IR 3 mode selector is set to OFF, and 2) The IR 1, the IR 2, the ADR 1, and the ADR 2 are operative.
06A	IR 3 totally inoperative	C	1	0	**Applicable to A320 and A319-115 aircraft**. **(O)** May be inoperative provided that: 1) The IR 3 pb-sw is set to OFF, and 2) The IR 1, the IR 2, the ADR 1 and the ADR 2 are operative.
06B	Only NAV mode of IR 3 inoperative	C	1	0	**Applicable to A319-112 aircraft**. **(O)** The NAV mode may be inoperative provided that: 1) The IR 3 is operated in ATT mode, and 2) The IR 1 and the IR 2 are operative.
06B	Only NAV mode of IR 3 inoperative	C	1	0	**Applicable to A320 and A319-115 aircraft**. **(O)** The NAV mode may be inoperative provided that: 1) The IR 3 is operated in ATT mode, and 2) The IR 1 and the IR 2 are operative NOTE: Aerogal fleet has equipped with Honeywell 4 MCU ADIRU. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

PLACARD

34-10-06 Install INOP placard adjacent to overhead ADIRU panel.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

34-10- IR 3 (for aircraft without Honeywell 10 MCU ADIRU) (Continued)

OPERATIONAL (O) 34-10-06A (Applicable to A319-112 aircraft)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 3 mode selector.....OFF

Note:
1) *The ADR 3 is consequently set to OFF.*
2) *The F/CTL MAINTENANCE message is displayed on the STATUS SD page.*

OPERATIONAL (O) 34-10-06B (Applicable to A319-112 aircraft)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- IR 3 mode selector.....ATT
The F/CTL MAINTENANCE message is displayed on the STATUS SD page.
- The heading must be entered through the CDU keyboard for the IR 3 and has to be frequently reset (Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE).

OPERATIONAL (O) 34-10-06A (Applicable to A320 and A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 3 pb-sw..... OFF
The F/CTL MAINTENANCE is displayed on the STATUS SD page.

Note: When the ADR 3 is inoperative and if the IR 3 pb-sw OFF light does not come on:
Set the IR 3 mode selector to OFF.

OPERATIONAL (O) 34-10-06B (Applicable to A320 and A319-115 aircraft)

FLIGHT PREPARATION/LIMITATIONS
For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION
- IR 3 mode selector.....ATT
The F/CTL MAINTENANCE message is displayed on the STATUS SD page.
- The heading must be entered through the MCDU for the IR 3 and has to be frequently reset (Refer to FCOM/PRO-ABN-NAV [QRH] IR ALIGNMENT IN ATT MODE)

.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-10-	IR 3 (for aircraft with Honeywell 10 MCU ADIRU)				
07A	IR 3 totally inoperative		0	0	Not Applicable, see NOTE.
07A	IR 3 totally inoperative		0	0	Not Applicable, see NOTE.
07B	Only NAV mode of IR 3 inoperative.		0	0	Not Applicable, see NOTE.
07B	Only NAV mode of IR 3 inoperative.		0	0	Not Applicable, see NOTE. NOTE: Aerogal fleet has equipped with Honeywell 4 MCU ADIRU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-11-	Angle of Attack (AOA) Sensor				
01A	Angle of Attack (AOA) Sensor	C	3	2	The F/O or the STBY Angle Of Attack sensor may be inoperative provided that the associated ADR is considered inoperative. NOTE: • Refer to Item 34-10-02 ADR 2, or • Refer to Item 34-10-03 ADR 3

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-11-	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1				
02A	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1	C	1	0	**(O)** May be inoperative provided that: 1) The CAPT sensor element connected to the ADR 3 is operative, and 2) The F/O sensor connected to the ADR 2 is operative, and 3) The ADR 2 and the ADR 3 are operative, and 4) The TAT indication on the SD is checked operative, and 5) The TAS indication on the ND 1 is considered inoperative. NOTE: Refer to Item 34-06-02 True Air Speed Indication on the ND

OPERATIONAL (O) 34-11-02A

Refer to OpsProc 31-07-02A Permanent Data Indications on the SD

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-11-	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3				
03A	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3	C	1	0	**(O)** May be inoperative provided that: 1) The CAPT sensor element connected to the ADR 1 is operative, and 2) The F/O sensor connected to the ADR 2 is operative, and 3) The ADR 1 and the ADR 2 are operative, and 4) The TAT indication on the SD is checked operative.

OPERATIONAL (O) 34-11-03A

DURING COCKPIT PREPARATION

Check that the TAT is displayed on the SD permanent data.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-11-	F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2				
04A	F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2	C	1	0	**(O)** May be inoperative provided that: 1) Both CAPT TAT sensor elements are operative, and 2) The ADR 1 and the ADR 3 are operative, and 3) The TAT indication on the SD is checked operative, and 4) The TAS indications on the ND 2 is considered inoperative. NOTE: Refer to Item 34-06-02 True Air Speed Indication on the ND

OPERATIONAL (O) 34-11-04A

Refer to OpsProc 31-07-02A Permanent Data Indications on the SD

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-21-	Standby ALT Indicator				
01A	Standby ALT Indicator	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative provided that the aircraft is operated in day VMC conditions.

PLACARD

34-23-01A Install INOP placard adjacent to Standby Altimeter.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-21-	Bugs on the Standby ALT Indicator				
02A	Bugs on the Standby ALT Indicator	D	4	0	**Applicable to A319-112 aircraft.** One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-21-	Standby IAS Indicator				
03A	Standby IAS Indicator	C	1	0	**Applicable to A319-112 aircraft.** **(O)** May be inoperative provided that: 1) The three ADRs are operative, and 2) The three Probe Heat Computers are operative, and 3) The Standby horizon is operative, and 4) The AIR DATA SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are checked operative.

OPERATIONAL (O) 34-21-03A

DURING COCKPIT PREPARATION

Check of the AIR DATA, PFD/ND, and EIS DMC switching:

- AIR DATA SWITCHING selector..... CAPT 3
- Check that the display is normal on the CAPT PFD and the CAPT ND.
- AIR DATA SWITCHING selector.....F/O 3
- Check that the display is normal on the F/O PFD and the F/O ND.
- AIR DATA SWITCHING selector..... NORM
- EIS DMC SWITCHING selector.....CAPT 3
- Check that the display is normal on the CAPT PFD and the CAPT ND.
- EIS DMC SWITCHING selector.....F/O 3
- Check that the display is normal on the F/O PFD and the F/O ND.
- EIS DMC SWITCHING selector.....NORM
- CAPT PFD/ND XFR pb.....Press
- Check that the CAPT PFD and the CAPT ND images are exchanged.
- CAPT PFD/ND XFR pb.....Press
- F/O PFD/ND XFR pb..... Press
- Check that the F/O PFD and the F/O ND images are exchanged.
- F/O PFD/ND XFR pb..... Press

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-21-	Bugs on the Standby IAS Indicator				
04A	Bugs on the Standby IAS Indicator	D	4	0	**Applicable to A319-112 aircraft.** One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-21-	Standby ALT Metric Indicator				
05A	Standby ALT Metric Indicator	D	1	0	May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-22-	Standby Compass Indicator				
01A	Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU except P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872)		0	0	Not applicable to AeroGal. AeroGal fleet does not have NORTHROP GRUMMAN (LITTON) ADIRU installed.
01B	Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872) or HONEYWELL ADIRU	C	1	0	**(O)** May be inoperative provided that: 1) The three IRs are operative, and 2) The ATT/HDG SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are checked operative.
01C	Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU P/N 465020-0303-0316 or subsequent, having the shelf modified (Mod 30650/SB 25-1248, or MOD 30872) or HONEYWELL ADIRU	C	1	0	May be inoperative provided that: 1) The three IRs are operative, and 2) The DDRMI is operative. NOTE: Aerogal fleet has equipped with Honeywell ADIRU.

PLACARD

34-22-01 Install INOP placard adjacent to Standby Magnetic Compass door.

OPERATIONAL (O) 34-22-01B

DURING COCKPIT PREPARATION

Check of the ATT HDG, PFD/ND, and EIS DMC switching:

- ATT HDG SWITCHING selector..... CAPT 3
- Check that the display is normal on the CAPT PFD, the CAPT ND, and the RMI VOR.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

34-22- Standby Compass Indicator (Continued)

- ATT HDG SWITCHING selector.....F/O 3
- Check that the display is normal on the F/O PFD and the F/O ND.
- ATT HDG SWITCHING selector..... NORM
- EIS DMC SWITCHING selector.....CAPT 3
- Check that the display is normal on the CAPT PFD and the CAPT ND.
- EIS DMC SWITCHING selector.....F/O 3
- Check that the display is normal on the F/O PFD and the F/O ND.
- EIS DMC SWITCHING selector.....NORM
- CAPT PFD/ND XFR pb.....Press
- Check that the CAPT PFD and the CAPT ND images are exchanged.
- CAPT PFD/ND XFR pb.....Press
- F/O PFD/ND XFR pb..... Press
- Check that the F/O PFD and the F/O ND images are exchanged.
- F/O PFD/ND XFR pb..... Press

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-22-	Standby Compass Lighting				
02A	Standby Compass Lighting	C	1	0	May be inoperative.

PLACARD

34-22-02A Install INOP placard adjacent to Standby Magnetic Compass door.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-22-	Standby Horizon Indicator				
03A	Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU except P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872)		0	0	Not applicable to AeroGal. AeroGal fleet does not have NORTHROP GRUMMAN (LITTON) ADIRU installed.
03B	Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872) or HONEYWELL ADIRU	C	1	0	**Applicable to A319-112 aircraft.** **(O)** May be inoperative provided that the aircraft is operated in day VMC conditions. NOTE: Aerogal fleet has equipped with Honeywell ADIRU.

PLACARD

34-22-03 Install INOP placard adjacent to Standby Horizon Indicator.

OPERATIONAL (O) 34-22-03B

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-23-	ISIS Altitude Indication				
01A	ISIS Altitude Indication	B	1	0	**Applicable to A320, A319-115.** May be inoperative provided that the aircraft is operated in day VMC conditions.

PLACARD

34-23-01A Install INOP placard adjacent to ISIS Indicator

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-23-	ISIS Airspeed Indication				
02A	ISIS Airspeed Indication	C	1	0	**Applicable to A320, A319-115.** May be inoperative provided that: 1) The ISIS attitude indication is operative, and 2) The ADRs, DMCs and probe heat computers are operative, and 3) The AIR DATA SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are operative.

PLACARD

34-23-02A Install INOP placard adjacent to ISIS Indicator

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-23-	ISIS Bugs Indication				
03A	ISIS Bugs Indication	D	1	0	**Applicable to A320, A319-115.** May be inoperative.

PLACARD

34-23-03A Install INOP placard adjacent to ISIS Indicator

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-23-	ISIS Attitude Indication				
04A	Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU except P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872)		0	0	Not applicable to AeroGal. AeroGal fleet does not have NORTHROP GRUMMAN (LITTON) ADIRU installed.
04B	Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872) or HONEYWELL ADIRU	B	1	0	**Applicable to A320, A319-115.** **(O)** May be inoperative provided that the aircraft is operated in day VMC conditions. NOTE: Aerogal fleet has equipped with Honeywell ADIRU.

PLACARD

34-23-04B Install INOP placard adjacent to ISIS Indicator

OPERATIONAL (O) 34-23-04B (Applicable to A320, A319-115)

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-23-	ISIS ILS Indication				
05A	ISIS ILS Indication	D	1	0	**Applicable to A320, A319-115.** May be inoperative.

PLACARD

34-23-05A Install INOP placard adjacent to ISIS Indicator

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-23-	ISIS Mach Number Indication				
06A	ISIS Mach Number Indication	D	1	0	**Applicable to A320, A319-115.** May be inoperative.

PLACARD

34-23-06A Install INOP placard adjacent to ISIS Indicator

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-30-	Instrument Landing System (ILS)				
04A	Instrument Landing System (ILS)	C	2	1	**(O)** Ecuadorian RDAC 121.349 specifically states that only one ILS is required to allow dispatch. As ILS is inoperative and the operation is still allowed. NOTE: When the ILS 1 is inoperative, the GPWS is inoperative. Note: Refer to Item 34-40-01 Ground Proximity Warning System (GPWS) NOTE 2: For CAT II dispatch refer to Appendix CAT II of this MEL.

OPERATIONAL (O) 34-30-04A

FLIGHT PREPARATION/LIMITATIONS

- **When one ILS is inoperative:**
  Maximum landing capability is ILS CAT 1.

- **When both ILS are inoperative:**
  CAT 1 ILS approaches are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	Ground Proximity Warning System (GPWS)				
01A	Ground Proximity Warning System (GPWS)		1	1	**NO-GO ITEM** **Must be operative**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	Radio Altimeter Automatic Callout				
02A	Radio Altimeter Automatic Callout	C	1	0	**(O)** May be inoperative. NOTE 2: For CAT II dispatch refer to Appendix CAT II of this MEL.

OPERATIONAL (O) 34-40-02A

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2 without autoland.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	Radio Altimeter System				
03A	Radio Altimeter System	C	2	1	**(O)** One may be inoperative provided that both FCU channels, all ELACs, SECs, ADIRUs, SFCCs, LGCIUs and FACs are operative. NOTE: When the radio altimeter 1 is inoperative, the GPWS is inoperative. Note: Refer to Item 34-40-01 Ground Proximity Warning System (GPWS) NOTE 2: For CAT II dispatch refer to Appendix CAT II of this MEL.

OPERATIONAL (O) 34-40-03A

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR operations are not permitted.
Maximum landing capability is CAT 2.
The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

DURING COCKPIT PREPARATION

- **If RA 1 is inoperative:**
  COM NAV/RAD ALTM/1 (121VU K11) C/B.....Pull

- **If RA 2 is inoperative:**
  COM NAV/RAD ALTM/2 (121VU K12) C/B.....Pull

DURING APPROACH
During an ILS (or MLS, or GLS) approach with AP engaged, the flight crew must closely monitor all primary flight parameters and FMA indications. An early/untimely FLARE and THR IDLE mode engagement may occur in the case of an erroneous RA height indication from the remaining RA.

In the event of an early/untimely FLARE and THR IDLE mode engagement:

- Perform a go-around (thrust levers set to TOGA), or
- Disconnect AP, set both FDs to OFF and continue the approach using raw data or external visual references.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	Traffic Collision Avoidance System (TCAS)				
04A	Traffic Collision Avoidance System (TCAS)		1	1	**Must be operative** **NO-GO ITEM** In accordance with AeroGal Operating bulletin "AGO 00415"

OPERATIONAL (O) 34-40-04A

1) System is deactivated and secured, and
2) Enroute or approach procedures do not require its use.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	Weather Radar System				
05A	Weather Radar System		1	1	**NO-GO ITEM** **Applicable to A319-112 aircraft**. Must be operative

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	Weather Radar System (Continued)				
05A	Weather Radar System	C	2	1	**Applicable to A320 and A319-115 aircraft**. 1) May be inoperative under IFR or night VFR condition if current weather reports do not indicate that thunderstorms, or other potentially hazardous weather conditions that can be detected with airborne weather radar, may reasonably be expected along the route to be flown. 2) Aircraft must not be operated in areas of snow or suspected thunderstorms or other potentially hazardous weather conditions. 3) If the airborne weather radar become inoperative enroute, the airplane must be operated in accordance with the approved instructions and procedures specified in the FCOM for such an event. NOTE: When both weather radars are inoperative, the predictive Windshear Detection System is inoperative. <u>Note:</u> Refer to Item 34-40-06 Predictive Windshear Detection Function

<u>PLACARD</u>

34-40-05A Install INOP placard on Captain weather radar control panel.
.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	Predictive Windshear Detection Function				
06A	Predictive Windshear Detection Function	C	1	0	**Applicable to A319-112 aircraft**.
06A	Predictive Windshear Detection Function	C	2	0	**Applicable to A320 and A319-115 aircraft**.

PLACARD

34-40-06A Install INOP placard adjacent to Windshear AUTO/OFF switch on Radar control panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	GPWS-G/S pb-sw				
07A	One inoperative	C	2	1	**Applicable to A319-112 aircraft**. **(O)** One may be inoperative provided that the GPWS aural and visual warnings are checked operative.
07B	Both inoperative	A	2	0	**Applicable to A319-112 aircraft**. Both may be inoperative provided that the GPWS is considered inoperative. NOTE: Refer to Item 34-40-01 Ground Proximity Warning System (GPWS) Repairs are made within three flight days.

PLACARD

34-40-07 Install INOP placard as applicable adjacent to GPWS-G/S p.b. switch.

OPERATIONAL (O) 34-40-07A (Applicable to A319-112 aircraft)

DURING COCKPIT PREPARATION

Check of the GPWS aural and visual warnings:

- GPWS – G/S pb-sw (operative).....Press
- Check that the GPWS aural and visual warnings are operative.

Note: On ground, the GPWS can be tested by pressing this pushbutton. If the pushbutton is pressed briefly, some of the aural warnings sound and pushbutton captions, related to the GPWS, come on. If the pushbutton is pressed continuously, then all the aural warnings sound.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	PULL UP-GPWS pb-sw				
07A	One inoperative	C	2	1	**Applicable to A320 and A319-115 aircraft**. **(O)** One may be inoperative provided that the GPWS aural and visual warnings are checked operative.
07B	Both inoperative	A	2	0	**Applicable to A320 and A319-115 aircraft**. Both may be inoperative provided that the GPWS is considered inoperative. NOTE: Refer to Item 34-40-01 Ground Proximity Warning System (GPWS)

PLACARD

34-40-07 Install INOP placard as applicable adjacent to PULL UP-GPWS p.b. switch.

OPERATIONAL (O) 34-40-07A (Applicable to A320 and A319-115 aircraft)

DURING COCKPIT PREPARATION

Check of the GPWS aural and visual warnings:

- PULL UP – GPWS pb-sw (operative).....Press
- Check that the GPWS aural and visual warnings are operative.

Note: On ground, the GPWS can be tested by pressing this pushbutton. If the pushbutton is pressed briefly, some of the aural warnings sound and pushbutton captions, related to the GPWS, come on. If the pushbutton is pressed continuously, then all the aural warnings sound.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-40-	ROW/ROP				
09	ROW/ROP	D	1	0	**Applicable to HC-CSB only** May be inoperative

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-50-	ATC				
01A	ATC	C	2	1	**(O)** One may be inoperative. NOTE: If no ATC is available, the TCAS is also inoperative. Refer to Item 34-40-04 Traffic Collision Avoidance System (TCAS)

PLACARD

34-50-01A Install INOP placard adjacent to ATC/TCAS control panel on center pedestal Instrument panel

OPERATIONAL (O) 34-50-01A

FLIGHT PREPARATION/LIMITATIONS

When both ATCs are inoperative, RVSM operations are not permitted.

ATA 34 NAVIGATION

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-50-	ADF				
03A	ADF	C	2	0	**Applicable to A320 and A319-115 aircraft**. May be inoperative.
03A	ADF	C	1	0	**Applicable to A319-112 aircraft**. May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-50-	DME				
04A	DME	C	2	1	**(O)** One may be inoperative. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

PLACARD

34-50-04A Install INOP placard adjacent to DDRMI on center pedestal instrument panel.

OPERATIONAL (O) 34-50-04A

FLIGHT PREPARATION/LIMITATIONS

- **If one DME is operative:**

RNAV 5 operations are permitted provided that one GPS or one VOR is operative.
RNAV 1 / RNAV 2 operations are permitted provided that one GPS or one VOR is operative.

- **If no DME is operative:**

RNAV 5 operations are permitted provided that one GPS is operative.
RNAV 1 / RNAV 2 operations are permitted provided that one GPS is operative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-50-	VOR				
05A	VOR	C	2	1	**(O)** One may be inoperative. NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

OPERATIONAL (O) 34-50-05A

FLIGHT PREPARATION/LIMITATIONS

- **If one VOR is inoperative:**

RNAV 5 operations are permitted provided that one GPS or one DME is operative.
RNAV 1 / RNAV 2 operations are permitted provided that one GPS or one DME is operative.

- **If both VORs are inoperative:**

RNAV 5 operations are permitted provided that one GPS or two DMEs are operative.
RNAV 1 / RNAV 2 operations are permitted provided that one GPS or two DMEs are operative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-50-	MARKER				
06A	MARKER	D	1	0	May be inoperative. NOTE: For CAT II dispatch refer to Appendix CAT II of this MEL.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-50-	DDRMI				
07A	DDRMI	D	1	0	May be inoperative.

PLACARD

34-50-07A Install INOP placard adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
34-50-	Global Positioning System (GPS)				
09A	Global Positioning System (GPS)	D	2	0	**(O)** May be inoperative. Except for RNAV/GNSS operations, both may be inoperative. **For RNP-10 operations:** a) One may be inoperative for RNP-10 operations without flight time limitations. or b) Both may be inoperative for RNP-10 operations with the following limitations: 1) 6.2 hours since IRS Ground Alignment, or 2) 5.7 hours since last FM radio update **For RNAV/GNSS operations:** One may be inoperative for RNAV/GNSS operations provided the flight will be within VOR/DME coverage NOTE: For PBN operations refer to Appendix PBN (RNAV- RNP) operations of this MEL.

OPERATIONAL (O) 34-50-09A

FLIGHT PREPARATION/LIMITATIONS
RNAV 10 operations requiring one GPS are not permitted.
For aircraft with RNP AR capability, RNP AR operations are not permitted.

- **If no GPS is operative:**

- RNAV 5 operations are permitted provided that one VOR / DME receiver is operative
- RNAV 1 / RNAV 2 operations are permitted provided that one VOR / DME receiver is operative.
- RNP 4 operations are not permitted.
- RNP 2 operations are not permitted.
- RNP 1 operations are not permitted.
- RNP APCH operations are not permitted.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-01-01-	CREW SUPPLY pb-sw OFF light				
01A	CREW SUPPLY pb-sw OFF light	C	1	0	May be inoperative.

PLACARD

35-01-01-01A Install INOP placard adjacent to CREW SUPPLY pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-01-01-	PASSENGER SYS ON light				
02A	PASSENGER SYS ON light	C	1	0	May be inoperative.

PLACARD

35-01-01-02A Install INOP placard adjacent to PASSENGER SYS pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-01-01-	HI ALT LANDING pb-sw ON light				
03A	HI ALT LANDING pb-sw ON light	C	1	0	May be inoperative.

PLACARD

35-01-01-03A Install INOP placard adjacent to HI ALT LANDING pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-01-01-	MANUAL Control of the MASK MAN ON pb				
31A	AUTO control function checked operative	C	1	0	**(M)** May be inoperative provided that the AUTO control function is checked operative.
31B	FL limitation	C	1	0	**(O)** May be inoperative provided that: 1) The operating altitude is limited to FL 250, and 2) The minimum operating altitude is in accordance with applicable operating regulations, and 3) The portable oxygen units (supplemental oxygen) are provided in accordance with applicable regulations.

PLACARD

35-01-01-31 Install INOP placard adjacent to MASK MAN ON pb.

OPERATIONAL (O) 35-01-01-31B

FLIGHT PREPARATION/LIMITATIONS

- The flight crew shall brief the cabin crew on the alternate emergency procedures that will be used.
- The affected occupants are briefed appropriately.
- The quantity of oxygen needed for the intended flight is in accordance with PART CAT.IDE.A.235.

MAINTENANCE (M) 35-01-01-31A

To Check of the AUTO control function of the MASK MAN ON pushbutton Refer to AMM 35-23-00-040-008.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-01-01-	AUTO Control of the MASK MAN ON pb				
32A	AUTO Control of the MASK MAN ON pb	C	1	0	**(M)** May be inoperative provided that: 1) The MANUAL Control of the passengers oxygen masks is checked operative, and 2) The operating altitude is limited to FL 300.

PLACARD

35-01-01-32 Install INOP placard adjacent to MASK MAN ON pb.

MAINTENANCE (M) 35-01-01-32A

To Check of the MANUAL Control Function of the MASK MAN ON pushbutton Refer to AMM 35-23-00-040-802.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-01-01-	HI ALT LANDING pb-sw				
33A	Passenger oxygen AUTO control checked operative	C	1	0	**(O) (M)** May be inoperative provided that the passenger oxygen AUTO control is checked operative.
33B	Passenger oxygen AUTO control considered inoperative	C	1	0	May be inoperative provided that the passenger oxygen AUTO control is considered inoperative. NOTE: Refer to Item 35-01-01-32 AUTO Control of the MASK MAN ON pb

PLACARD

35-01-01-33 Install INOP placard adjacent to HI ALT LANDING pb-sw.

OPERATIONAL (O) 35-01-01-33A (Applicable to A320 aircraft and A319)

ON GROUND

Inform the cabin crew that if the cabin altitude exceeds 12 500 ft, the oxygen masks may drop down.

MAINTENANCE (M) 35-01-01-33A

To Check of the MAN MASK pushbutton when the HI ALT system does not operate Refer to AMM 35-23-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-07-	Crew OXY High Pressure Indication on the DOOR/OXY SD page				
01A	Crew OXY High Pressure Indication on the DOOR/OXY SD page	C	1	0	**(O) (M)** May be inoperative provided that the oxygen pressure is checked by direct reading before each flight.

PLACARD
35-07-01A Install INOP Placard adjacent to lower ECAM display

OPERATIONAL (O) 35-07-01A

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure:**
  Check that the oxygen pressure is sufficient for the intended flight. Refer to FCOM/LIM-OXY Minimum Flight Crew Oxygen Pressure.

MAINTENANCE (M) 35-07-01A

To OXY High Pressure Indication-Direct Reading Refer to AMM 35-10-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-07-	Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page				
02A	Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page	C	1	0	**(O) (M)** May be inoperative provided that the oxygen pressure is checked before the first flight of each day.

PLACARD

35-07-02A Install INOP Placard adjacent to lower ECAM display

OPERATIONAL (O) 35-07-02A

GENERAL INFORMATION

On the DOOR/OXY SD page, disregard the REGUL LO PR indication and the associated OXY indication.

MAINTENANCE (M) 35-07-02A

To Loss of REGUL LO PR Indication Refer to AMM 35-10-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-10-	Crew Oxygen Mask				
01A	Crew Oxygen Mask	C	4	2	Each occupant of the cockpit must have his assigned mask operative.

PLACARD

35-10-01A Install INOP Placard adjacent to OXYGEN panel 21 VU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-10-	Crew Oxygen Mask Microphone				
02A	Crew Oxygen Mask Microphone	C	3	2	One must be operative for each pilot.

PLACARD

35-10-02A Install INOP Placard adjacent to OXYGEN panel 21 VU.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-10-	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)				
03A	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)	C	1	0	**(O)** May be missing or damaged.

PLACARD

35-10-03A Install placard adjacent to lower ECAM display.

OPERATIONAL (O) 35-10-03A

DURING COCKPIT PREPARATION

Before the first flight of each day, check that the oxygen pressure does not decrease:

On the DOOR/OXY SD page, check the OXY pressure indication twice.
A 15 min interval must be applied between both checks.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-20-	Passenger Oxygen Unit				
01A	Associated seats considered inoperative	C	52	0	**Applicable to A320 aircraft**. One or more may be inoperative provided that the associated seats are considered inoperative. NOTE: Refer to Item 25-20-01 Passenger Seat
01A	Associated seats considered inoperative	C C	42 45	0 0	**Applicable to A319-112 aircraft**. **Applicable to A319-115 aircraft.** One or more may be inoperative provided that the associated seats are considered inoperative. NOTE: Refer to Item 25-20-01 Passenger Seat
01B	FL limitation	C	52	0	**Applicable to A320 aircraft**. **(O)** One or more may be inoperative and the associated seats may be occupied provided that: 1) The operating altitude is limited to FL 250, and 2) The minimum operating altitude is in accordance with applicable operating regulations, and 3) Portable oxygen units (supplemental oxygen) are provided in accordance with applicable regulations.
01B	FL limitation	C C	42 45	0 0	**Applicable to A319-112 aircraft**. **Applicable to A319-115 Aircraft** **(O)** One or more may be inoperative and the associated seats may be occupied provided that: 1) The operating altitude is limited to FL 250, and 2) The minimum operating altitude is in accordance with applicable operating regulations, and 3) Portable oxygen units (supplemental oxygen) are provided in accordance with applicable regulations.

PLACARD

1. Install INOP placard on affected module and adjacent to Oxygen switch on overhead panel.
2. Install “DO NOT OCCUPY” placard on affected seats.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

35-20- Passenger Oxygen Unit (Continued)

Note: Dispatch Concurrence required due passenger load and/or operating altitude may be affected.

OPERATIONAL (O) 35-20-01B

FLIGHT PREPARATION/LIMITATIONS

- The flight crew shall brief the cabin crew on the alternate emergency procedures that will be used.
- The affected occupants are briefed appropriately.
- The quantity of oxygen needed for the intended flight is in accordance with PART CAT.IDE.A.235.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-20-	Cabin Attendant Oxygen Unit				
02A	Associated seats considered inoperative	C	6	0	**Applicable to A320 aircraft**. One or more may be inoperative provided that the associated seats are considered inoperative. NOTE: Refer to Item 25-20-03 Cabin Attendant Seat
02A	Associated seats considered inoperative	C	4	0	**Applicable to A319 aircraft**. One or more may be inoperative provided that the associated seats are considered inoperative. NOTE: Refer to Item 25-20-03 Cabin Attendant Seat
02B	FL limitation	C	6	0	**Applicable to A320 aircraft**. **(O)** One or more may be inoperative and the associated seats may be occupied provided that: 1) The operating altitude is limited to FL 250, and 2) The minimum operating altitude is in accordance with applicable operating regulations, and 3) Portable oxygen units (supplemental oxygen) are provided in accordance with applicable regulations.
02B	FL limitation	C	4	0	**Applicable to A319 aircraft**. **(O)** One or more may be inoperative and the associated seats may be occupied provided that: 1) The operating altitude is limited to FL 250, and 2) The minimum operating altitude is in accordance with applicable operating regulations, and 3) Portable oxygen units (supplemental oxygen) are provided in accordance with applicable regulations.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

35-20- Cabin Attendant Oxygen Unit (Continued)

PLACARD

1. Install INOP placard on affected module and adjacent to Oxygen switch on overhead panel.
2. Install “DO NOT OCCUPY” placard on affected seats.

Note: Dispatch Concurrence required due passenger load and/or operating altitude may be affected.

OPERATIONAL (O) 35-20-02B

FLIGHT PREPARATION/LIMITATIONS

- The flight crew shall brief the cabin crew on the alternate emergency procedures that will be used.
- The quantity of oxygen needed for the intended flight is in accordance with PART CAT.IDE.A.235.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-20-	Lavatory Oxygen Unit				
03A	Lavatory Oxygen Unit	C	3	1	One or more may be inoperative provided that: 1) The associated lavatory door is placarded inoperative and locked closed, and 2) The lavatory is not used for storage or any other purpose.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-20-	Galley Oxygen Unit				
04A	Adjacent cabin attendant oxygen unit available				No Applicable to AeroGal Fleet.
04B	Portable oxygen available in the associated galley area				No Applicable to AeroGal Fleet.
04C	Altitude limited according to regulations				No Applicable to AeroGal Fleet.
04D	Associated galley area not occupied				No Applicable to AeroGal Fleet.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-20-	Manual Release Tool				
05A	Manual Release Tool	D	4	2	One must be available.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-30-	Flight Crew Portable Device				
01A	Flight Crew Portable Device (Protective Breathing Equipment (PBE))		1	1	**NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
35-30-	Cabin Attendant Portable Device				
02A	Portable Oxygen Units (Bottle and Mask)	D D D	6 4 6	4 3 3	Applicable to A320 aircraft. Applicable to A319-112 aircraft. Applicable to A319-115 aircraft (M) One must be operative for each Flight attendant on duty.
02B	Protective Breathing Equipment (PBE)	D D	6 6	4 4	Applicable to A320 aircraft Applicable to A319-115 aircraft. (M) One must be operative for each Flight attendant on duty. NOTE: The cockpit PBE must be operative at all times (refer to MEL 35-30-01A)
			4	4	Applicable to A319-112 aircraft Must be operative

PLACARD

35-30-02A Install INOP placard on affected Oxygen Bottle affected and install INOP placard on location placarding (see Figure 1) of related Oxygen Bottle affected.

Figure 1
Example of Oxygen Bottle location placarding

35-30-02B Install INOP placard on affected PBE and install INOP placard on location placarding (see Figure 2) of related PBE affected.

Figure 2
Example of PBE location placarding

MAINTENANCE (M) 35-30-02A

1. Install INOP placard in accordance with placard procedure.
2. The inoperative Portable Oxygen Unit is placarded inoperative, removed from the installed location (if portable) and placed out of sight so it cannot be mistaken for a functional unit.

MAINTENANCE (M) 35-30-02B

1. Install INOP placard in accordance with placard procedure.
2. The inoperative PBE is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-00-	AIR BLEED MAINTENANCE Message				
01A	No fault on a BMC, on a pylon leak detection loop or on the APU leak detection loop	C			**Applicable to A319-112, A319-115 and HC CRU aircraft**. **(M)** AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that it is checked that the CFDS does not report any fault on a BMC, on a pylon leak detection loop or on the APU leak detection loop.
01B	Only RH side affected	C			**Applicable to A319-112, A319-115 and HC CRU aircraft** **(M)** AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that: 1) The CFDS does not report any fault on the BMC 1, on the LH pylon leak detection loop or on the APU leak detection loop, and 2) If the CFDS reports a fault on the BMC 2, the BMC 2 is inoperative (*Refer to Item 36-11-08 Bleed Monitoring Computer (BMC)*, and 3) If the CFDS reports a fault on the RH pylon leak detection loop, the RH pylon leak detection loop is inoperative. *(Refer to Item 36-22-01 Pylon Leak Detection System)*
01C	Only LH side and/or APU leak detection loop affected	C			**Applicable to A319-112, A319-115 and HC CRU aircraft** **(M)** AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that: 1) The CFDS does not report any fault on the BMC 2 or on the RH pylon leak detection loop, and 2) If the CFDS reports a fault on the BMC 1, the BMC 1 is inoperative (*Refer to Item 36-11-08 Bleed Monitoring Computer (BMC*)), and 3) If the CFDS reports a fault on the LH pylon leak detection loop, the LH pylon leak detection loop is inoperative. (*Refer to Item 36-22-01 Pylon Leak Detection System*), and

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-00-	AIR BLEED MAINTENANCE Message (Continued)				
					4) If the CFDS reports a fault on the APU leak detection loop, the APU leak detection loop is inoperative. (*Refer to Item 36-22-03 APU Leak Detection Loop*)
01D	No fault on the APU leak detection loop	C			**Applicable to A320 aircraft**. **(M)** AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that it is checked that the CFDS does not report any fault on the APU leak detection loop.
01E	APU leak detection loop affected	C			**Applicable to A320 aircraft**. AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that the APU leak detection loop is considered inoperative. *Refer to Item 36-22-03 APU Leak Detection Loop* NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

MAINTENANCE (M) 36-00-01A/01D

To Check of the CFDS to Make Sure that the Pylon Leak Detection Operates Correctly Refer to AMM 36-11-00-040-004.

MAINTENANCE (M) 36-00-01B

To check of the CFDS to make sure that the Pylon Leak Detection Operates Correctly at least on one side (LH or RH) refer to AMM 36-11-00-040-807

MAINTENANCE (M) 36-00-01C

To check of the CFDS to make sure that the Pylon Leak Detection Operates Correctly at least on one side (LH or RH) refer to AMM 36-11-00-040-808

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-01-	ENG BLEED pb-sw FAULT light				
01A	ENG BLEED pb-sw FAULT light	C	2	0	One or both may be inoperative.

PLACARD

36-01-01A Install INOP placard as applicable adjacent to ENG BLEED pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-01-	ENG BLEED pb-sw OFF light				
02A	ENG BLEED pb-sw OFF light	C	2	0	One or both may be inoperative.

PLACARD

36-01-02A Install INOP placard as applicable adjacent to ENG BLEED pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-01-	APU BLEED pb-sw FAULT light				
03A	APU BLEED pb-sw FAULT light	C	1	0	May be inoperative.

PLACARD

36-01-03A Install INOP placard adjacent to APU BLEED pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-01-	APU BLEED pb-sw ON light				
04A	APU BLEED pb-sw ON light	C	1	0	May be inoperative.

PLACARD

36-01-04A Install INOP placard adjacent to APU BLEED pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-07-	APU Bleed Valve Indication on the BLEED SD page				
01A	APU Bleed Valve Indication on the BLEED SD page	C	1	0	May be inoperative provided that the Automatic Control of the X Bleed Valve is considered inoperative. Refer to Item 36-12-04 Automatic Control of the X Bleed Valve
02A	Engine Bleed Valve Indication on the BLEED SD page	C	2	0	One or both may be inoperative.
03A	Engine Bleed HP Valve Indication on the BLEED SD page	C	2	0	One or both may be inoperative.
04A	Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page	C	2	0	One or both may be inoperative.
05A	Engine Bleed Precooler Outlet Temperature Indication on the BLEED SD page	C	2	0	One or both may be inoperative.
06A	X Bleed Valve Indication on the BLEED SD page	C	1	0	May be inoperative.

PLACARD

36-07 Install placard, INOP adjacent to lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed Air Supply System				
01A	Non ETOPS flight - no FL limitation	C	2	1	**Applicable to A320 aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated ENG BLEED pb-sw is set to OFF, and 3) The X BLEED selector is set to OPEN, and 4) The speedbrakes are operative. NOTE: The HP ground connection is near the engine 1 hazardous area. If the bleed air supply system 2 is inoperative, it is better to use the APU bleed for engine start. If the APU bleed is not available, a ground cart can be used as long as the pneumatic pipe is kept out of the hazardous area.
01B	ETOPS flight - no FL limitation		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed Air Supply System (Continued)				
01C	Non ETOPS flight - limitation to 37 000 ft	C	2	1	**Applicable to A319 aircraft**. **(O)** One may be inoperative provided that: 1) ET OPS is not conducted, and 2) The associated ENG BLEED pb-sw is set to OFF, and 3) The X BLEED selector is set to OPEN, and 4) The altitude is limited to 37 000 ft (11 200 m) and, 5) The speedbrakes are operative NOTE: The HP ground connection is near the engine 1 hazardous area. If the bleed air supply system 2 is inoperative, it is better to use the APU bleed for engine start. If the APU bleed is not available, a ground cart can be used as long as the pneumatic pipe is kept out of the hazardous area.
01D	ETOPS flight - limitation to 37 000 ft		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed Air Supply System (Continued)				
01E	Non ETOPS flight - limitation to 31 500 ft	C	2	1	**Applicable to A320 aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated ENG BLEED pb-sw is set to OFF, and 3) The X BLEED selector is set to OPEN, and 4) The altitude is limited to 31 500 ft (9 600 m). NOTE: The HP ground connection is near the engine 1 hazardous area. If the bleed air supply system 2 is inoperative, it is better to use the APU bleed for engine start. If the APU bleed is not available, a ground cart can be used as long as the pneumatic pipe is kept out of the hazardous area.
01E	Non ETOPS flight - limitation to 31 500 ft	C	2	1	**Applicable to A319 aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated ENG BLEED pb-sw is set to OFF, and 3) The X BLEED selector is set to OPEN, and 4) The altitude is limited to 31 500 ft (9 600 m). NOTE: The HP ground connection is near the engine 1 hazardous area. If the bleed air supply system 2 is inoperative, it is better to use the APU bleed for engine start. If the APU bleed is not available, a ground cart can be used as long as the pneumatic pipe is kept out of the hazardous area.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed Air Supply System (Continued)				
01F	ETOPS flight - limitation to 31 500 ft		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.
01F	ETOPS flight - limitation to 31 500 ft		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.
01G	Non ETOPS flight - no FL limitation	B	2	1	**Applicable to A319 aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated ENG BLEED pb-sw is set to OFF, and 3) The X BLEED selector is set to OPEN and, 4) The speedbrakes are operative. <u>Note:</u> In the case of depressurization at altitudes higher than 37 000 ft (11 200 m), oxygen masks may drop down during the descent. NOTE: The HP ground connection is near the engine 1 hazardous area. If the bleed air supply system 2 is inoperative, it is better to use the APU bleed for engine start. If the APU bleed is not available, a ground cart can be used as long as the pneumatic pipe is kept out of the hazardous area.
01H	ETOPS flight - no FL limitation		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.

PLACARD

36-11-01 Install INOP placard adjacent to affected bleed switch.

OPERATIONAL (O) 36-11-01A, 36-11- 01C, 36-11-01E & 36-11- 01G

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

36-11-01A / 01C / 01E / 01G Engine Bleed Air Supply System (Continued)

AFTER ENGINE START

- ENG BLEED (AFFECTED) pb-sw ..... OFF
- X BLEED rotary selector ..... OPEN
- **If both PACKs are operative:**
  - o **If Wing Anti-Ice is not required:**
    PACK FLOW selector ..... LO
    The PACK FLOW selector must be set to LO due to precooler performance.
  - o **If Wing Anti-Ice is required:**
    PACK (AFFECTED) pb-sw ..... OFF
- **If one PACK is inoperative:**
  PACK FLOW selector ..... HI

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**
  APU BLEED pb-sw ..... Off

IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**
  PACK (affected side) pb-sw ..... OFF
- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**
- Apply the associated ECAM procedure, then
- Refer to QRH/ABN-36 AIR ENG 1+2 BLEED FAULT.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed Valve (PRV)				
02A	Engine Bleed Valve (PRV)	C	2	1	**(M)** One may be inoperative provided that: 1) The affected engine bleed valve is secured in the closed position, and 2) The associated bleed air supply system is considered inoperative. NOTE: Refer to Item 36-11-01 Engine Bleed Air Supply System

PLACARD

36-11-02A Install placard, INOP adjacent to affected bleed switch.

MAINTENANCE (M) 36-11-02A

To Deactivation of the Bleed Pressure Regulator Valve Refer to AMM 36-11-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed Overpressure Valve				
03A	Associated bleed considered inoperative	C	2	1	One may be inoperative provided that the associated bleed air supply system is considered inoperative. NOTE: Refer to Item 36-11-01 Engine Bleed Air Supply System
03B	Associated Bleed still available	C	2	0	One or both may be inoperative provided that the associated AIR ENG 1(2) BLEED FAULT alert or the AIR ENG 1(2) BLEED ABNORM PR alert was not displayed during the previous flight.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed Fan Air Valve				
04A	Engine Bleed Fan Air Valve	C	2	1	One may be inoperative provided that the associated engine bleed air supply system is considered inoperative. NOTE: Refer to Item 36-11-01 Engine Bleed Air Supply System

PLACARD

36-11-04A Install placard, INOP adjacent to applicable engine bleed switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed Air Precooler				
05A	Engine Bleed Air Precooler	C	2	1	One may be inoperative provided that the associated engine bleed air supply system is considered inoperative. NOTE: Refer to Item 36-11-01 Engine Bleed Air Supply System

PLACARD

36-11-05A Install placard, INOP adjacent to applicable engine bleed switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed IP Check Valve				
06A	Asssociated bleed considered inoperative	C	2	1	One may be inoperative provided that the associated engine bleed air supply system is considered inoperative. NOTE: Refer to Item 36-11-01 Engine Bleed Air Supply System
06B	Associated HP valve secured in the closed position	C	2	1	**(O) (M)** One may be inoperative in the open position provided that: 1) The associated engine bleed HP valve is secured in the closed position, and 2) The opposite engine bleed supply system is operative.

PLACARD

36-11-06 Install placard, INOP adjacent to Pneumatic Panel.

OPERATIONAL (O) 36-11-06B

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. At low power settings, the wing anti-ice will be lost if the opposite engine bleed air supply system becomes inoperative.

DURING TAXI

When the engines operate in idle thrust:

- ENG (affected side) BLEED pb-sw.....OFF
- X BLEED selector..... OPEN

- **If wing anti-ice is required:**
  One PACK pb-sw.....OFF

BEFORE TAKEOFF AND UNTIL DESCENT

Just before applying takeoff thrust

- ENG (affected side) BLEED pb-sw.....On
- X BLEED selector..... AUTO

- **If one PACK has been selected OFF during TAXI:**
  PACK pb-sw.....ON

BEFORE DESCENT AND UNTIL LANDING

When the engines operate in idle thrust:

- ENG (affected side) BLEED pb-sw.....OFF
- X BLEED selector..... OPEN

- **If wing anti-ice is required:**
  One PACK pb-sw.....OFF

MAINTENANCE (M) 36-11-06B

To Deactivation of the HP Bleed Valve in the CLOSED Position to Isolate the IP Bleed Check-Valve Refer to AMM 36-11-00-040-002

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Engine Bleed HP Valve				
07A	Associated bleed considered inoperative	C	2	1	One may be inoperative in the closed position provided that the associated engine bleed air supply system is considered inoperative. NOTE: Refer to Item 36-11-01 Engine Bleed Air Supply System
07B	HP valve secured in the closed position	C	2	1	**(O) (M)** One may be inoperative provided that: 1) The affected engine bleed HP valve is secured in the closed position, and 2) The opposite engine bleed supply system is operative.

PLACARD

36-11-07 Install placard, INOP adjacent to applicable Engine Bleed switch.

OPERATIONAL (O) 36-11-07B

Refer to OpsProc 36-11-06B Engine Bleed IP Check Valve

MAINTENANCE (M) 36-11-07B

To Deactivation of the HP Bleed Valve Refer to AMM 36-11-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Bleed Monitoring Computer (BMC)				
08A	BMC 1 inoperative with APU bleed check valve replaced by a plate.	C	2	1	**Applicable to A320 and 319-115 aircraft**. BMC 1 may be inoperative provided that: 1) ETOPS is not conducted, and 2) The engine 1 bleed air supply system is considered inoperative. (Refer to Item 36-11-01 Engine Bleed Air Supply System), and 3) The APU bleed check valve is replaced by a plate. (Refer to Item 36-22-03 APU bleed check valve replaced by a plate)
08B	BMC 2 inoperative	C	2	1	**Applicable to A320 and A319-115 aircraft**. BMC 2 may be inoperative provided that the engine 2 bleed air supply system is considered inoperative. (*Refer to Item 36-11-01 Engine Bleed Air Supply System*)
08C	Limitation to 37 000 ft	C	2	1	**Applicable to A319-112 aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated ENG BLEED pb-sw is set to OFF, and 3) The associated PACK pb-sw is set to OFF, and 4) The X BLEED selector is set to SHUT, and 5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative. (*Refer to Item 36-22-03 APU Leak Detection Loop*), and 6) The aircraft is not operated in known or forecast icing conditions, and 7) The altitude is limited to 37 000 ft (11 200 m), and 8) The speedbrakes are operative.
08D	Limitation to 31 500 ft	C	2	1	**Applicable to A319-112 aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated ENG BLEED pb-sw is set to OFF, and 3) The associated PACK pb-sw is set to OFF, and

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-11-	Bleed Monitoring Computer (BMC) (Continued)				
08D	Limitation to 31 500 ft				4) The X BLEED selector is set to SHUT, and 5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative. (*Refer to Item 36-22-03 APU Leak Detection Loop*), and 6) The aircraft is not operated in known or forecast icing conditions, and 7) The altitude is limited to 31 500 ft (9 600 m).
08E	No FL Limitation				**Applicable to A319-112 aircraft**. **(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated ENG BLEED pb-sw is set to OFF, and 3) The associated PACK pb-sw is set to OFF, and 4) The X BLEED selector is set to SHUT, and 5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative. (*Refer to Item 36-22-03 APU Leak Detection Loop*), and 6) The aircraft is not operated in known or forecast icing conditions, and 7) The speedbrakes are operative. Note: In the case of depressurization at altitudes higher than 37 000 ft (11 200 m), oxygen masks may drop down during the descent.
08F	BMC 1 inoperative with no icing conditions	C	2	1	**Applicable to A320 and A319-115 aircraft** BMC 1 may be inoperative provided that: 1) ETOPS is not conducted, and 2) The APU leak detection loop is considered inoperative. *(Refer to Item 36-22-03B/C/D)*
08G	BMC 1 inoperative with APU bleed check valve checked operative	B	2	1	**Applicable to A320 and A319-115 aircraft** BMC 1 may be inoperative provided that: 1) ETOPS is not conducted, and 2) The engine 1 bleed air supply system is considered inoperative. *(Refer to Item 36-11-01 Engine Bleed Air Supply System)*, and

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
	36-11- Bleed Monitoring Computer (BMC) (Continued)				
36-11-	Bleed Monitoring Computer (BMC) (Continued)				3) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and 4) The APU bleed check valve is checked operative.*(Refer to Item 36-22-03E APU bleed check valve checked operative)*

OPERATIONAL (O) 36-11-08C/08D/08E (Applicable to A319-112 Aircraft)

DURING COCKPIT PREPARATION

- ENG (affected side) BLEED pb-sw ..... OFF
- PACK (affected side) pb-sw ..... OFF
- X BLEED selector.....SHUT

- **If the BMC 1 is affected:**
  - o APU BLEED pb-sw..... OFF
    Note: The use of the APU bleed air supply system for Main Engine Start is permitted.

BEFORE ENGINE START

X BLEED selector.....OPEN
APU BLEED pb-sw..... AS RQRD
Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START

X BLEED selector..... SHUT
- **If the BMC 1 is affected:**

APU BLEED pb-sw..... OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**
- Apply the associated ECAM procedure, then
- Refer to QRH/ABN-36 AIR ENG 1+2 BLEED FAULT.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-12-	APU Bleed Air Supply System				
01A	APU Bleed Air Supply System	C	1	0	**(O)** May be inoperative provided that the APU BLEED pb-sw is set to OFF.

PLACARD
36-12-01A Install placard, INOP adjacent to APU Bleed switch.

OPERATIONAL (O) 36-12-01A

GENERAL INFORMATION
No APU bleed air will be available for Main Engine Start (MES) or air conditioning. Refer to FCOM/PRO-NOR-SUP-ENG Engine Start with External Pneumatic Power.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-12-	APU Bleed Valve				
02A	Inoperative in the closed position	C	1	0	**(O)(M)** May be inoperative provided that: 1) The APU bleed valve is deactivated in the closed position, and 2) The APU BLEED pb-sw is set to OFF.
02B	Inoperative in the open position for non ETOPS flight	C	1	0	**(O)** May be inoperative in the open position provided that: 1) ETOPS is not conducted, and 2) The APU is not used in flight.
02C	Inoperative in the open position for ETOPS 120 min flight		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.

PLACARD
36-12-02 Install placard, INOP adjacent to APU Bleed switch.

OPERATIONAL (O) 36-12-02A

GENERAL INFORMATION
No APU bleed air will be available for Main Engine Start (MES) or air conditioning. Refer to FCOM/PRO NOR-SUP-ENG Engine Start with External Pneumatic Power.
On the APU SD page, disregard the position of the APU bleed air valve.

OPERATIONAL (O) 36-12-02B and 36-12-02C

GENERAL INFORMATION
APU bleed air will be available for Main Engine Start (MES) or air conditionning only on GROUND.
On the APU SD page, disregard the position of the APU bleed air valve.

ON GROUND OR IN FLIGHT

- **When the APU runs:**

APU BLEED pb-sw..... ON

- **When the APU shutdowns:**

APU BLEED pb-sw..... OFF

BEFORE TAKEOFF
APU BLEED pb-sw.....OFF
APU MASTER pb-sw.....OFF

MAINTENANCE (M) 36-12-02A

To Deactivation of the Bleed Control Valve (APS 3200) refer to AMM 49-51-00-040-002 (A320) or,
To Deactivation of the APU Load Control-Valve (131-9(A)) Refer to AMM 49-51-00-040-004 (A319)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-12-	APU Bleed Check Valve				
03A	APU Bleed Check Valve	C	1	0	May be inoperative provided that the APU bleed air supply system is considered inoperative. NOTE: Refer to Item 36-12-01 APU Bleed Air Supply System

PLACARD

36-12-03A Install placard, INOP adjacent to APU switch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-12-	Automatic Control of the X Bleed Valve				
04A	Automatic Control of the X Bleed Valve	C	1	0	**(O)** May be inoperative provided that the manual control is checked operative.

PLACARD

36-12-04A Install placard, INOP adjacent to X Bleed Selector.

OPERATIONAL (O) 36-12-04A

GENERAL INFORMATION

When the APU BLEED pb-sw is ON, or for engine start:
- X BLEED selector..... OPEN
- Select SHUT in all other cases.

DURING COCKPIT PREPARATION

Check of the manual control of the X BLEED valve:

- X BLEED selector..... OPEN
- On the BLEED SD page, check that the cross bleed valve is indicated open.
- X BLEED selector.....SHUT
- On the BLEED SD page, check that the cross bleed valve is indicated closed.
- X BLEED selector..... AS RQRD

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-12-	Manual Control of the X Bleed Valve				
05A	Manual Control of the X Bleed Valve	C	1	0	**(O)** May be inoperative provided that the Automatic Control is checked operative.

PLACARD

36-12-05A Install placard, INOP adjacent to X Bleed Selector.

OPERATIONAL (O) 36-12-05

DURING COCKPIT PREPARATION

- X BLEED selector.....AUTO

Check of the automatic control of the X BLEED valve:

- Check that the APU is started.
- APU BLEED pb-sw.....Off
- On the BLEED SD page, check that the cross bleed valve is indicated closed.
- APU BLEED pb-sw.....ON
- On the BLEED SD page, check that the cross bleed valve is indicated open.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-22-	Pylon Leak Detection System				
01A	Pylon Leak Detection System	C	2	1	**Applicable to A320 and A319-115 aircraft**. **(M)** One may be inoperative provided that: 1) The associated pylon leak detection loop is deactivated, and 2) The AIR ENG 1(2) BLEED LEAK alert is confirmed to be false by troubleshooting, and 3) The associated bleed air supply system is considered inoperative. NOTE: Refer to Item 36-11-01 Engine Bleed Air Supply System
01B	Limitation to 37 000 ft	C	2	1	**Applicable to A319-112 aircraft**. **(O) (M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated pylon leak detection loop is deactivated, and 3) The associated ENG BLEED pb-sw is set to OFF, and 4) The associated PACK pb-sw is set to OFF, and 5) The X BLEED selector is set to SHUT, and 6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and 7) The aircraft is not operated in known or forecast icing conditions, and 8) The altitude is limited to 37 000 ft (11 200 m), and 9) The speedbrakes are operative.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-22-	Pylon Leak Detection System (Continued)				
01C	Limitation to 31 500 ft	C	2	1	**Applicable to A319-112 aircraft**. **(O) (M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated pylon leak detection loop is deactivated, and 3) The associated ENG BLEED pb-sw is set to OFF, and 4) The associated PACK pb-sw is set to OFF, and 5) The X BLEED selector is set to SHUT, and 6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and 7) The aircraft is not operated in known or forecast icing conditions, and 8) The altitude is limited to 31 500 ft (9 600 m).
01D	No FL limitation	B	2	1	**Applicable to A319-112 aircraft**. **(O) (M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated pylon leak detection loop is deactivated, and 3) The associated ENG BLEED pb-sw is set to OFF, and 4) The associated PACK pb-sw is set to OFF, and 5) The X BLEED selector is set to SHUT, and 6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and 7) The aircraft is not operated in known or forecast icing conditions, and 8) The speedbrakes are operative. <u>Note:</u> In the case of depressurization at altitudes higher than 37 000 ft (11 200 m), oxygen masks may drop down during the descent.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

36-22- Pylon Leak Detection System (Continued)

PLACARD

36-22-01 Install placard, INOP adjacent to the upper ECAM display.

OPERATIONAL (O) 36-22-01B, 36-22-01C & 36-22-01D (Applicable to A319-112 aircraft)

DURING COCKPIT PREPARATION

- ENG (affected side) BLEED pb-sw.....OFF
- PACK (affected side) pb-sw.....OFF
- X BLEED selector.....SHUT

- **If the LH side is affected:**
  APU BLEED pb-sw..... OFF

BEFORE ENGINE START
X BLEED selector.....OPEN
APU BLEED pb-sw..... AS RQRD

Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START
X BLEED selector..... SHUT

- **If the LH side is affected:**

APU BLEED pb-sw..... OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  - Apply the associated ECAM procedure, then
  - *Refer to QRH/ABN-36 AIR DUAL BLEED FAULT*.

MAINTENANCE (M) 36-22-01A/ 01B/ 01C/ 01D

To Deactivation of the Pylon Overheat Sensing-Element Refer to AMM 36-22-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-22-	Wing Leak Detection System				
02A	Wing Leak Detection System		2	2	Must be operative. NOTE: Failure of one loop in one or both wing leading edges is indicated by a MAINTENANCE message displayed on the STATUS SD page. Note: Refer to Item 36-00-01 AIR BLEED MAINTENANCE Message **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-22-	APU Leak Detection Loop				
03A	APU bleed check valve replaced by a plate	C	1	0	**Applicable to A320 aircraft**. **(M)** May be inoperative provided that: 1) The APU bleed check valve is removed and replaced by a plate, and 2) The APU bleed air supply system is considered inoperative. (*Refer to Item 36-12-01 APU Bleed Air Supply System*)
03B	No FL limitation	C	1	0	**Applicable to A320 aircraft**. **(O)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and 3) The ENG 1 BLEED pb-sw is set to OFF, and 4) The PACK 1 pb-sw is set to OFF, and 5) The X BLEED selector is set to SHUT, and 6) The APU BLEED pb-sw is set to OFF, and 7) The aircraft is not operated in known or forecast icing conditions, and 8) The speedbrakes are operative.
03C	Limitation to 31 500 ft	C	1	0	**Applicable to A320 aircraft**. **(O)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and 3) The ENG 1 BLEED pb-sw is set to OFF, and 4) The PACK 1 pb-sw is set to OFF, and 5) The X BLEED selector is set to SHUT, and 6) The APU BLEED pb-sw is set to OFF, and 7) The aircraft is not operated in known or forecast icing conditions, and 8) The altitude is limited to 31 500 ft (9 600 m).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-22-	APU Leak Detection Loop (Continued)				
03E	APU bleed check valve checked operative	B	1	0	**Applicable to A320 aircraft**. **(M)** May be inoperative provided that: 1) The APU bleed check valve is checked operative, and 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and 3) The APU bleed air supply system is considered inoperative. *(Refer to Item 36-12-01 APU Bleed Air Supply System)*

PLACARD

36-22-03A Install placard, INOP adjacent to the upper ECAM display.

OPERATIONAL (O) 36-22-03B & 36-22-03C (Applicable to A320 aircraft)

DURING COCKPIT PREPARATION

- ENG 1 BLEED pb-sw ..... OFF
- PACK 1 pb-sw ..... OFF
- X BLEED selector.....SHUT
- APU BLEED pb-sw..... OFF

BEFORE ENGINE START
X BLEED selector.....OPEN
APU BLEED pb-sw..... AS RQRD

Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START
X BLEED selector..... SHUT
APU BLEED pb-sw.....OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**
- Apply the associated ECAM procedure, then
- Refer to QRH/ABN-36 AIR ENG 1+2 BLEED FAULT.

MAINTENANCE (M) 36-22-03A (Applicable to A320 aircraft)

To Deactivation of the Bleed Control Valve (APS 3200) refer to AMM 49-51-00-040-002 (A320) or,
To Deactivation of the APU Load Control-Valve (131-9(A)) Refer to AMM 49-51-00-040-004 (A319)

MAINTENANCE (M) 36-22-03E (Applicable to A320 aircraft)

To Deactivation Refer to AMM 36-12-00-040-804

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-22-	APU Leak Detection Loop				
03A	APU bleed check valve replaced by a plate	C	1	0	**Applicable to A319 aircraft**. **(M)** May be inoperative provided that: 1) The APU bleed check valve is removed and replaced by a plate, and 2) The APU bleed air supply system is considered inoperative. (*Refer to Item 36-12-01 APU Bleed Air Supply System*)
03B	Limitation to 37 000 ft	C	1	0	**Applicable to A319 aircraft**. **(O)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and 3) The ENG 1 BLEED pb-sw is set to OFF, and 4) The PACK 1 pb-sw is set to OFF, and 5) The X BLEED selector is set to SHUT, and 6) The APU BLEED pb-sw is set to OFF, and 7) The aircraft is not operated in known or forecast icing conditions, and 8) The altitude is limited to 37 000 ft (11 200 m), and 9) The speedbrakes are operative.
03C	Limitation to 31 500 ft	C	1	0	**Applicable to A319 aircraft**. **(O)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and 3) The ENG 1 BLEED pb-sw is set to OFF, and 4) The PACK 1 pb-sw is set to OFF, and 5) The X BLEED selector is set to SHUT, and 6) The APU BLEED pb-sw is set to OFF, and 7) The aircraft is not operated in known or forecast icing conditions, and 8) The altitude is limited to 31 500 ft (9 600 m).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
36-22-	APU Leak Detection Loop (Continued)				
03D	No FL limitation	B	1	0	**Applicable to A319 aircraft**. **(O)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and 3) The ENG 1 BLEED pb-sw is set to OFF, and 4) The PACK 1 pb-sw is set to OFF, and 5) The X BLEED selector is set to SHUT, and 6) The APU BLEED pb-sw is set to OFF, and 7) The aircraft is not operated in known or forecast icing conditions, and 8) The speedbrakes are operative. Note: In the case of depressurization at altitudes higher than 37 000 ft (11 200 m), oxygen masks may drop down during the descent.
03E	APU bleed check valve checked operative	B	1	0	**(M)** May be inoperative provided that: 1) The APU bleed check valve is checked operative, and 2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and 3) The APU bleed air supply system is considered inoperative. 4) Refer to Item 36-12-01 APU Bleed Air Supply System

OPERATIONAL (O) 36-22-03B, 36-22-03C & 36-22-03D (Applicable to A319 aircraft)

DURING COCKPIT PREPARATION

- ENG (affected side) BLEED pb-sw ..... OFF
- PACK (affected side) pb-sw ..... OFF
- X BLEED selector.....SHUT
- APU BLEED pb-sw..... OFF

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

36-22-03 APU Leak Detection Loop

BEFORE ENGINE START

X BLEED selector.....OPEN
APU BLEED pb-sw..... AS RQRD

Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START

X BLEED selector..... SHUT
APU BLEED pb-sw.....OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**
- Apply the associated ECAM procedure, then
- Refer to QRH/ABN-36 AIR ENG 1+2 BLEED FAULT.

MAINTENANCE (M) 36-22-03A (Applicable to A319 aircraft)

To Deactivation of the Bleed Control Valve (APS 3200) refer to AMM 49-51-00-040-002 (A320) or,
To Deactivation of the APU Load Control-Valve (131-9(A)) Refer to AMM 49-51-00-040-004 (A319)

MAINTENANCE (M) 36-22-03E (Applicable to A319 aircraft)

To deactivation refer to AMM Task 36-12-00-040-804

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
46-11-	Electronic Flight Bag (EFB)				
01A	Electronic Flight Bag (EFB)	C	2	1	(O) One EFB may be inoperative.
01B	Electronic Flight Bag (EFB)	B	2	0	(O) May be inoperative provided procedures do not require its use.

PLACARD
Install 46-20-01 INOP placard adjacent to the ECAM lower display.

OPERATIONS (O) 46-11-01A

Use the remaining Electronic Flight Bag (EFB).
For EFB use, refer to operational Manual (MO), contingency procedures section.
Notify Dispatch.

OPERATIONS (O) 46-11-01B

For EFB use, refer to operational Manual (MO), contingency procedures section.
Notify Dispatch.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
46-21-	Air Traffic Service Unit (ATSU)				
01A	Air Traffic Service Unit (ATSU)	C	1	0	May be inoperative.

PLACARD

46-21-01A Install INOP placard adjacent to the ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
46-21-	Datalink Control and Display Unit (DCDU)				
02A	Datalink Control and Display Unit (DCDU)	C	2	0	May be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
46-21-	ATC MSG pb				
03A	ATC MSG pb		0	0	Not applicable to AeroGal. AeroGal fleet does not have ATC MSG pb installed.

ATA 47 INERT GAS SYSTEM

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
47-00-	MAINTENANCE Message on the STATUS SD page				
01A	FUEL INERT MAINTENANCE Message	C	1	0	**Applicable to A319 and A320 aircrafts with FTIS embodied.** FUEL INERT MAINTENANCE Message may be displayed on the STATUS SD page.

ATA 47 INERT GAS SYSTEM

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
47-10-	Generation/Storage				
01A	Fuel Tank Inerting System	C	1	0	**Applicable to A319 and A320 aircrafts with FTIS embodied.** May be inoperative

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
49-00-	APU MAINTENANCE Message				
01A	APU MAINTENANCE Message	C			APU MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
49-01-	APU MASTER SW pb-sw				
01A	APU MASTER SW pb-sw FAULT light	C	1	0	May be inoperative provided that the N and the EGT indications are operative on the APU SD page.
02A	APU MASTER SW pb-sw ON light	C	1	0	May be inoperative.

PLACARD

49-01-01A / 02A Install INOP placard adjacent to APU MASTER SW pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
49-01-	APU START pb-sw				
03A	APU START pb-sw AVAIL light	C	1	0	May be inoperative provided that the N indication is operative on the APU SD page.
04A	APU START pb-sw ON light	C	1	0	May be inoperative.

PLACARD

49-01-03A / 04A Install INOP placard adjacent to APU START pb-sw.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
49-07-	Indications on the APU SD page				
01A	Indications on the APU SD page	C	7	0	One or more may be inoperative.

PLACARD

49-07-01A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
49-10-	Power Plant (APU)				
01A	Non ETOPS flight	C	1	0	**(O)** May be inoperative provided that ETOPS is not conducted.
01B	ETOPS 120 min flight		0	0	Not applicable to Aerogal Fleet. Aerogal does not operate ETOPS flight.
01C	APU deactivated or removed	D	1	0	**(O) (M)** May be inoperative provided that: 1) ETOPS is not conducted, and 2) The APU is deactivated or removed.

PLACARD
49-10-01 Install INOP placard on flight Deck overhead APU panel.

OPERATIONAL (O) 49-10-01A & 49-10-01C

DURING COCKPIT PREPARATION
Do not use the APU.
APU MASTER SW pb-sw.....Off
No APU bleed air will be available for Main Engine Start (MES) or air conditioning.
No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START
For engine start without APU, Refer to FCOM/PRO-NOR-SUP-ENG Engine Start with External Pneumatic Power.

AFTER LANDING, AT THE GATE
In absence of suitable ground support equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of bleed air and electrical power for engine starting. *Refer to Refer to FCOM/PRO-NOR-SUP-FUEL Refueling with One Engine Running.*

MAINTENANCE (M) 49-10-01C
To Deactivation of the APU by Circuit Breaker Tagging (APS 3200) Refer to AMM task 49-10-00-040-007 (A320).

To Deactivation of the APU by Circuit Breaker Tagging (131-9(A)) Refer to AMM task 49-10-00-040-008 (A319).

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
49-10-	APU Air Intake Flap				
02A	APU considered inoperative	C	1	0	May be inoperative in the closed position provided that the APU is not used. *Refer to item 49-10-01 Power Plant (APU)*
02B	APU air flap secured open	A	1	0	**(M)** May be inoperative in the open position for 10 days.

MAINTENANCE (M) 49-10-02B

To Deactivation of the APU Air Intake Flap (APS 3200) Refer to AMM task 49-16-00-040-002 (A320).

To Deactivation of the APU Air Intake Flap (131-9(A)) Refer to AMM task 49-16-00-040-003 (A319).

ATA 52 DOORS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-01-01-	CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel				
01A	CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel	C	2	0	One or more may be inoperative provided the FAULT light on the COCKPIT DOOR panel is checked operative.

PLACARD

52-01-01-01A Install INOP Placard on/or adjacent to inoperative component or panel.

ATA 52 DOORS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-01-01-	STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel				
02A	STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel	C	3	0	One or more may be inoperative provided the FAULT light on the COCKPIT DOOR panel is checked operative.

PLACARD

52-01-01-02A Install INOP Placard on/or adjacent to inoperative component or panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-01-01-	Pressure Rate Sensor on the CKPT DOOR CONT Overhead Panel				
03A	One inoperative	A	2	1	**(M)** One may be inoperative for 60 consecutive calendar days provided that the remaining pressure rate sensor is checked operative.
03B	Both inoperative	C	2	0	Both may be inoperative provided that the CDLS normal system is considered inoperative. NOTE: Refer to Item 52-51-01 CDLS Normal System (Normal Control Unit, Switch and Lights on the CKPT DOOR Panel, Buzzer, Keypad).

PLACARD

52-01-01-03A Install INOP Placard on/or adjacent to inoperative component or panel.

MAINTENANCE (M) 52-01-01-03A

To Check of the Pressure Rate Sensor Refer to AMM 52-51-00-040-011.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-07-	Passenger Door Permanently Indicated Open on the DOOR/OXY SD page				
01A	Check of associated door and 'C' repair interval	C	4	0	**(O)** One or more may be permanently indicated open when actually closed provided that: 1) The associated door is visually checked to be closed and locked before each flight, and 2) The white SLIDE ARMED light on the associated door does not come on when the door is closed and locked and the slide arming lever is in the armed position.
01B	Check of associated door and 'B' repair interval	B	4	0	**(O)** One or more may be permanently indicated open when actually closed provided that the associated door is visually checked to be closed and locked before each flight.
01C	No night operations	C	4	0	**(O)** One or more may be permanently indicated open when actually closed provided that: 1) The aircraft is not operated at night, and 2) The associated door is visually checked to be closed and locked before each flight.
01D	Slide of the associated door not armed	C	4	3	**(O)** One or more may be permanently indicated open when actually closed provided that: 1) The associated door is visually checked to be closed and locked before each flight, and 2) The slide of the associated door is not armed, and 3) The associated door is considered inoperative. Note: Refer to Item 52-10-01 Cabin Passenger Door

PLACARD

52-07-01 Install INOP Placard adjacent to lower ECAM display.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

52-07- Passenger Door Permanently Indicated Open on the DOOR/OXY SD page (Continued)

OPERATIONAL (O) 52-07-01A

GENERAL INFORMATION

If passenger doors are affected, indications on the PTP or the FAP may be affected.
If passenger doors are affected, the time recorded in the ACARS movement report may be wrong.

AFTER ENGINE START

- **In the case of false door alert:**
  EMER CANC pb..... Press

  Note: the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page.

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

- T.O CONFIG pb.....Press
  In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.
- Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

OPERATIONAL (O) 52-07-01B, 52-07-01C & 52-07-01D

GENERAL INFORMATION

If passenger doors are affected, indications on the PTP or the FAP may be affected.
If passenger doors are affected, the time recorded in the ACARS movement report may be wrong.
The SLIDE ARMED light on passenger doors may be permanently illuminated.

AFTER ENGINE START

- **In the case of false door alert:**
  EMER CANC pb..... Press

  Note: the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

- T.O CONFIG pb.....Press
  In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.
- Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-07-	Passenger Door Permanently Indicated Closed on the DOOR/OXY SD page				
02A	No night operations	C	4	0	**(O)** One or more may be permanently indicated closed when actually open provided that: 1) The aircraft is not operated at night, and 2) The associated door is visually checked to be closed and locked before each flight.
02B	Check of associated door	C	4	3	**(O)** One or more may be permanently indicated closed when actually open provided that: 1) The associated door is visually checked to be closed and locked before each flight, and 2) The associated door is considered inoperative. Note: Refer to Item 52-10-01 Cabin Passenger Door

PLACARD

52-07-02 Install INOP Placard adjacent to lower ECAM display.

OPERATIONAL (O) 52-07-02A & 52-07-02B

GENERAL INFORMATION

If passenger doors are affected, indications on the PTP or the FAP may be affected.
If passenger doors are affected, the time recorded in the ACARS movement report may be wrong.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-07-	Overwing Emergency Exit Permanently Indicated Open on the DOOR/OXY SD page				
03A	Check of associated exit and 'C' repair interval	C	4	0	Applicable to A320 aircraft. **(O) (M)** One or more may be permanently indicated open when actually closed provided that: 1) The associated exit is visually checked to be closed and locked before each flight, and 2) The associated SLIDE indication is displayed in white on the DOOR/OXY SD page.
03A	Check of associated exit and 'C' repair interval	C	2	0	Applicable to A319 aircraft. **(O) (M)** One or both may be permanently indicated open when actually closed provided that: 1) The associated exit is visually checked to be closed and locked before each flight, and **2)** The relevant SLIDE indication on the DOOR/OXY SD page is normally displayed in white.
03B	Check of associated exit and 'B' repair interval	B	4	0	Applicable to A320 aircraft. **(O) (M)** One or more may be permanently indicated open when actually closed provided that the associated exit is visually checked to be closed and locked before each flight.
03B	Check of associated exit and 'B' repair interval	B	2	0	Applicable to A319 aircraft. **(O) (M)** One or both may be permanently indicated open when actually closed provided that the associated exit is visually checked to be closed and locked before each flight.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-07-	Overwing Emergency Exit Permanently Indicated Open on the DOOR/OXY SD page (Continued)				
03C	No night operations	C	4	0	Applicable to A320 aircraft. **(O) (M)** One or more may be permanently indicated open when actually closed provided that: 1) The aircraft is not operated at night, and 2) The associated exit is visually checked to be closed and locked before each flight.
03C	No night operations	C	2	0	Applicable to A319 aircraft. **(O) (M)** One or both may be permanently indicated open when actually closed provided that: 1) The aircraft is not operated at night, and 2) The associated exit is visually checked to be closed and locked before each flight.
03D	Both exits on the same side considered inoperative	C	4	0	Applicable to A320 aircraft. **(O) (M)** One or more may be permanently indicated open when actually closed provided that: 1) The associated exit is visually checked to be closed and locked before each flight, and 2) Both exits on the same side are considered inoperative. Note: Refer to Item 52-10-02 Overwing Emergency Exit
03D	Associated exit considered inoperative	C	2	0	Applicable to A319 aircraft. **(O) (M)** One or both may be permanently indicated open when actually closed provided that: 1) The associated exit is visually checked to be closed and locked before each flight, and 2) The associated exit is considered inoperative. Note: Refer to Item 52-10-02 Overwing Emergency Exit

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

52-07- Overwing Emergency Exit Permanently Indicated Open on the DOOR/OXY SD page (Continued)

PLACARD

52-07-03 Install INOP Placard adjacent to lower ECAM display.

OPERATIONAL (O) 52-07-03A, 52-07-03B, 52-07-03C & 52-07-03D

GENERAL INFORMATION

Indications on the PTP or the FAP may be affected.

AFTER ENGINE START

- **In the case of false door alert:**

  EMER CANC pb..... Press

  Note the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page.

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

- T.O CONFIG pb.....Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG.. TEST" line.

- Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

MAINTENANCE (M) 52-07-03A, 52-07-03B, 52-07-03C & 52-07-03D

To Visual Check of EMERGENCY EXIT Closure and SLIDE Arming Refer to AMM 52-70-00-040-010.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-07-	Overwing Emergency Exit Permanently Indicated Closed on the DOOR/OXY SD page				
04A	No night operations	C	4	0	Applicable to A320 aircraft. **(O) (M)** One or more may be permanently indicated closed when actually open provided that: 1) The aircraft is not operated at night, and 2) The associated exit is visually checked to be closed and locked before each flight.
04A	No night operations	C	2	0	Applicable to A319 aircraft. **(O) (M)** One or more may be permanently indicated closed when actually open provided that: 1) The aircraft is not operated at night, and 2) The associated exit is visually checked to be closed and locked before each flight.
04B	Both exits on the same side considered inoperative	C	4	0	Applicable to A320 aircraft. **(O) (M)** One or more may be permanently indicated closed when actually open provided that: 1) The associated exit is visually checked to be closed and locked before each flight, and 2) Both exits on the same side are considered inoperative. Note: Refer to Item 52-10-02 Overwing Emergency Exit
04B	Associated exit considered inoperative	C	2	0	Applicable to A319 aircraft. **(O) (M)** One or more may be permanently indicated closed when actually open provided that: 1) The associated exit is visually checked to be closed and locked before each flight, and 2) The associated exit is considered inoperative. Note: Refer to Item 52-10-02 Overwing Emergency Exit

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

52-07- Overwing Emergency Exit Permanently Indicated Closed on the DOOR/OXY SD page (Continued)

PLACARD

52-07-04 Install INOP Placard adjacent to lower ECAM display.

OPERATIONAL (O) 52-07-04A & 52-07-04B

GENERAL INFORMATION

Indications on the PTP or the FAP may be affected.

MAINTENANCE (M) 52-07-04A & 52-07-04B

To Visual Check of EMERGENCY EXIT Closure and SLIDE Arming Refer to AMM 52-70-00-040-011.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-07-	Cargo Door Indication on the DOOR/OXY SD page				
05A	Cargo Door Indication on the DOOR/OXY SD page	C	3	0	**Applicable to A320 Aircraft.** **(O) (M)** One or more may be inoperative provided that the associated door is visually checked to be closed and locked before each flight.
05A	Cargo Door Indication on the DOOR/OXY SD page	C	2	0	**Applicable to A319 Aircraft.** **(O) (M)** One or more may be inoperative provided that the associated door is visually checked to be closed and locked before each flight.

PLACARD

52-07-05A Install INOP Placard adjacent to lower ECAM display.

OPERATIONAL (O) 52-07-05A

GENERAL INFORMATION
If the cargo doors are affected, the time recorded in the ACARS movement report may be wrong.

- **If cargo indication is inoperative due to a proximity switch failure:**
  The relevant cargo heating is inhibited. For live animal transportation, use the Live Animal Transportation Calculation Tool.

AFTER ENGINE START

- **In the case of false door alert:**
  EMER CANC pb.....Press

  Note: the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page.

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

- T.O CONFIG pb.....Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.

- Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

MAINTENANCE (M) 52-07-05A

To Visual Check to Make Sure that the Cargo Compartment Doors are Correctly Closed Refer to AMM 52-70-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-07-	Avionics Compartment Access Door Indication on the DOOR/OXY SD page				
06A	Avionics Compartment Access Door Indication on the DOOR/OXY SD page	C	4	0	**(O)** **(M)** One or more may be inoperative provided that the associated door is visually checked to be closed and locked before each flight.

PLACARD

52-07-06A Install INOP Placard adjacent to lower ECAM display.

OPERATIONAL (O) 52-07-06A

AFTER ENGINE START

- **In the case of false door alert:**
  EMER CANC pb..... Press

  Note: the limitation MAX FL : 100/MEA-MORA remains displayed on the STATUS SD page.

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

- T.O CONFIG pb.....Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.

- Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

MAINTENANCE (M) 52-07-06A

To Visual Check to Make Sure that the Avionics-Compartment Access Doors are Correctly Closed Refer to AMM 52-70-00-040-004.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-10-	Cabin Passenger Door				
01A	Cabin Passenger Door	C	4	3	**(O) (M)** One may be inoperative if the number of passengers is restricted by the procedure bellow: 1) All other main entry doors are fully operational, 2) Affected door is not used for passenger loading, 3) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, 4) Emergency exit signs and floor proximity lights associated with the inoperative exit must be covered to obscure the signs and lights, 5) Passengers must be briefed not to use the affected door, Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers 6) Seating capacity must not exceed the rated capacity of the remaining pairs of exits, (refer to M Procedure) **NOTE 1:** Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed. **NOTE 2:** Cabin attendants may be stationed in the vicinity of each door within blocked

PLACARD

Install 52-10-02A INOP placard, adjacent to applicable main door selector and adjacent to lower ECAM Display.

OPERATIONS (O) 52-10-02A

Flight crew members and passengers must be briefed prior to takeoff and landing regarding exit that cannot be used for emergency evacuation.
Notify dispatch

MAINTENANCE (M) 52-10-01A

1. Cover the emergency exit sign of the affected door so that it is not visible.
2. Cover or otherwise obscure the floor proximity escape path marking system lights unique to the inoperative door.
3. Block the inoperative door with a conspicuous barrier strap or rope and placard INOPERATIVE
4. Block unusable passenger seats area with conspicuous barrier tape or ropes and placard DO NOT OCCUPY. (do not block the main aisle)
5. Inform dispatch so that appropriate passenger briefing can be accomplished by cabin crew.
6. Observe that the Exterior Door Handle is flush with the skin and the Exterior (red) Disarm Lever is flush with the latched closed Exterior Door Handle on the affected door.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

Figure 1
A320 - Passenger reduction calculation with one Cabin passenger door inoperative

A320 ONLY		
	Exit 1 LH or RH Inop.	Exit 3 LH or RH Inop.
Number of Blocked Seats (Zone A)	25 Row (1 THRU 8)	0
Number of Blocked Seats (Zone B)	0	26 Row (26 THRU 30)
Number of Passenger on Board	**125**	**124**

Figure 2
A319 - Passenger reduction calculation with one Cabin passenger door inoperative

A319 ONLY		
	Exit 1 LH or RH Inop.	Exit 3 LH or RH Inop.
Number of Blocked Seats (Zone A)	30 Row (1 THRU 9)	0
Number of Blocked Seats (Zone B)	0	43 Row (19 THRU 25)
Number of Passenger on Board	**90**	**77**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-10-	Overwing Emergency Exit				
02A	Overwing Emergency Exit	C	4	2	Applicable to A320 aircraft. **(O) (M)** One or two overwing emergency exits in the same side may be inoperative if 1) All other main entry doors are fully operational 2) Passengers must be briefed not to use the affected door, Seating capacity must not exceed the rated capacity of the remaining pairs of exits, (refer to M Procedure) **NOTE 1**: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.
02A	Overwing Emergency Exit	C	2	1	Applicable to A319 aircraft. **(O) (M)** One overwing emergency exits in the same side may be inoperative if 1) All other main entry doors are fully operational 2) Passengers must be briefed not to use the affected door, 3) Seating capacity must not exceed the rated capacity of the remaining pairs of exits, (refer to M Procedure) **NOTE 1**: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.

PLACARD

Install 52-10-02A INOP placard, adjacent to applicable main door selector and adjacent to lower ECAM Display.

OPERATIONS (O) 52-10-02A

Flight crew members and passengers must be briefed prior to takeoff and landing regarding exit that cannot be used for emergency evacuation.

Notify dispatch

MAINTENANCE (M) 52-10-01A

1. Cover the emergency exit sign of the affected door so that it is not visible.
2. Cover or otherwise obscure the floor proximity escape path marking system lights unique to the inoperative door.
3. Block the inoperative door with a conspicuous barrier strap or rope and placard INOPERATIVE
4. Block unusable passenger seats area with conspicuous barrier tape or ropes and placard DO NOT OCCUPY. (do not block the main aisle)
5. Inform dispatch so that appropriate passenger briefing can be accomplished by cabin crew.
6. Observe that the Exterior Door Handle is flush with the skin and the Exterior (red) Disarm Lever is flush with the latched closed Exterior Door Handle on the affected door.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

Figure 1
A320 - Passenger reduction calculation with one or two Overwing Emergency Exit inoperative

A320 ONLY			
	Exit 2B LH or RH Inop.	Exit 2A and 2B LH or RH Inop.	Exit 2A LH or RH Inop.
Number of Blocked Seats (Zone A)	0	0	0
Number of Blocked Seats (Zone B)	6 Row(15)	41 Row(15 THRU 21)	6 Row(15)
Number of Passenger on Board	**144**	**109**	**144**

Figure 2
A319 - Passenger reduction calculation with one Overwing Emergency Exit inoperative

A319 ONLY	
	Exit 2 LH or RH Inop.
Number of Blocked Seats (Zone A)	0
Number of Blocked Seats (Zone B)	23 Row(12 THRU 16)
Number of Passenger on Board	**97**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-10-	Passenger Exit Stop Fitting				
03A	Passenger Exit Stop Fitting	C	56	52	A maximum of one per exit may be inoperative provided that the flight is not pressurized.

PLACARD

52-10-03A Install INOP placard, adjacent to lower ECAM Display.

ATA 52 DOORS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-10-	Door Damper Function				
04A	Door Damper Function	D	4	0	One or more may be inoperative.

PLACARD

1. 52-10-04A Install INOP, placard adjacent to lower ECAM Display.
2. Install a placard on affected door “OPERATE WITH PRECAUTION - DAMPER INOP”.

ATA 52 DOORS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-10-	Door Emergency Opening Function				
05A	Door Emergency Opening Function	C	4	3	One or more may be inoperative provided that the affected door is considered inoperative. NOTE: Refer to Item 52-10-01 Cabin Passenger Door

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-10-	Passenger/Crew Door				
06A	DOOR PRESS LOW Message on the Programming and Test Panel (PTP) STATUS Page	D	4	0	Applicable to A319-112 aircraft. **(M)** One or more messages may be displayed provided that the door bottle pressure is checked on the associated bottle pressure gauge before the first MEL dispatch and then every 8 days.
06A	CHECK DOOR PRESSURE Message on the Flight Attendant Panel (FAP)	D	4	0	Applicable to A320 and A319-115 aircraft. **(M)** One or more messages may be displayed provided that the door bottle pressure is checked on the associated bottle pressure gauge before the first MEL dispatch and then every 8 days.

MAINTENANCE FIRST PROVISO

To Check Pressure of Emergency Cylinder/Accumulator of the Passenger/Crew Doors after Programming and Test Panel (PTP) Inoperative Refer to AMM 52-00-00-040-001.

MAINTENANCE SECOND PROVISO

To Check Pressure of Emergency Cylinder/Accumulator of the Passenger/Crew Doors after Flight Attendant Panel (FAP) Inoperative Refer to AMM 52-00-00-040-003.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-10-	Passenger Door Stay Mechanism				
07A	Passenger Door Stay Mechanism	C	4	3	One or more may be inoperative provided that the affected door is considered inoperative. NOTE: Refer to Item 52-10-01 Cabin Passenger Door

ATA 52 DOORS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-10-	CABIN PRESSURE light (on Doors)				
08A	CABIN PRESSURE light (on Doors)	C	4	0	One or more may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-30-	Cargo Door (FWD, AFT and BULK)				
01A	Cargo door indicated locked on the DOOR/OXY SD page	C	3	0	**Applicable to A320 Aircraft.** One or more may be inoperative in the closed and locked position provided that they are indicated locked on the DOOR/OXY SD page.
01B	Visual check of the cargo door	C	3	0	**Applicable to A320 Aircraft.** **(M)** One or more may be inoperative in the closed and locked position provided that the associated cargo door is visually checked to be closed and locked before each flight.
01A	Cargo door indicated locked on the DOOR/OXY SD page	C	2	0	**Applicable to A319 Aircraft.** One or more may be inoperative in the closed and locked position provided that they are indicated locked on the DOOR/OXY SD page.
01B	Visual check of the cargo door	C	2	0	**Applicable to A319 Aircraft.** **(M)** One or more may be inoperative in the closed and locked position provided that the associated cargo door is visually checked to be closed and locked before each flight. NOTE: BULK Cargo Door is applicable in A320 only.

MAINTENANCE (M) 52-30-01B

To Deactivation of Cargo Doors Refer to AMM 52-30-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-30-	Cargo Door Actuator				
02A	A maximum of one actuator inoperative per cargo door	C	4	2	A maximum of one per cargo door may be inoperative provided that: 1) The integrity of the yellow hydraulic system is not affected, and 2) The wind velocity during loading and unloading operations is below 30 kt, and 3) The operation of the door with a single actuator is limited to 100 open/close cycles.
02B	A maximum of one actuator inoperative per cargo door, preventing door operation	C	4	2	**(M)** A maximum of one actuator per cargo door may be inoperative provided that: 1) The affected actuator is deactivated, and 2) The integrity of the yellow hydraulic system is not affected, and 3) The wind velocity during loading and unloading operations is below 30 kt, and 4) The operation of the door with a single actuator is limited to 100 open/close cycles.
02C	Two actuator inoperative per cargo door	C	4	0	**(M)** One or more may be inoperative provided that: 1) The integrity of the yellow hydraulic system is not affected, and 2) The associated cargo door is operated with a crane.

PLACARD

52-30-02 Install INOP Placard adjacent to applicable door operation selector.

MAINTENANCE (M) 52-30-02B and 52-30-02C

To Deactivation of Cargo Doors Refer to AMM 52-36-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-30-	Cargo Door Electrical Control				
03A	Cargo door operated using hand pump	C	2	0	**(O)** One or more may be inoperative provided that the associated cargo doors can be operated using the hand pump. Note: Apply the operational procedure only in the case of continuous operation of the yellow electric pump.
03B	Cargo door considered inoperative	C	3	0	**(O)** One or more may be inoperative provided that the associated cargo doors is considered inoperative. Note: Refer to Item 52-30-01 Cargo Door (FWD, AFT and BULK) Note: Apply the operational procedure only in the case of continuous operation of the yellow electric pump.

OPERATIONS (O) 52-30-03A and 52-30-03B

DURING COCKPIT PREPARATION
DOORS/CARGO (122VU T12) C/B.....Pull

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-30-	Cargo Door Locking Hooks and Spools (Rollers)				
04A	Cargo Door Locking Hooks and Spools (Rollers)	C	24	22	A maximum of one locking hook or one spool per cargo door may be inoperative provided that: 1) All the others have no damage, and 2) The flight is not pressurized.

PLACARD

52-30-04A Install INOP Placard adjacent to applicable cargo door operation selector.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-30-	Cargo Door Hand Pump				
05A	Cargo Door Hand Pump	C	1	0	May be inoperative provided that the integrity of the yellow hydraulic system is not affected.

PLACARD

52-30-05A Install INOP Placard adjacent to hand pump in service panel and adjacent to lower ECAM display.

ATA 52 DOORS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-30-	Cargo Door Drift Pin				
06A	Cargo Door Drift Pin	A	4	0	One or both on each cargo door may be inoperative for one flight.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-30-	Cargo Doors Open/Locked Indicator light				
07A	Cargo Doors Open/Locked Indicator light	D	2	0	**(O)** One or both may be inoperative provided that the associated cargo door is in the fully open position during loading and unloading operations.

PLACARD

52-30-07A Install INOP Placard adjacent to applicable selector in service panel and adjacent to lower ECAM display.

OPERATIONAL (O) 52-30-07A

ON GROUND

- **When the Cargo Door Open/Locked Indicator light is inoperative, it is necessary to inform the ground personnel:**

  - To visually check that the affected cargo door is in the fully open position, with no downward movement after releasing the lever of the manual selector valve.
  - To visually check that the lever of the manual selector valve stays in the neutral position.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-33-	Cargo Door Balance Mechanism				
01A	Cargo Door Balance Mechanism	C	1	0	Applicable to A320 aircraft. **(M)** May be inoperative or damaged provided that: 1) A safety hold device is used to maintain the cargo door in the open position during loading and unloading operations, and *2)* The associated cargo door is visually checked to be closed and locked.

PLACARD

52-33-01A Install INOP Placard adjacent to lower ECAM display.

MAINTENANCE (M) 52-33-01A

To Operation of Bulk Cargo Compartment Door with an inoperative Balance Mechanism Refer to AMM 52-33-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-51-	CDLS Normal System (Normal Control Unit, Switch and Lights on the CKPT DOOR Panel, Buzzer, Keypad)				
01B	CDLS Normal System (Normal Control Unit, Switch and Lights on the CKPT DOOR Panel, Buzzer, Keypad)	C	1	0	Any part of the normal system may be inoperative, provided: 1) Interphone between the cabin and cockpit is operative, and 2) Normal system is deactivated in the unlocked position
03A	CDLS Buzzer	C	1	0	May be inoperative provided: 1) The interphone system between the cabin and the cockpit is operative, and 2) During the preflight briefing the captain must inform to the flight attendants about the procedure to routine access, using the interphone system.
04A	CDLS Keypad	C	1	0	**(O) (M)** May be inoperative provided that: 1) The interphone system between the cabin and the cockpit is operative, and 2) The CDLS keypad is deactivated.
05A	CDLS Keypad Green and Red LEDs	C	2	0	May be inoperative
06A	CDLS Door Release Strike (Catch, Spring, Solenoid, Bolt)	C	3	1	**(M)** NOTE: Apply the maintenance procedure only when the inoperative door release strike is failed in the locked position.
07A	CDLS Deadbolt	C	1	0	Applicable to A320 and A319-115 aircraft.

PLACARD

52-51 Install INOP Placard on/or adjacent to inoperative component or panel.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

52-51- CDLS Normal System (Continued)

OPERATIONAL (O) 52-51-04A

PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL

Alternate normal procedures must be established before departure in order to remind the cabin crew to use the cabin interphone to communicate with cockpit crew to request access to the cockpit.
The cockpit crew must brief the cabin crew that the CDLS keypad is inoperative.

IN FLIGHT

At least two people must always be present in the cockpit throughout the entire flight.

MAINTENANCE (M) 52-51-04A

To Deactivation of the Key Pad Refer to AMM 52-51-00-040-007.

MAINTENANCE (M) 52-51-06A

To Deactivation of the Electrical Release Strikes Refer to AMM 52-51-00-040-010.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
52-53-	COCKPIT DOOR				
01A	COCKPIT DOOR FAULT light	C	1	0	May be inoperative
02A	COCKPIT DOOR OPEN light	C	1	0	May be inoperative
03A	LOCK Function of the COCKPIT DOOR sw	C	1	0	May be inoperative provided: 1) The interphone system between the cabin and the cockpit is operative, and 2) The keypad is deactivated
04A	UNLOCK Function of the COCKPIT DOOR sw	C	1	0	May be inoperative provided: 1) The interphone system between the cabin and the cockpit is operative and, 2) The LOCK function must not be used

PLACARD

52-53 Install INOP Placard on/or adjacent to inoperative component or panel.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
56-10-	Front Windshield				
01A	For SPS Windshields (Except P/N STA320-1-3-1 and STA320-2-3-1) and for PPG Windshields and for PAL Windshields (Only P/N PAL 06282 & 06283)	A	2	2	**(O) (M)** One front windshield external ply may be cracked for ten flights provided that: 1) The other front windshield is not damaged, and 2) The associated windshield heating is deactivated, and 3) The visibility through the associated front windshield is acceptable to the flight crew, and 4) The aircraft is not operated in known or forecast icing conditions.
01B	For SPS Windshields (Except P/N STA320-1-3-1 and STA320-2-3-1) and for PPG Windshields and for PAL Windshields (Only P/N PAL 06282 & 06283)	C	2	2	**(O) (M)** One front windshield may have burn spots in the bus bar area beyond the limits provided that: 1) The other front windshield is not damaged, and 2) The associated windshield heating is deactivated, and 3) The visibility through the associated front windshield is acceptable to the flight crew, and 4) The aircraft is not operated in known or forecast icing conditions.
01C	For SPS Windshields (only P/N STA320-1-3-1 and STA320-2-3-1)	A	2	2	**(O) (M)** One front windshield external ply may be cracked for one flight provided that: 1) The other front windshield is not damaged, and 2) The associated windshield heating is deactivated, and 3) The visibility through the associated front windshield is acceptable to the flight crew, and 4) The aircraft is not operated in known or forecast icing conditions.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
56-10-	Front Windshield (Continued)				
01D	For SPS Windshields (only P/N STA320-1-3-1 and STA320-2-3-1)	C	2	2	**(O) (M)** One front windshield may have burn spots in the bus bar area beyond the limits provided that: 1) The other front windshield is not damaged, and 2) The associated windshield heating is deactivated, and 3) The visibility through the associated front windshield is acceptable to the flight crew, and 4) The aircraft is not operated in known or forecast icing conditions. NOTE: A cockpit window with minor damages (as described in the associated maintenance procedure) is considered operative, but the vision through this cockpit window must be acceptable to the flight crew.

OPERATIONAL (O) 56-10-01A, 56-10-01B, 56-10-01C & 56-10-01D

FLIGHT PREPARATION/LIMITATIONS

- **When PF side is affected:**

  Maximum landing capability is CAT 1

- **When PM side is affected:**

  Maximum landing capability is not affected and is still CAT 3 DUAL.

MAINTENANCE (M) 56-10-01A, 56-10-01B, 56-10-01C & 56-10-01D

To Deactivation of the Front Windshield Refer to AMM 56-10-00-040-001.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
56-10-	Lateral Fixed/Sliding Window				
02A	For Acrylic Window (LUCAS/ACT Supplier, P/N starting with NH)	C	4	4	**(M)** One or more lateral windows may have burn spots in the bus bar area provided that: 1) The diameter of the mark is less than 10 mm, and 2) The associated lateral window heating is deactivated, and 3) The visibility through the affected lateral window is acceptable to the flight crew.
02B	For Glass Window (SPS Supplier (P/N starting with SPS) and PPG Supplier (P/N starting with NP))	A	4	4	External ply may be cracked for one flight provided that: 1) The other lateral windows are not damaged, and 2) The visibility through the affected lateral window is acceptable to the flight crew.
02C	For Glass Window (SPS Supplier (P/N starting with SPS) and PPG Supplier (P/N starting with NP))	C	4	4	One or more lateral windows may have burn spots in the bus bar area provided that: 1) The diameter of the mark is less than 10 mm, and 2) The visibility through the affected lateral window is acceptable to the flight crew. NOTE: A cockpit window with minor damages (as described in the associated inspection procedure) is considered operative, but the vision through this cockpit window must be acceptable to the flight crew.

MAINTENANCE (M) 56-10-02A

To Deactivation of the Lateral Fixed or Sliding Window Refer to AMM 56-10-00-040-002.

ATA 56 WINDOWS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
56-10-	Sliding Window Opening/Closing Mechanism				
03A	Sliding Window Opening/Closing Mechanism		2	2	Both must be operative. **NO-GO ITEM**

ATA 56 WINDOWS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
56-20-	Cabin Window				
01A	Cabin Window	C	80	0	**Applicable to A320 Aircraft** One or more may be cracked provided that the flight is not pressurized.
01A	Cabin Window	C	66	0	**Applicable to A319 Aircraft** One or more may be cracked provided that the flight is not pressurized. Note: A cabin window with minor damages (as described in the associated maintenance procedure) is considered operative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
70-00-	ENG FADEC MAINTENANCE Message				
01A	For Engines Not Affected by CFM VSB 73-0241	C			**Applicable to A320 and A319-115 aircraft.** ENG FADEC MAINTENANCE message may be displayed on the STATUS SD page
01A	ENG FADEC MAINTENANCE Message	C			**Applicable to A319-112 aircraft.** ENG FADEC MAINTENANCE message may be displayed on the STATUS SD page.
01B	For Engines Affected by CFM VSB 73-0241				Not Applicable to AeroGal Fleet. The VSB 73-0241 is not applicable to AeroGal Fleet. .
01C	For Engines Affected by CFM VSB 73-0241				Not Applicable to AeroGal Fleet. The VSB 73-0241 is not applicable to AeroGal Fleet.

MAINTENANCE (M) 70-00-01C

To check of the ENG FADEC MAINTENANCE messages displayed on ECAM status page Refer to AMM 73-29-00-040-00.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
70-00-	ENG EIU MAINTENANCE Message				
02A	ENG EIU MAINTENANCE Message	C			ENG EIU MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ATA 70 ENGINE

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
70-00-	ENG EVMU MAINTENANCE Message				
03A	ENG EVMU MAINTENANCE Message	C			ENG EVMU MAINTENANCE message may be displayed on the STATUS SD page. NOTE: The systems are designed to be fault tolerant for a period of time given on the category column in accordance with MEL preamble information. Quantities are not required for this item while the idea is to allow these fault indication.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
73-07-	F. USED Indication on the ENGINE SD page				
01A	One indication inoperative	C	2	1	**Applicable to A319-112 aircraft** One may be inoperative provided that the fuel quantity indications of the associated tanks are operative on the FUEL SD page.
01B	Both indications inoperative	C	2	0	**Applicable to A319-112 aircraft** Both may be inoperative provided that: 1) ETOPS is not conducted, and 2) The fuel quantity indications of the associated tanks are operative on the FUEL SD page.
01A	One indication inoperative	C	2	1	**Applicable to A320 and A319-115 aircraft** One may be inoperative provided that: 1) The fuel quantity indication on the associated tanks are operative on the FUEL SD page, and 2) The Fuel Used 1+2 Indication is considered inoperative. (Refer to Item 28-07-06-02 Fuel Used 1+2 Indication on the FUEL SD page)
01B	Both indications inoperative	C	2	0	**Applicable to A320 and A319-115 aircraft** Both may be inoperative provided that: 3) ETOPS is not conducted, and 4) The fuel quantity indications of the associated tanks are operative on the FUEL SD page, and 5) The Fuel Used 1+2 Indication is considered inoperative. (*Refer to Item 28-07-06-02 Fuel Used 1+2 Indication on the FUEL SD page*)

PLACARD

73-07-01 Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
73-07-	Fuel Filter Clog Indication on the ENGINE SD page				
02A	Fuel Filter Clog Indication on the ENGINE SD page	C	2	0	One or both may be inoperative.

PLACARD

73-07-02A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
73-08-	Fuel Flow Indication on the EWD				
01A	Fuel Flow Indication on the EWD	C	2	1	**Applicable to A319-112 aircraft** One may be inoperative.
01A	Fuel Flow Indication on the EWD	C	2	1	**Applicable to A320 and A319-115 aircraft** One may be inoperative provided that the Fuel Flow 1+2 Indication on the FUEL SD page is considered inoperative. (*Refer to Item 28-07-05-01 Fuel Flow 1+2 Indication on the FUEL SD Page*)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
73-09-	ENG 1(2) FUEL FILTER CLOG Alert				
01A	ENG 1(2) FUEL FILTER CLOG Alert	C	2	1	**(M)** One may be displayed provided that: 1) The alert is confirmed to be false by troubleshooting, and 2) The associated filter is replaced every day.

MAINTENANCE (M) 73-09-01A

To Replacement of the Fuel Filter Cartridge Refer to AMM task 73-30-00-040-043.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
73-10-	Fuel Return Valve				
01A	Inoperative in closed position	C	2	1	One may be inoperative in the closed position on one engine provided that the APU and the AC auxiliary generation are operative.
01B	Inoperative in open position	C	2	0	One or both may be inoperative in the open position provided that the four wing tank pumps are operative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
73-10-	Fuel Metering Valve				
03A	Fuel Metering Valve		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
73-20-	Flex Takeoff Mode				
01A	Flex Takeoff Mode	D	2	0	May be inoperative on one or both engines provided that the maximum thrust is used for takeoff.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
73-20-	Minimum Idle on Ground				
05A	Minimum Idle on Ground	C	2	0	**(O)** One or both may be inoperative provided that the Flight Manual performance penalties are applied.

OPERATIONAL (O) 73-20-05A (Applicable to A320 aircraft)
FLIGHT PREPARATION/LIMITATIONS

Takeoff performance:
Use the following penalties for takeoff performance determination if no takeoff data (predetermined by using OCTOPUS program or other equivalent program with present failure case taken into account) is available. Takeoff must be performed with full thrust.

	VMCG/VMCA limitation	No VMCG/VMCA limitation
Weight decrement (kg/lb)	1500 / 3400	200 / 500
V1, VR, V2 decrement (kt IAS)	0	1

Landing performance:
No penalty.

OPERATIONAL (O) 73-20-05A (Applicable to A319-112 aircraft)
FLIGHT PREPARATION/LIMITATIONS

Takeoff performance:
Use the following penalties for takeoff performance determination if no takeoff data (predetermined by using OCTOPUS program or other equivalent program with present failure case taken into account) is available. Takeoff must be performed with full thrust.

	VMCG/VMCA limitation	No VMCG/VMCA limitation
Weight decrement (kg/lb)	1800 / 4000	200 / 450
V1, VR, V2 decrement (kt IAS)	0	1

Landing performance:
No penalty.

OPERATIONAL (O) 73-20-05A (Applicable to A319-115 aircraft)
FLIGHT PREPARATION/LIMITATIONS

Takeoff performance:
Use the following penalties for takeoff performance determination if no takeoff data (predetermined by using OCTOPUS program or other equivalent program with present failure case taken into account) is available. Takeoff must be performed with full thrust.

	VMCG/VMCA limitation	No VMCG/VMCA limitation
Weight decrement (kg/lb)	2300 / 5100	200 / 500
V1, VR, V2 decrement (kt IAS)	0	1

Landing performance:
No penalty.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
74-07-	Selected Igniter Indication on the ENGINE SD page				
01A	Selected Igniter Indication on the ENGINE SD page	C	4	0	**(O)** One or more may be inoperative provided that the associated ENG 1(2) IGN A(B)(A+B) FAULT alert is checked operative.

PLACARD

74-07-01A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 74-07-01A

AFTER ENGINE START

- **If engine 1 is affected:**

  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B.....PULL
  - ENGINE/IGN/ENG 1/ SYS A BAT (121VU P39) C/B.....PULL
  - ENGINE/IGN/ENG 1/ SYS B (121VU P41) C/B.....PULL

- **If engine 2 is affected:**

  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B.....PULL
  - ENGINE/IGN/ENG 2/ SYS A BAT (121VU P40) C/B.....PULL
  - ENGINE/IGN/ENG 2/ SYS B (121VU P42) C/B.....PULL

  On the EWD, check that the ENG 1(2) A+B IGN FAULT alert is displayed.

- **If engine 1 is affected:**

  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B.....PUSH
  - ENGINE/IGN/ENG 1/ SYS A BAT (121VU P39) C/B.....PUSH
  - ENGINE/IGN/ENG 1/ SYS B (121VU P41) C/B.....PUSH

- **If engine 2 is affected:**
  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B.....PUSH
  - ENGINE/IGN/ENG 2/ SYS A BAT (121VU P40) C/B.....PUSH
  - ENGINE/IGN/ENG 2/ SYS B (121VU P42) C/B.....PUSH

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
74-09-	ENG 1(2) IGN A(B)(A+B) FAULT Alert				
01B	One Displayed	C	6	5	**(M)** One may be displayed provided that the associated engine ignition system is checked operative every day.
01C	Up to Three Displayed	C	6	3	**(M)** Up to three may be displayed provided that the associated engine ignition systems are checked operative before each flight.

MAINTENANCE (M) 74-09-01B

To Check of Ignition Fault Warning Refer to AMM task 74-31-00-040-002

MAINTENANCE (M) 74-09-01C

To Check of the Ignition System Refer to AMM task 74-31-00-040-001

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
74-31-	Ignition System A				
01A	Ignition System A	C	2	1	**(O)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated engine ignition system B is operative.

OPERATIONAL (O) 74-31-01A

BEFORE ENGINE START
On ground, if the FADEC selects the inoperative igniter during an automatic start, the engine fails to start and the ENG 1(2) START FAULT [IGNITION FAULT] alert appears on the EWD. Then, the FADEC automatically initiates a second engine start attempt with both igniters selected.

To prevent a possible start abort with the triggering of the ENG 1(2) START FAULT [IGNITION FAULT] alert, perform one of the following:

A manual engine start:

Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure..

An automatic engine start:

- **Before engine start:**

ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B..... PULL

- **After engine start:**

ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B..... PUSH

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
74-31-	Ignition System B				
02A	Ignition System B	C	2	0	**(O)** One or both may be inoperative.

OPERATIONAL (O) 74-31-02A

BEFORE ENGINE START

On ground, if the FADEC selects the inoperative igniter during an automatic start, the engine fails to start and the ENG 1(2) START FAULT [IGNITION FAULT] alert appears on the EWD. Then, the FADEC automatically initiates a second engine start attempt with both igniters selected.

To prevent a possible start abort with the triggering of the ENG 1(2) START FAULT [IGNITION FAULT] alert, perform one of the following:

A manual engine start:
Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - Procedure.

An automatic engine start:

- **Before engine start:**

ENGINE/IGN/ENG 1(2)/SYS B (121VU P41 or P42) C/B..... PULL

- **After engine start:**

ENGINE/IGN/ENG 1(2)/SYS B (121VU P41 or P42) C/B.....PUSH

ATA 76 ENGINE CONTROLS

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
76-11-	Thrust lever Position Sensor				
01A	Thrust lever Position Sensor	A	4	3	One may be inoperative on one engine for three days provided that: 1) The A/THR is operative, and 2) Both LGCIUs are operative, and 3) The L/G shock absorbers proximity detectors are operative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
77-07-01-	Indications on the CRUISE SD page				
01A	N1 Vibration Indication on the CRUISE SD page				NOTE: Refer to Item 77-07-02-05 N1 Vibration Indication on the ENGINE SD page.
02A	N2 Vibration Indication on the CRUISE SD page				NOTE: Refer to Item 77-07-02-06 N2 Vibration Indication on the ENGINE SD page
03A	F. USED (Fuel Used) Indication on the CRUISE SD page				NOTE: Refer to Item 73-07-01 Fuel Used Indication on the ENGINE SD page
04A	OIL QT (Oil Quantity) Indication on the CRUISE SD page				NOTE: Refer to Item 79-07-03 Oil Quantity Indication on the ENGINE SD page

PLACARD

77-07-01 Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
77-07-02-	Indications on the ENGINE SD page				
01A	Engine Bleed Pressure Indication on the ENGINE SD page				NOTE: Refer to Item 36-07-04 Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page
02A	Fuel Filter Clog Indication on the ENGINE SD page				NOTE: Refer to Item 73-07-02 Fuel Filter CLOG Indication on the ENGINE SD page
03A	Fuel Used Indication on the ENGINE SD page				NOTE: Refer to Item 73-07-01 Fuel Used Indication on the ENGINE SD page
04A	Nacelle Temperature Indication on the ENGINE SD page	C	2	0	One or both may be inoperative.
05A	N1 Vibration Indication One indication inoperative	C	2	1	One may be inoperative.
05B	N1 Vibration Indication Both indications inoperative	A	2	0	Both may be inoperative for three flights provided that: 1) ETOPS is not conducted, and 2) No vibration advisory was displayed during the previous flight.
06A	N2 Vibration Indication One indication inoperative	C	2	1	One may be inoperative.
06B	N2 Vibration Indication Both indications inoperative	A	2	0	Both may be inoperative for three flights provided that: 1) ETOPS is not conducted, and 2) No vibration advisory was displayed during the previous flight.
07A	Oil Filter Clog Indication on the ENGINE SD page				NOTE: Refer to Item 79-07-01 CLOG Indication on the ENGINE SD page
08A	Oil Pressure Indication on the ENGINE SD page				NOTE: Refer to Item 79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page
09A	Oil Quantity Indication on the ENGINE SD page				NOTE: Refer to Item 79-07-03 Oil Quantity Indication on the ENGINE SD page

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
77-07-02-	Indications on the ENGINE SD page (Continued)				
10A	Oil Temperature Indication on the ENGINE SD page				NOTE: Refer to Item 79-07-04 Oil Temperature Indication on the ENGINE SD page
11A	Selected Igniter Indication on the ENGINE SD page				NOTE: Refer to Item 74-07-01 Selected Igniter Indication on the ENGINE SD page
12A	Start Valve Position Indication on the ENGINE SD page				NOTE: Refer to Item 80-07-01 Start Valve Position Indication on the ENGINE SD page

PLACARD

77-07-02 Install INOP placard adjacent to Lower ECAM display.

ATA 77 ENGINE INDICATING

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
77-08-	EGT Indication on the EWD				
01A	EGT Indication on the EWD		2	2	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
77-08-	Fuel Flow Indication on the EWD				
03A	Fuel Flow Indication on the EWD				NOTE: Refer to Item 73-08-01 Fuel Flow Indication on the EWD

ATA 77 ENGINE INDICATING

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
77-08-	N1 Indication on the EWD				
04A	N1 Indication on the EWD		2	2	Must be operative. **NO-GO ITEM**

ATA 77 ENGINE INDICATING

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
77-08-	N2 Indication on the EWD				
05A	N2 Indication on the EWD		2	2	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

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ATA 78 EXHAUST

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
78-08-	REV Indication on the EWD				
01A	REV Indication on the EWD		2	2	Both must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
78-30-	Thrust Reverser				
01A	Thrust Reverser	C	2	0	**(O) (M)** One or both may be inoperative provided that: 1) The inoperative thrust reverser is deactivated and secured in the stowed position, and 2) All stow and deploy switches circuits on the inoperative thrust reverser are checked operative, and 3) The ENG 1(2) REV PRESSURIZED alert is not displayed on the EWD after deactivation, and 4) The appropriate performance adjustments are applied.

PLACARD

78-30-01A Install INOP placard adjacent to Lower ECAM display.

OPERATIONAL (O) 78-30-01A

FLIGHT PREPARATION/LIMITATIONS

Performance Adjustments:

	Runway State	Performance Adjustments
One Thrust Reverser Inoperative	Takeoff Dry, or Landing Dry, or Landing Wet	No performance adjustments necessary (basic performance data is computed without thrust reversers).
	Takeoff Wet, or Takeoff Contaminated, or Landing Contaminated	Use performance data computed with either: - All thrust reversers inoperative, or - One thrust reverser inoperative. On contaminated runway, increase required landing distance computed with one reverser inoperative by 55m.

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

78-30- Thrust Reverser (Continued)

	Runway State	Performance Adjustments
Both Thrust Reversers Inoperative	Takeoff Dry, or Landing Dry, or Landing Wet	No performance adjustments necessary (basic performance data is computed without thrust reversers).
	Takeoff Wet, or Takeoff Contaminated, or Landing Contaminated	Use performance data computed with all thrust reversers inoperative.

FOR TAKEOFF

During the takeoff briefing, the flight crew must review:

- The status of the thrust reversers, and
- The use of the thrust reversers

REJECTED TAKEOFF

Ensure that both engine thrust levers are set to IDLE detent, then:

- **If one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

  Note: ENG (AFFECTED SIDE) REVERSER FAULT alert is displayed on the EWD after selection of the reverse thrust.

- **If both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

IN FLIGHT

- **Should a failure occur with "LDG DIST PROC.....APPLY" message displayed on the STATUS SD page,**

  and

  Whatever the actual thrust reversers selection at landing:

  To calculate the LDG DIST with the in-flight failure, do not take credit of the inoperative thrust reversers (Refer to QRH PER-A).

(Continued)

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS

78-30- Thrust Reverser (Continued)

DURING APPROACH

During the approach briefing, the flight crew must review:

- The status of the thrust reversers, and
- The use of the thrust reversers

FOR LANDING

Before the touchdown, ensure that both engine thrust levers are set to IDLE detent for the flare.

- **After touchdown, if one thrust reverser is inoperative:**
  Use both thrust levers when applying reverse thrust.

  Note: *ENG (AFFECTED SIDE) REVERSER FAULT alert is displayed on the EWD after selection of the reverse thrust.*

- **After touchdown, if both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

MAINTENANCE (M) 78-30-01A

To Deactivation of the Thrust Reverser System Refer to AMM 78-30-00-040-040.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
78-30-	Thrust Reverser Inhibition Relay sw				
02A	Thrust Reverser Inhibition Relay sw	C	4	0	One or more may be inoperative provided that the associated thrust reverser is considered inoperative. NOTE: Refer to Item 78-30-01 Thrust Reverser

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
78-30-	Thrust Reverser Shutoff Valve				
03A	Thrust Reverser Shutoff Valve	C	2	0	One or both may be inoperative in the open position.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
79-07-	CLOG Indication on the ENGINE SD page				
01A	CLOG Indication on the ENGINE SD page	C	2	0	One or both may be inoperative.

PLACARD

79-07-01A Install INOP placard adjacent to Lower ECAM display.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
79-07-	Oil Pressure Indication and Advisory on the ENGINE SD page				
02A	Associated thrust reverser checked operative	C	2	1	**(M)** One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated ENG 1(2) OIL LO PR alert is operative, and 3) The associated oil quantity indication is operative on the ENGINE SD page, and 4) The associated thrust reverser is checked operative.
02B	Associated thrust reverser considered inoperative	C	2	1	One may be inoperative provided that: 1) ETOPS is not conducted, and 2) The associated ENG 1(2) OIL LO PR alert is operative, and 3) The associated oil quantity indication is operative on the ENGINE SD page, and 4) The associated thrust reverser is considered inoperative. Note: Refer to Item 78-30-01 Thrust Reverser NOTE: Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative. Note: Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert.

PLACARD

79-07-02 Install INOP placard adjacent to Lower ECAM display.

MAINTENANCE (M) 79-07-02A

To Check of the Thrust Reverser System Refer to AMM task 79-30-00-040-002.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
79-07-	Oil Quantity Indication on the ENGINE SD page				
03A	Oil Quantity Indication on the ENGINE SD page	C	2	1	**(M)** One may be inoperative provided that the associated oil quantity is checked before each flight.

PLACARD

79-07-03A Install INOP placard adjacent to Lower ECAM display.

MAINTENANCE (M) 79-07-03A

To Check of the Oil System for Oil Quantity and Leak Refer to AMM task 79-31-00-040-042.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
79-07-	Oil Temperature Indication on the ENGINE SD page				
04A	Oil Temperature Indication on the ENGINE SD page		2	2	Must be operative. **NO-GO ITEM**

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
79-09-	ENG 1(2) OIL LO PR Alert				
01A	ENG 1(2) OIL LO PR Alert	C	2	0	**(O)** One or both may be displayed. Note: Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative, not displayed and dispatch is not possible.

OPERATIONAL (O) 79-09-01A

AFTER ENGINE START

- **If both engines are affected:**

  RCDR GND CTL pb-sw.....CHECK ON

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
79-09-	ENG 1(2) OIL FILTER CLOG Alert				
02B	Inspection of the visual indicator (pop-out) of the electrical master chip detector	C	2	1	**(M)** One may be displayed provided that: 1) The associated filter is replaced every day, and 2) The visual indicator (pop-out) of the electrical master chip detector is checked operative before the first MEL dispatch, and 3) The visual indicator (pop-out) of the electrical master chip detector is inspected when the filter is replaced and does not reveal the presence of chips.
02C	Inspection of the electrical master chip detector	C	2	1	**(M)** One may be displayed provided that: 1) The associated filter is replaced every day, and 2) The electrical master chip detector is inspected when the filter is replaced and does not reveal the presence of chips.

MAINTENANCE (M) 79-09-02B

To Replacement of the Main Oil Supply Filter and Check of the Electrical Chip Detector Visual Indicator (pop-out) Refer to AMM 79-35-00-040-042.

MAINTENANCE (M) 79-09-02C

To Replacement of the Main Oil Supply Filter and Check of the Electrical Master Chip Detector Refer to AMM 79-35-00-040-044.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
79-20-	EMCD Visual Pop-Out Indicator				
02A	EMCD Visual Pop-Out Indicator	D	2	0	One or both may be inoperative.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
79-40-	Fuel Return Valve				
01A	Fuel Return Valve				NOTE: Refer to Item 73-10-01 Fuel Return Valve

ATA 80 STARTING

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
80-01-	ENG MAN START pb-sw				
31A	ENG MAN START pb-sw	C	2	0	One or both may be inoperative.

PLACARD

80-01-31A Install INOP placard as applicable adjacent to ENG MAN START pb-sw

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
80-07-	Start Valve Position Indication on the ENGINE SD page				
01A	Start Valve Position Indication on the ENGINE SD page	C	2	0	**(M)** One or both may be inoperative provided that the associated start valve is checked closed after the start of the affected engine. NOTE: This task will not be registered in the maintenance log book.

PLACARD

80-07-01A Install INOP placard adjacent to Lower ECAM display.

MAINTENANCE (M) 80-07-01A

To Check of the Starter Valve Manual Handle Position after Engine Start Refer to AMM Task 80-11-00-040-044.

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
80-11-	Start Valve				
01A	Start Valve	C	2	1	**(O) (M)** One may be inoperative provided that the start valve is manually closed after the start of the affected engine. NOTE: This task will not be registered in the maintenance log book.

OPERATIONAL (O) 80-11-01A

BEFORE ENGINE START
Refer to FCOM/PRO-NOR-SUP-ENG Engine Start Valve Manual Operation

IN FLIGHT
If the affected engine shuts down, attempt to restart it only using windmilling relight.

MAINTENANCE (M) 80-11-01A
To Manually Operate the Starter Valve Refer to AMM task 80-11-00-040-045.

ATA 80 STARTING

ITEM	SUBJECT	CAT	No INS	MIN REQ	REMARKS OR EXCEPTIONS
80-12-	FAULT light on the ENG MASTER Panel				
01A	FAULT light on the ENG MASTER Panel	C	2	0	One or both may be inoperative.

PLACARD

80-12-01A Install INOP placard as applicable adjacent to FAULT light on the ENG MASTER Panel

The purpose of CAT II operations is to provide an adequate and safe environment whenever our operations are conducted under low visibility and/or ceiling. Category II constitutes the main part of All Weather Operations (AWO), which also consists of Category I, takeoff and taxiing in low visibility conditions.

Category II approach to the performance defined by DGAC Advisory Circular 120-29, this approval shall apply to the autopilot flight director system in the fail-operative, fail-passive, and single channel autopilot configurations and dual flight director displays.

Aerogal has issue "Manual de Operaciones y Mantenimiento para Operación de Baja Visibilidad" to establish procedures to certify, operate and maintain operations under Meteorological Minimums CAT II/. Those procedures and tasks are based on the Maintenance Planning Document (MPD) and Aircraft Maintenance Manual (AMM), and assure that the A319/A320 aircraft is maintained for the operation in which was Type Certified, for more instructions and requirements refer to Aerogal Low Visibility Manuals for A319/A320 aircraft.

ITEM	SUBJECT	Number Installed	Minimum required to CAT II			REMARKS OR EXCEPTIONS
22-05-01 22-05-03	FMA indications on PFD 1) AP/FD Related Indications 2) Approach and landing capabilities	2	1			
22-05-03	DH Indication	1	1*			* One unit required for the PNF.
22-10-01	Autopilot System	2	1			
22-10-04	AP Disconnect P/B	2	2			
22-10-05	Autoland Lights	2	1			
22-10-06	“AP OFF” Warning	2	1			
22-30-01	Autothrust Function	1	0			
22-30-02	“A/THR OFF” Caution	1	0			
22-60-02	Flight Augmentation Computer	2	1			
22-60-04	Yaw Dampers	2	1			
22-83-01	FMGC Electrical Supply Split	2	0			
27-22-01	Rudder Trim Systems	2	1			
27-23-01	Rudder Travel Limiter Systems	2	1			Required only for autoland with crosswind above 12 Kt.
27-93-01	ELAC	2	1			
29-07-08	Hydraulic Circuit	3	2			
30-42-03	Windshield Heating Systems	2	1			One unit required for the PF.
30-45-01	Windshield Wiper Systems	2	1			One unit required for the PF.
30-45-03	Rain Repellent Systems	2	1			One unit required for the PF.
31-53-01	Flight Warning Computer	2	1			
31-63-02	Primary Flight Display (PFD)	2	2			
31-63-03 / 04	Navigation Display (ND)	2	1			
32-07-08	Antiskid	1	1*			* Required only for autoland rollout.
32-42-01	Main Wheel Brake	4	3			
32-42-03 / 04	BSCU Channels Systems	2	1*			* Required only for autoland rollout.
32-51-01	Nosewheel Steering Systems	2	1*			* Required only for autoland rollout.
34-05-08	Attitude Indication	2	*			* N1 + N2 + STBY
34-10-02 / 03	ADR	3	2			
34-10-04 / 05 / 06	IR	3	2			
34-30-04	ILS Navigation Systems	2	2			
34-40-02	Auto Callout Radio Altimeter	1	1*			* Required only for autoland.
34-40-03	Radio Altimeter Systems	2	1*			* Displayed on both sides
34-50-06	Marker Beacon	2	1			

Note:

- Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (AC and DC).
- The DH will be displayed on the FMA, and the “Hundred Above” and “Minimum” auto callouts will be announced, provided that the DH value has been entered on the MCDU.

ICAO's Performance Based Navigation (PBN) Concept aims to ensure global standardization of RNAV and RNP specifications and to limit the proliferation of navigation specifications in use world-wide. It is a new concept based on the use of Area Navigation Systems. Significantly, it is a move from a limited statement of required performance accuracy to more extensive statements of required performance in terms of accuracy, integrity, continuity and availability, together with descriptions of how this performance is to be achieved in terms of aircraft and crew requirements.

ICAO´S PBN Concept replaces the RNP concept of the 1990s. Consequently, much of the terminology associated with the RNP Concept (such as RNP Type and RNP Value) does not exist in the PBN Concept. While the expression RNP is still used in the PBN Concept its only connotation relates to RNP specifications or applications requiring on-board-performance monitoring and alerting.

ICAO's PBN Concept may be used in route to reduce aircraft separation, and in terminal area to optimize arrival and departure procedures.

The appendix PBN (RNAV- RNP) OPERATIONS provide information about minimum equipment required to RNAV-RNP operations.

ITEM	SUBJECT	Number Installed	Minimum required to RNAV 10	Minimum required to RNAV 5	Minimum required to RNAV 2 or RNAV 1	Minimum required to RNP APPROACH	Minimum required to Baro V/NAV	Minimum required to RNP AR
22-10-01	Autopilot Systems	2	NR[a]	NR[a]	NR[a]	1[a]	1[a]	2
22-10-02	Flight Director Systems	2	NR	NR	1	2	2	2
22-70-01	Flight Management System (FMS)	2	1	1	1	2	2	2
22-81-03	FCU Channels	2	NR	NR	NR	2[b]	2[b]	2[b]
22-82-01 22-82-02	MCDU	2	2	1	1	2	2	2
22-83-01	FMGC	2	2[c]	1	1	2[d]	2[d]	2
31-63-02 31-63-03 31-63-04 31-63-05	Display Unit (DU)	4	2[e]	2[e]	2[e]	2[f]	2[f]	4
34-10-02 34-10-03	ADIRS	3	2	2	2	3	3	3
34-40-01	GPWS	1	NR	NR	NR	1	1	1
34-50-04	DME	2	NR	1[g]	1[g]	NR	NR	NR
34-50-05	VOR Navigation	2	NR	1[g]	1[g]	NR	NR	NR
34-50-09	Global Position System	2	1	1[h]	1[h]	2	2	2
22-70-02	Navigation Databases	2	2[i]	2[i]	2[i]	2[i]	2[i]	2[i]

The superscript of the minimum required corresponds to the follow notes.

Notes

a. Refer to RVSM requirements.
b. FCU with both channels.
c. Two (2) FMGC or one (1) FMGC + *one (1) BACK UP NAV (Only A320 Aircraft).*
d. Two (2) FM required for RNAV approach (RNP APPROACH).
e. Flight Plan data displayed on both NDs.
f. DU with Two (2) V/DEV.
g. One (1) VOR or DME could be replaced by one (1) GPS receiver, for FM navigation update
h. One (1) GPS receiver or one (1) VOR and one (1) DME, for FM navigation update. Refer to procedure requirements.
i. Navigation Databases Update is required.

Procedure

When a report is transferred to the DMI list, the following statement must be entered in the aircraft log book: “FLIGHT PLAN MUST BE CONSISTENT WITH AIRCRAFT RNAV-RNP STATUS”. Install the placard with PBN OP restriction adjacent to lower ECAM Display, notify restriction(s) to MCC and Operations Dispatch Department for performed penalties.

Return to service of aircraft after performing maintenance activities or corrective actions on PBN (RNAV-RNP) systems.

The technician responsible for issuing the aircraft release to service, has to record in the aircraft log book the corrective action taken to correct the pilots / maintenance report, or the differed maintenance item DMI (if any) that generated the PBN (RNAV-RNP) operation restriction.

Additionally to the corrective action, the following statement has to be entered in the airplane log book (in accordance with the aircraft PBN capability):

“ACCOMPLISHED MAINTENANCE MAKES THIS AIRCRAFT COMPLIANT WITH ALL RNAV-RNP REQUIREMENTS”

Placard P/N RNAV-RNP must be removed from Captains Instrument Panel.

The person who gives the release has to inform MCC that the PBN (RNAV-RNP) limitations for this aircraft have been removed.

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This section lists all the ECAM alerts. The ECAM monitors the condition of some systems. In the case of malfunction of one or more systems, the ECAM provides the flight crew with an associated ECAM alert. Refer to MI-00-08 ECAM and MAINTENANCE STATUS. For each ECAM alert, this section indicates the associated MMEL item (if any) to be applied for the dispatch.

When an ECAM alert reports a system failure, the flight crew and the maintenance personnel should refer to this section as a user-friendly entry point in the MEL.

AIRCRAFT STATUS COLUMN

An ECAM alert may cover one or several failure modes of the monitored system. For each failure mode, the AIRCRAFT STATUS column may indicate the following status:

- **NIL**: When there is only one failure mode, the AIRCRAFT STATUS column indicates NIL. When there are several failure modes, the AIRCRAFT STATUS column might give a short description of each failure mode and/or a simple way to identify each failure mode. If the MMEL does not give this information, the column displays NIL.
- **Actual alert:** This indicates that the monitored system is inoperative. The failure mode is the failure of the monitored system.
- **False alert:** This indicates that the monitoring system is inoperative. The failure mode is the failure of the monitoring system. The monitored system remains fully operative.

CONDITION OF DISPATCH COLUMN

For each failure mode, the CONDITION OF DISPATCH column gives the applicable MEL item(s) for dispatch. **But the flight crew is responsible for checking that the condition of the aircraft systems/components complies with the MEL requirements. If not, the dispatch of the aircraft is not permitted.**

The CONDITION OF DISPATCH column may also give the following alternate possibilities:

- NO DISPATCH: It is not permitted to dispatch the aircraft when the ECAM displays this alert.
- Not related to MEL: The ECAM alert does not report a system failure but a reversible abnormal condition such as the state of a system or an aircraft configuration or an external condition. This condition is not a system failure and is not related to MEL. The MEL shall not be used. This is not a NO-GO situation. The corrective action to revert to normal condition is immediate, obvious or well known by flight crew and/or maintenance personnel.

ATA 21 AIR CONDITIONING

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
AIR AFT CRG VENT FAULT (Applicable to A319-112 Aircraft)	NIL	Refer to Item 21-28-03 AFT Cargo Extraction Fan
AIR COND CTL 1(2)-A(B) (Applicable to A320 and A319-115 Aircraft)	NIL	Refer to Item 21-63-04 Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))
AIR FWD CRG VENT FAULT (Applicable to A320 and A319-115 Aircraft)	NIL	Refer to Item 21-28-01 FWD Cargo Extraction Fan
AIR PACK 1(2) FAULT	NIL	Refer to Item 21-52-01 Air Conditioning Pack
AIR PACK 1+2 FAULT	NIL	Refer to Item 21-52-01H Air Conditioning Pack
AIR PACK 1(2) OFF	NIL	Refer to Item 21-52-01 Air Conditioning Pack
AIR PACK 1(2) OVHT	NIL	Refer to Item 21-52-01 Air Conditioning Pack.
AIR PACK 1(2) REGUL FAULT (Applicable to A319-112 Aircraft)	If pack ram air inlet flap is affected	Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap
	If pack controller, pack anti–ice valve or water exchanger temperature sensor are affected	Refer to Item 21-61-02 Pack Controller primary channel
	If turbine bypass valve is affected	Refer to Item 21-61-01 Pack Turbine Bypass Valve
AIR PACK 1(2) REGUL FAULT (Applicable to A320 and A319-115 Aircraft)	If pack outlet temperature is affected	Refer to Item 21-07-01-01 Pack Outlet Temperature Indication on the BLEED SD page
	If pack compressor outlet temperature is affected	Refer to Item 21-07-01-03 Pack Compressor Outlet Temperature indication on the BLEED SD page
	If pack flow sensor is affected	Refer to Item 21-51-03 Pack Flow sensor
	If pack flow control valve is affected	Refer to Item 21-52-01 Air Conditioning Pack
	If pack ram air inlet is affected	Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap
	If turbine bypass valve is affected	Refer to Item 21-61-01 Pack Turbine bypass valve
CAB PR EXCESS CAB ALT	NIL	Not related to MEL
CAB PR EXCES RESIDUAL PR	NIL	Apply ECAM procedure
CAB PR LDG ELEV FAULT	NIL	Refer to Item 21-31-04 Landing Elevation Selection AUTO Function
CAB PR LO DIFF PR	NIL	Not related to MEL
CAB PR OFV NOT OPEN	NIL	NO DISPATCH

ATA 21 AIR CONDITIONING

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
CAB PR SAFETY VALVE OPEN	Actual alert	Refer to FCOM/PRO-SPO-20-FLIGH WITHOUT CAIB PRESSURIZATION
	False alert	Refer to Item 21-09-03 CAB PR SAFETY VALVE OPEN alert
CAB PR SYS 1(2) FAULT	NIL	Refer to Item 21-31-01 Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)
CAB PR SYS 1+2 FAULT	NIL	Refer to FCOM/PRO-SPO-20 Flight Without Cabin Pressurization
COND AFT CAB DUCT OVHT	NIL	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve
COND AFT CRG ISOL VALVE (Applicable to A319-112 Aircraft)	NIL	Refer to Item 21-28-04 AFT Cargo Isolation Valve
COND CKPT DUCT OVHT	NIL	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve
COND FWD CAB DUCT OVHT	NIL	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve
COND FWD CRG ISOL VALVE (Applicable to A320 and A319-115 Aircraft)	NIL	Refer to Item 21-28-02 FWD Cargo Isolation Valve
COND HOT AIR FAULT (Applicable to A319-112 Aircraft)	If the COND TRIM AIR SYS FAULT alert is not displayed on the EWD.	Refer to Item 21-63-03 Hot Air Pressure regulating valve
	If the COND TRIM AIR SYS FAULT alert is displayed on the EWD.	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve
COND HOT AIR FAULT (Applicable to A320 and A319-115 Aircraft)	NIL	Refer to Item 21-63-03 Hot Air Pressure Regulating Valve
COND L+R CAB FAN FAULT	NIL	NO DISPATCH
COND LAV+GALLEY FAN FAULT	NIL	Refer to Item 21-23-01 Lavatory and Galley Extraction Fan
COND TRIM AIR SYS FAULT (Applicable to A319-112 Aircraft)	If the trim air valves are closed	Not related to MEL
	If associated with the AFT CAB TRIM VALVE subtitle	Refer to Item 21-63-02 Cockpit and cabin trim air valve
	If associated with the FWD CAB TRIM VALVE subtitle	Refer to Item 21-63-02 Cockpit and cabin trim air valve
	If associated with the CKPT TRIM VALVE subtitle	Refer to Item 21-63-02 Cockpit and cabin trim air valve
	If associated with the TRIM AIR HI PR subtitle	Refer to Item 21-63-03 Hot Air Pressure regulating valve

ATA 21 AIR CONDITIONING

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
COND TRIM AIR SYS FAULT (Applicable to A320 and A319-115 Aircraft)	If the trim air valves are closed	Not related to MEL
	If associated with the AFT CAB TRIM VALVE subtitle	Refer to Item 21-63-02 Cockpit and Cabin trim air valve
	If associated with the FWD CAB TRIM VALVE subtitle	Refer to Item 21-63-02 Cockpit and Cabin trim air valve
	If associated with the CKPT TRIM VALVE subtitle	Refer to Item 21-63-02 Cockpit and Cabin trim air valve
	If associated with the TRIM AIR HI PR subtitle	Refer to Item 21-63-02 Cockpit and Cabin trim air valve
COND ZONE REGUL FAULT (Applicable to A319-112 Aircraft)	If the CAB ZONE AT FIXED TEMP STATUS info is displayed on the STATUS SD page.	Refer to Item 21-63-01A Zone Controller channel
	If the PACKS AT FIXED TEMP STATUS info is displayed on the STATUS SD page.	Refer to Item 21-63-01C Zone Controller channel
VENT AVNCS SYS FAULT	If the VENT SKIN VALVE FAULT alert is displayed on the EWD due to the Avionics Skin Air Outlet valve	Refer to Item 21-26-04 Avionics Skin Air outlet valve
	If the VENT SKIN VALVE FAULT alert is displayed on the EWD due to the Avionics Skin Air Inlet valve	Refer to Item 21-26-05 Avionics Skin Air inlet valve
	NIL	Refer to Item 21-26-03 Avionics Skin Exchanger Inlet Bypass Valve or
		Refer to Item 21-26-07 Avionics Skin Exchanger Outlet Bypass Valve or
		Refer to Item 21-26-08 Avionics Air Conditioning Inlet Valve or
		Refer to Item 21-26-06 Avionics Skin Exchanger Isolation Valve or
		Refer to Item 21-26-10 Avionics Equipment Ventilation Computer (AEVC)
VENT BLOWER FAULT	Actual alert	Refer to Item 21-26-01 Avionics Blower fan
	False alert	Refer to Item 21-09-01 VENT BLOWER FAULT Alert
VENT EXTRACT FAULT	Actual alert	Refer to Item 21-26-02 Avionics Extract fan
	False alert	Refer to Item 21-09-02 VENT EXTRACT FAULT Alert

ATA 21 AIR CONDITIONING

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
VENT SKIN VALVE FAULT	Outlet valve determined faulty on the CAB PRESS SD	Refer to Item 21-26-04 Avionics Skin Air outlet valve
	Inlet valve determined faulty on the CAB PRESS SD	Refer to Item 21-26-05 Avionics Skin Air inlet valve

ATA 22 AUTO FLIGHT

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
AUTO FLT A/THR LIMITED	NIL	Not related to MEL
AUTO FLT A/THR OFF	NIL	Refer to Item 22-30-01 Autothrust (A/THR)
AUTO FLT AP OFF	Actual alert	Refer to Item 22-10-01 Autopilot (AP)
	False alert	Refer to Item 22-10-06 AP Disengagement Warning
AUTO FLT FAC 1 FAULT	NIL	Refer to Item 22-60-01 FAC 1
AUTO FLT FAC 2 FAULT	NIL	Refer to Item 22-60-02 FAC 2
AUTO FLT FAC 1+2 FAULT	NIL	NO DISPATCH
AUTO FLT FCU 1(2) FAULT	NIL	Refer to Item 22-81-03-01 FCU Channel
AUTO FLT FCU 1+2 FAULT	NIL	NO DISPATCH
AUTO FLT REAC W/S DET FAULT	NIL	Refer to Item 22-60-03 Reactive Windshear Detection Function
AUTO FLT RUD TRIM 1(2) FAULT	NIL	Refer to Item 27-22-01 Rudder Trim System
AUTO FLT RUD TRIM SYS	NIL	NO DISPATCH
AUTO FLT RUD TRV LIM 1(2)	NIL	Refer to Item 27-23-01 Rudder Travel Limiter System (Including Rudder and Pedals Travel Limiter Units)
AUTO FLT RUD TRV LIM SYS	NIL	NO DISPATCH
AUTO FLT YAW DAMPER 1(2)	NIL	Refer to Item 22-60-04 Yaw Damper System
AUTO FLT YAW DAMPER SYS	NIL	NO DISPATCH
WINDSHEAR DET FAULT	NIL	Refer to Item 22-60-03 Reactive Windshear Detection Function

ATA 23 COMMUNICATION

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
COM CIDS 1+2 FAULT	NIL	NO DISPATCH
COM HF 1(2) DATA FAULT	NIL	Refer to Item 23-10-01 HF System
COM HF 1(2) EMITTING	If hand microphone PTT pb is jammed in the transmitting position	Refer to Item 23-51-03 Hand Microphone
	If sidestick PTT pb is jammed in the transmitting position	Refer to item 23-51-06 Sidestick PTT sw
	If a transmission Key on one ACP is jammed in the transmitting position	Refer to Item 23-52-05 ACP transmission key
	False alert	Refer to Item 23-09-01 COM HF 1(2) EMITTING Alert (If Installed)
COM SINGLE PTT STUCK	If hand microphone PTT pb is jammed in the transmitting position	Refer to Item 23-51-03 Hand Microphone
	If sidestick PTT pb is jammed in the transmitting position	Refer to item 23-51-06 Sidestick PTT sw
	If a transmission Key on one ACP is jammed in the transmitting position	Refer to Item 23-52-05 ACP transmission key
COM VHF 3 DATA FAULT	NIL	Refer to Item 23-10-02 VHF System
COM VHF 1(2)(3) EMITTING	If hand microphone PTT pb is jammed in the transmitting position	Refer to Item 23-51-03 Hand Microphone
	If sidestick PTT pb is jammed in the transmitting position	Refer to Item 23-51-06 Sidestick PTT sw
	If a transmission Key on one ACP is jammed in the transmitting position	Refer to Item 23-52-05 ACP transmission Key
	False alert	Refer to Item 23-09-02 COM VHF 1(2)(3) EMITTING Alert

ATA 24 ELECTRICAL POWER

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
C/B TRIPPED	Actual alert	Refer to affected systems
	False alert	Refer to Item 24-09-02 C/B TRIPPED Alert
ELEC AC BUS 1 FAULT	NIL	NO DISPATCH
ELEC AC BUS 2 FAULT	NIL	NO DISPATCH
ELEC AC ESS BUS ALTN	NIL	NO DISPATCH
ELEC AC ESS BUS FAULT	NIL	NO DISPATCH
ELEC AC ESS BUS SHED	Actual alert	NO DISPATCH
	False alert	Refer to Item 24-09-01 ELEC AC ESS BUS SHED Alert
ELEC APU GEN FAULT	NIL	Refer to Item 24-23-01 AC Auxiliary Generation (APU Generator, APU GCU or GAPCU Auxiliary Power Control function, Line Contactor)
ELEC APU GEN OVERLOAD	NIL	Refer to Item 24-26-01 Galley Automatic Load Shed System
ELEC BAT 1(2) FAULT	NIL	NO DISPATCH
ELEC BAT 1(2) OFF	NIL	Not related to MEL
ELEC BCL 1(2) FAULT	NIL	Refer to Item 24-38-02 Battery Charger Limiter (BCL)
ELEC DC BAT BUS FAULT	NIL	NO DISPATCH
ELEC DC BUS 1 FAULT	NIL	NO DISPATCH
ELEC DC BUS 2 FAULT	NIL	NO DISPATCH
ELEC DC BUS 1+2 FAULT	NIL	NO DISPATCH
ELEC DC EMER CONFIG	NIL	NO DISPATCH
ELEC DC ESS BUS FAULT	NIL	NO DISPATCH
ELEC DC ESS BUS SHED	NIL	NO DISPATCH
ELEC EMER CONFIG	NIL	NO DISPATCH
ELEC EMER GEN 1 LINE OFF	NIL	Not related to MEL
ELEC ESS BUSSES ON BAT	NIL	NO DISPATCH
ELEC ESS TR FAULT	NIL	Refer to Item 24-34-01 DC Emergency Generation (ESS TR)
ELEC GEN 1(2) FAULT	NIL	Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)
ELEC GEN 1(2) OFF	NIL	Not related to MEL
ELEC GEN 1(2) OVERLOAD	NIL	Refer to Item 24-26-01 Galley Automatic Load Shed System
ELEC IDG 1(2) DISCONNECTED	NIL	Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)
ELEC IDG 1(2) OIL LO	NIL	Refer to Item 24-22-01 AC Main

ATA 24 ELECTRICAL POWER

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
PR		Generation (IDG, GCU, Line Contactor)
ELEC IDG 1(2) OIL OVHT	NIL	Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)
ELEC STATIC INV FAULT	NIL	NO DISPATCH
ELEC TR 1(2) FAULT	NIL	Refer to Item 24-32-01 DC Main Generation (TR 1, TR 2)

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
APU FIRE	Actual alert	NO DISPATCH
	False alert	Refer to Item 49-10-01 Power Plant (APU)
APU FIRE DET FAULT	NIL	Refer to Item 26-13-01 APU Fire Detection Loop
APU FIRE LOOP A(B) FAULT	NIL	Refer to Item 26-13-01 APU Fire Detection Loop
AVIONICS SMOKE	Actual alert	NO DISPATCH
	False alert	Refer to Item 26-15-01 Avionics Smoke Detection System
CARGO SMOKE AFT BTL SQUIB FAULT (Applicable to A319-112 aircraft)	NIL	Refer to Item 26-23-02 Squib of the Cargo Bottle 1
CARGO SMOKE FWD BTL SQUIB FAULT(Applicable to A319-112 aircraft)	NIL	Refer to Item 26-23-02 Squib of the Cargo Bottle 1
ENG 1(2) FIRE	NIL	NO DISPATCH
ENG 1(2) FIRE DET FAULT	NIL	NO DISPATCH
ENG 1(2) FIRE LOOP A FAULT	If engine 1 is affected	Refer to Item 26-12-01 Engine Fire Detection Loop A on the Engine 1
	If engine 2 is affected	Refer to Item 26-12-02 Engine Fire Detection Loop A on the Engine 2
ENG 1(2) FIRE LOOP B FAULT	If engine 1 is affected	Refer to Item 26-12-03 Engine Fire Detection Loop B on the Engine 1
	If engine 2 is affected	Refer to Item 26-12-04 Engine Fire Detection Loop B on the Engine 2
SMOKE AFT CARGO SMOKE	NIL	NO DISPATCH
SMOKE AFT CRG BTL FAULT (Applicable to A320 and A319-115 aircraft)	If the SMOKE FWD CRG BTL FAULT alert is not displayed on the EWD	Refer to Item 26-23-02 Squib of the Cargo Bottle 1
	If the SMOKE FWD CRG BTL FAULT alert is displayed on the EWD	Refer to Item 26-23-01 Cargo Agent Bottle
SMOKE AFT CRG DET FAULT	NIL	Refer to Item 26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments
SMOKE FWD CARGO SMOKE	NIL	NO DISPATCH

ATA 26 FIRE PROTECTION

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
SMOKE FWD CRG BTL FAULT (Applicable to A320 and A319-115 aircraft)	If the SMOKE AFT CRG BTL FAULT alert is not displayed on the EWD	Refer to Item 26-23-02 Squib of the Cargo Bottle 1
	If the SMOKE AFT CRG BTL FAULT alert is displayed on the EWD	Refer to Item 26-23-01 Cargo Agent Bottle
SMOKE FWD CRG DET FAULT	NIL	Refer to Item 26-16-01 Smoke Detector in the FWD Cargo Compartment
SMOKE DET FAULT (Applicable to A319-112 aircraft)	NIL	Refer to Item 26-17-02 Smoke Detection Control Unit (SDCU)
SMOKE DET FAULT (Applicable to A320 and A319-115 aircraft)	NIL	Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)
SMOKE LAVATORY DET FAULT	NIL	Refer to Item 26-17-01 Lavatory Smoke Detection System
SMOKE LAVATORY SMOKE	Actual alert	NO DISPATCH
	False alert	Refer to Item 26-17-01 Lavatory Smoke Detection System

ATA 27 FLIGHT CONTROLS

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
CONFIG L(R) SIDESTICK FAULT	NIL	NO DISPATCH
CONFIG PITCH TRIM NOT IN T.O. RANGE	NIL	NO DISPATCH
CONFIG RUD TRIM NOT IN T.O. RANGE	NIL	NO DISPATCH
CONFIG SLATS (FLAPS) NOT IN T.O. CONFIG.	NIL	NO DISPATCH
CONFIG SPEED BRK NOT RETRACTED	NIL	NO DISPATCH
F/CTL AIL SERVO FAULT	NIL	Refer to Item 27-14-01 Left Aileron Blue Servo-Control (Controlled by ELAC 1) or Refer to Item 27-14-02 Left Aileron Green Servo-Control (Controlled by ELAC 2) or Refer to Item 27-14-03 Right Aileron Green Servo-Control (Controlled by ELAC 1) or Refer to Item 27-14-04 Right Aileron Blue Servo-Control (Controlled by ELAC 2)
F/CTL ALTN LAW	NIL	NO DISPATCH
F/CTL DIRECT LAW	NIL	NO DISPATCH
F/CTL ELAC 1 FAULT	NIL	Refer to Item 27-93-01 ELAC 1
F/CTL ELAC 1 PITCH FAULT	NIL	Refer to Item 27-93-01 ELAC 1
F/CTL ELAC 2 FAULT	NIL	NO DISPATCH
F/CTL ELAC 2 PITCH FAULT	NIL	NO DISPATCH
F/CTL ELEV SERVO FAULT	IF the servo-control is affected.	NO DISPATCH
	If the servo-control position transducer is affected.	Refer to Item 27-34-02 Elevator Servo-Control Position Transducer
F/CTL FCDC 1 FAULT	NIL	NO DISPATCH
F/CTL FCDC 2 FAULT	NIL	Refer to Item 27-95-02 FCDC 2
F/CTL FCDC 1+2 FAULT	NIL	NO DISPATCH
F/CTL FLAP ATTACH SENSOR	NIL	NO DISPATCH
F/CTL FLAP LVR NOT ZERO	NIL	Not related to MEL
F/CTL FLAP SYS 1 FAULT	NIL	NO DISPATCH
	If the maintenance check confirms that the F/CTL FLAP SYS 1 FAULT alert is displayed on the EWD due to a flap motor failure	Refer to Item 27-54-01 Flap Hydraulic Motor

ATA 27 FLIGHT CONTROLS

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
F/CTL FLAP SYS 2 FAULT	NIL	Refer to Item 27-51-01 SFCC Flap Channel
	If the maintenance check confirms that the F/CTL FLAP SYS 2 FAULT alert is displayed on the EWD due to a flap motor failure.	Refer to Item 27-54-01 Flap Hydraulic Motor
F/CTL FLAP TIP BRK FAULT	NIL	Refer to Item 27-51-03 Flap Wing Tip Brakes Solenoid
F/CTL FLAPS(SLATS) FAULT	NIL	NO DISPATCH
F/CTL FLAPS(SLATS) LOCKED	NIL	NO DISPATCH
F/CTL GND SPLR FAULT	If the braking system is affected	Refer to Item 32-42-06 Tachometer
	If the braking system is not affected	Refer to Item 27-92-02 Ground Spoiler Control System
F/CTL GND SPLR 1+2(3+4) FAULT	NIL	Refer to Item 27-92-02 Ground Spoiler Control System
F/CTL GND SPLR 5 FAULT	NIL	Refer to Item 27-92-02 Ground Spoiler Control System
F/CTL GND SPLR NOT ARMED	Ground spoilers are not armed while on approach below 500 ft (150 m) AGL with the landing gears down.	Not related to MEL
F/CTL L(R) AIL FAULT	NIL	NO DISPATCH
F/CTL L(R) ELEV FAULT	NIL	NO DISPATCH
F/CTL L+R ELEV FAULT	NIL	NO DISPATCH
F/CTL L(R) SIDESTICK FAULT	NIL	NO DISPATCH
F/CTL PITCH TRIM/MCDU/CG DISAGREE (Except HC-CKN, HC-CRU and HC-CJM)	NIL	Not related to MEL
F/CTL SEC 1 FAULT	NIL	Refer to Item 27-94-01 SEC 1
F/CTL SEC 2 FAULT	NIL	Refer to Item 27-94-02 SEC 2
F/CTL SEC 3 FAULT	NIL	Refer to Item 27-94-03 SEC 3
F/CTL SIDESTICK PRIORITY	NIL	Refer to FCOM/PRO-ABN-27 F/CTL SIDESTICK PRIORITY
F/CTL SLAT SYS 1 FAULT	NIL	NO DISPATCH
	If the maintenance check confirms the F/CTL SLAT SYS 1 FAULT alert is displayed on the EWD due to a slat motor failure.	Refer to Item 27-84-01 Slats Hydraulic Motor
F/CTL SLAT SYS 2 FAULT	NIL	Refer to Item 27-81-01 SFCC Slat Channel
	If the maintenance check	Refer to Item 27-84-01 Slats

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
	confirms the F/CTL SLAT SYS 2 FAULT alert is displayed on the EWD due to a slat motor failure.	Hydraulic Motor
F/CTL SLAT TIP BRK FAULT	NIL	Refer to Item 27-81-01 Slat Wing Tip Brakes Solenoids
F/CTL SPD BRK DISAGREE	NIL	Refer to Item 27-92-01 Speedbrake Control System
F/CTL SPD BRK FAULT	NIL	Refer to Item 27-92-01 Speedbrake Control System
F/CTL SPD BRK STILL OUT	NIL	Not related to MEL
F/CTL SPD BRK 2(3+4) FAULT	NIL	Refer to Item 27-92-01 Speedbrake Control System
F/CTL SPLR FAULT	NIL	Refer to Item 27-64-01 Spoiler 5 or Refer to Item 27-64-02 Spoiler 1 or 3 or Refer to Item 27-64-03 Spoiler 2 or 4 or Refer to Item 27-64-04 Spoilers 1 and 2 or Refer to Item 27-64-05 Spoilers 3 and 4
F/CTL STABILIZER JAM	NIL	NO DISPATCH

ATA 28 FUEL

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
FUEL APU LP VALVE FAULT	NIL	Refer to Item 28-29-01 APU LP Fuel Valve
FUEL AUTO FEED FAULT	NIL	Refer to Item 28-20-01 Automatic Fuel Feed System
FUEL CTR TK PUMP 1(2) LO PR	NIL	Refer to Item 28-21-02 Center Tank Pump
FUEL CTR TK PUMPS LO PR	NIL	Refer to Item 28-21-02 Center Tank Pump
FUEL CTR TK PUMPS OFF	NIL	Not related to MEL
FUEL ENG 1(2) LP VALVE OPEN	Actual alert	NO DISPATCH
	False alert	Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page
FUEL FQI CH 1(2) FAULT	NIL	Refer to Item 28-50-01 Fuel Quantity Indicating Computer (FQIC) Channel
FUEL L(R) INNER(OUTER) TK HI TEMP	Actual Alert	Dispatch possible only if “delay T.O” is not displayed on ECAM
	False Alert	Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert
FUEL L(R) INNER(OUTER) TK LO TEMP	Actual Alert	NO DISPATCH
	False Alert	Refer to Item 28-09-02 FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert
FUEL L(R) OUTER XFR CLOSED	NIL	Refer to Item 28-15-01 LH Wing Transfer Valve or Refer to Item 28-15-02 RH Wing Transfer Valve
FUEL L(R) OUTER XFR OPEN	NIL	Refer to Item 28-15-01 LH Wing Transfer Valve or Refer to Item 28-15-02 RH Wing Transfer Valve
FUEL L(R) TK PUMP 1(2) LO PR	NIL	Refer to Item 28-21-01 Wing Tank Pump
FUEL L(R) TK PUMP 1+2 LO PR	NIL	NO DISPATCH
FUEL L(R) WING TK LO LVL	Actual alert	NO DISPATCH
	False alert	Refer to Item 28-46-04 Low Level Detection System in the Inner/Wing Tank
FUEL L+R WING TK LO LVL	NIL	NO DISPATCH

ATA 28 FUEL

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
FUEL X FEED VALVE FAULT	NIL	NO DISPATCH

ATA 29 HYDRAULIC POWER

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
HYD B ELEC PUMP LO PR	Actual Alert	NO DISPATCH
	False alert	Refer to Item 29-09-01 HYD B(Y) ELEC PUMP LO PR Alert
HYD B ELEC PUMP OVHT	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-02 HYD B(Y) ELEC PUMP OVHT Alert
HYD B RSVR LO AIR PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert
HYD B RSVR LO LVL	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert
HYD B RSVR OVHT	NIL	NO DISPATCH
HYD B SYS LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-09 HYD G(B)(Y)(B+G)(G+Y)(B+Y) SYS LO PR Alert
HYD B+G SYS LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-09 HYD G(B)(Y)(B+G)(G+Y)(B+Y) SYS LO PR Alert
HYD B+Y SYS LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-09 HYD G(B)(Y)(B+G)(G+Y)(B+Y) SYS LO PR Alert
HYD G ENG 1 PUMP LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert
HYD G RSVR LO AIR PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert
HYD G RSVR LO LVL	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert
HYD G RSVR OVHT	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-06 HYD G(B)(Y) RSVR OVHT Alert
HYD G SYS LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-09 HYD G(B)(Y)(B+G)(G+Y)(B+Y) SYS LO PR Alert

ATA 29 HYDRAULIC POWER

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
HYD G+Y SYS LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-09 HYD G(B)(Y)(B+G)(G+Y)(B+Y) SYS LO PR Alert
HYD PTU FAULT	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-07 HYD PTU FAULT Alert
HYD RAT FAULT	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-08 HYD RAT FAULT Alert
HYD Y ELEC PUMP LO PR	Actual alert	Refer to Item 29-24-01 Yellow System Electrical pump
	False alert	Refer to Item 29-09-01 HYD B(Y) ELEC PUMP LO PR Alert
HYD Y ELEC PUMP OVHT	Actual alert	Refer to Item 29-24-01 Yellow System Electrical pump
	False alert	Refer to Item 29-09-02 HYD B(Y) ELECPUMP OVHT Alert
HYD Y ENG 2 PUMP LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert
HYD Y RSVR LO AIR PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert
HYD Y RSVR LO LVL	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert
HYD Y RSVR OVHT	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-06 HYD G(B)(Y) RSVR OVHT Alert
HYD Y SYS LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 29-09-09 HYD G(B)(Y)(B+G)(G+Y)(B+Y) SYS LO PR Alert

ATA 30 ICE AND RAIN PROTECTION

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
ANTI ICE ALL PITOT	NIL	NO DISPATCH
ANTI ICE CAPT(F/O)(STBY) AOA	NIL	Refer to Item 30-31-04 Angle of Attack (AOA) Probes Heating
ANTI ICE CAPT(F/O)(STBY) L(R) STAT	NIL	Refer to Item 30-31-03 Static Ports Heater
ANTI ICE CAPT(F/O)(STBY) PITOT	NIL	Refer to Item 30-31-02 Pitot Heater
ANTI ICE CAPT+F/O PITOT	NIL	NO DISPATCH
ANTI ICE CAPT+STBY PITOT	NIL	NO DISPATCH
ANTI ICE CAPT(F/O)(STBY) PROBES	NIL	Refer to Item 30-31-01 Probe Heat Computer (PHC)
ANTI ICE CAPT(F/O) TAT	NIL	Refer to Item 30-31-05 TAT Probes Heating
ANTI ICE DETECT FAULT (Applicable to HC-CKN Only)	NIL	Refer to Item 30-81-01 Ice Detection System
ANTI ICE ENG 1(2) VALVE CLSD	NIL	Refer to Item 30-21-01 Engine Anti-Ice Valve
ANTI ICE ENG 1(2) VALVE OPEN	NIL	Refer to Item 30-21-01 Engine Anti-Ice Valve
ANTI ICE F/O+STBY PITOT	NIL	NO DISPATCH
ANTI ICE DETECTED (Applicable to HC-CKN Only)	NIL	Not related to MEL
ANTI ICE L(R) WINDOW	If the Window Heat Computer is affected	Refer to Item 30-42-01 Window Heat Computer
	NIL	Refer to Item 30-42-02 Fixed Lateral Window and Sliding Window Heating
ANTI ICE L(R) WINDSHIELD	If the Window Heat Computer is affected	Refer to Item 30-42-01 Window Heat Computer
	NIL	Refer to Item 30-42-03 Windshield Heating
ANTI ICE L+R WINDSHIELD	NIL	NO DISPATCH
SEVERE ICE DETECTED (Applicable to HC-CKN Only)	NIL	Not related to MEL
WING ANTI ICE L(R) HI PR	NIL	Refer to Item 30-11-01B Wing Anti-Ice Control Valve
WING ANTI ICE L(R) VALVE OPEN	NIL	Refer to Item 30-11-01 Wing Anti-Ice Control Valve
WING ANTI ICE OPEN ON GND	NIL	Refer to Item 30-11-01 Wing Anti-Ice Control Valve
WING ANTI ICE SYS FAULT	NIL	Refer to Item 30-11-01 Wing Anti-Ice Control Valve

ATA 31 INDICATING/RECORDING SYSTEM

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
EIS DMC 1 FAULT	NIL	Refer to Item 31-62-01 DMC 1
EIS DMC 2 FAULT	NIL	Refer to Item 31-62-02 DMC 2
EIS DMC 3 FAULT	NIL	Refer to Item 31-62-03 DMC 3
EIS DMC/FWC COM FAULT	NIL	NO DISPATCH
FWS FWC 1 FAULT	NIL	NO DISPATCH
FWS FWC 2 FAULT	NIL	Refer to Item 31-53-01 Flight Warning Computer (FWC)
FWS FWC 1+2 FAULT	NIL	NO DISPATCH
FWS OEB/FWC DISCREPANCY	NIL	NO DISPATCH
FWS SDAC 1 FAULT	NIL	NO DISPATCH
FWS SDAC 2 FAULT	NIL	Refer to Item 31-55-01 System Data Acquisition Concentrator (SDAC)
FWS SDAC 1+2 FAULT	NIL	NO DISPATCH
RECORDER DFDR FAULT	NIL	Refer to Item 31-30-03 Digital Flight Data Recorder (DFDR)
RECORDER SYS FAULT	NIL	Refer to Item 31-30-05 Flight Data Interface (FDIU or FDIMU Flight Data Interface function)

ATA 32 LANDING GEAR

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
BRAKES ALTN BRK FAULT (Applicable to A320 and A319-115 aircraft)	NIL	NO DISPATCH
BRAKES ALTN L(R) RELEASED (Applicable to A320 and A319-115 aircraft)	NIL	NO DISPATCH
BRAKES A/SKID N/WS FAULT	NIL	NO DISPATCH
BRAKES A/SKID N/WS OFF	NIL	Not related to MEL
BRAKES AUTO BRK FAULT (Applicable to A319-112 aircraft)	If normal braking is lost (BRAKE RELEASED message is not displayed)	NO DISPATCH
	If the autobrake function is affected (BRAKE RELEASED message is displayed)	Refer to Item 32-42-05 AUTO/BRK Function
	If a tachometer is affected (BRAKE RELEASED message is displayed)	Refer to Item 32-42-06 Tachometer
BRAKES AUTO BRK FAULT (Applicable to A320 and A319-115 aircraft)	NIL	Refer to Item 32-42-05 AUTO/BRK Function
BRAKES BRK Y ACCU LO PR (Applicable to A320 and A319-115 aircraft)	Actual alert	NO DISPATCH
	False alert	Refer to Item 32-44-02 ACCU PRESS Indicator
BRAKES SYS 1 FAULT	NIL	Refer to Item 32-42-03 Braking/Steering Control Unit (BSCU) Channel 1 / System 1
BRAKES SYS 2 FAULT	NIL	Refer to Item 32-42-04 Braking/Steering Control Unit (BSCU) Channel 2 / System 2
BRAKES HOT	Actual alert	NO DISPATCH
	False alert	Refer to Item 32-07-01 Brakes Temperature Indication on the WHEEL SD page
BRAKES NORM BRK FAULT (Applicable to A320 and A319-115 aircraft)	NIL	NO DISPATCH
BRAKES NORM+ALT FAULT (Applicable to A320 and A319-115 aircraft)	NIL	NO DISPATCH

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
BRAKES PARK BRK FAULT (Applicable only to HC-CJW and HC-CJV)	If associated with the BRK PRESS STILL APPLIED subtitle	NO DISPATCH
	If associated with the BRK PRESS RELEASED subtitle	Apply ECAM procedure
BRAKES PARK BRK LO PR (Applicable to A320 and A319-115)	NIL	Not related to MEL
BRAKES PARK BRK ON	NIL	Not related to MEL
BRAKES RELEASED (Applicable to A320 and A319-115)	If green brake supply affected	Refer to Item 32-42-02 Green System brake
	If a tachometer is affected	Refer to Item 32-42-06 Tachometer
BRAKES-N/WS MINOR FAULT (Applicable to A320 and A319-115)	NIL	Refer to Item 32-09-01 BRAKES-N/WS MINOR FAULT Alert
CONFIG PARK BRK ON	NIL	NO DISPATCH
L/G DOORS NOT CLOSED	NIL	NO DISPATCH
L/G GEAR NOT DOWN	NIL	Not related to MEL
L/G GEAR NOT DOWNLOCKED	NIL	Not related to MEL
L/G GEAR NOT UPLOCKED	NIL	Not related to MEL
L/G GEAR UPLOCK FAULT	NIL	Refer to Item 32-31-02 Landing Gear Retracting System
L/G LGCIU 1 FAULT	NIL	NO DISPATCH
L/G LGCIU 2 FAULT	If the LGCIU 2 is inoperative	Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)
	If a RH L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	Refer to Item 32-32-02 LGCIU 2 RH L/G Shock Absorber Proximity Detector or Refer to Item 32-32-05 LGCIU 2 RH L/G Down Lock Proximity Detector or Refer to Item 32-32-08 LGCIU 2 RH L/G Up Lock Proximity Detector or Refer to Item 32-32-11 LGCIU 2 RH L/G Doors Open Proximity Detector or Refer to Item 32-32-14 LGCIU 2 RH L/G doors closed proximity detector

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
	If a LH L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	Refer to Item 32-32-03 LGCIU 2 LH L/G Shock Absorber Proximity Detector or Refer to Item 32-32-06 LGCIU 2 LH L/G Down Lock Proximity Detector or Refer to Item 32-32-09 LGCIU 2 LH L/G Up Lock Proximity Detector or
L/G LGCIU 2 FAULT (Continued)	If a Nose L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	Refer to Item 32-32-12 LGCIU 2 LH L/G Doors Open Proximity Detector or Refer to Item 32-32-15 LGCIU 2 LH L/G doors closed proximity detector or Refer to Item 32-32-04 LGCIU 2 Nose L/G Shock Absorber Proximity Detector or Refer to Item 32-32-07 LGCIU 2 Nose L/G Down Lock Proximity Detector or Refer to Item 32-32-10 LGCIU 2 Nose L/G Up Lock Proximity Detector or Refer to Item 32-32-13 LGCIU 2 Nose L/G Doors Open Proximity Detector or Refer to Item 32-32-16 LGCIU 2 Nose L/G Doors Closed Proximity Detector
L/G LGCIU 1+2 FAULT	NIL	NO DISPATCH
L/G SHOCK ABSORBER FAULT	NIL	NO DISPATCH
L/G SYS DISAGREE	NIL	NO DISPATCH
WHEEL HYD SEL FAULT	NIL	NO DISPATCH
WHEEL N/W STRG FAULT	If the NWS electrical deactivation box is failed	Refer to Item 32-51-03 NWS Electrical Deactivation Box
	In the other cases	Refer to Item 32-51-01 Nose Wheel Steering Control System
WHEEL TYRE LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 32-09-02 WHEEL TYRE LO PR Alert

ATA 34 NAVIGATION

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
NAV ADR DISAGREE	NIL	NO DISPATCH
NAV ADR 1 FAULT	NIL	Refer to Item 34-10-01 ADR 1
NAV ADR 2 FAULT	NIL	Refer to Item 34-10-02 ADR 2
NAV ADR 3 FAULT	NIL	Refer to Item 34-10-03 ADR 3
NAV ADR 1+2(1+3)(2+3) FAULT	NIL	NO DISPATCH
NAV ADR 1+2+3 FAULT	NIL	NO DISPATCH
NAV ALTI DISCREPANCY	NIL	Refer to Item 34-10-01 ADR 1 or Refer to Item 34-10-02 ADR 2 or Refer to Item 34-10-03 ADR 3
NAV ATC/XPDR 1(2)(1+2) FAULT (Only HC-CJW & HC-CJV)	NIL	Refer to Item 34-50-01 ATC
NAV ATC/XPDR STBY (Only HC-CJW & HC-CJV)	NIL	Not related to MEL
NAV ATT DISCREPANCY	NIL	Refer to Item 34-10-04 IR 1 or Refer to Item 34-10-05 IR 2 or Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) or Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)
NAV BARO REF DISCREPANCY	NIL	Not related to MEL
NAV CAPT(F/O)(STBY) AOA FAULT	NIL	Refer to Item 34-11-01 Angle of Attack (AOA) Sensor
NAV FM/GPS POS DISAGREE	NIL	Not related to MEL
NAV GPS 1(2) FAULT	NIL	Refer to Item 34-50-09 Global Positioning System (GPS)
NAV GPWS FAULT	NIL	Refer to Item 34-40-01 Ground Proximity Warning System (GPWS)/Terrain Awareness and Warning System (TAWS)
NAV GPWS TERR DET FAULT	NIL	Refer to Item 34-40-01 Ground Proximity Warning System (GPWS)/Terrain Awareness and Warning System (TAWS)
NAV HDG DISCREPANCY	NIL	Refer to Item 34-10-04 IR 1 or Refer to Item 34-10-05 IR 2 or Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) or Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)
NAV IAS DISCREPANCY	NIL	Refer to Item 34-10-01 ADR 1 or Refer to Item 34-10-02 ADR 2 or Refer to Item 34-10-03 ADR 3

ATA 34 NAVIGATION

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
NAV ILS 1(2)(1+2) FAULT	NIL	Refer to Item 34-30-04 Instrument Landing System (ILS)
NAV IR DISAGREE	NIL	NO DISPATCH
NAV IR NOT ALIGNED (Applicable to A320 and A319-115)	NIL	Refer to Item 34-10-04 IR 1 or Refer to Item 34-10-05 IR 2 or Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) or Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)
NAV IR 1 FAULT	NIL	Refer to Item 34-10-04 IR 1
NAV IR 2 FAULT	NIL	Refer to Item 34-10-05 IR 2
NAV IR 3 FAULT	NIL	Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) or Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)
NAV IR 1+2(1+3)(2+3) FAULT	NIL	NO DISPATCH
NAV LS TUNING DISAGREE (Only for HC-CKN, HC-CLF, HC-CSB, HC-CJM, HC-CJW and HC-CJV)	NIL	Not related to MEL
NAV PRED W/S DET FAULT	NIL	Refer to Item 34-40-06 Predictive Windshear Detection Function
NAV RA DEGRADED	During the previous flight, both RAs disagreed. If the RA 1(2) is confirmed faulty by troubleshooting, the radio altimeter 1(2) must be considered inoperative	Refer to Item 34-40-03 Radio Altimeter System
NAV RA 1(2) FAULT	NIL	Refer to Item 34-40-03 Radio Altimeter System
NAV TCAS FAULT	NIL	Refer to Item 34-40-04 Traffic Collision Avoidance System (TCAS)
NAV TCAS STANDBY	NIL	Not related to MEL
OVERSPEED	NIL	Not related to MEL
SURV ROW/ROP LOST (Only for HC-CSB)	NIL	Refer to Item 34-40-09 ROW/ROP Function

ATA 36 PNEUMATIC

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
AIR APU BLEED FAULT	NIL	Refer to Item 36-12-02 APU Bleed Valve
AIR APU BLEED LEAK	NIL	Refer to Item 36-12-01 APU Bleed Air Supply System
AIR BLEED 1(2) OFF	NIL	Refer to Item 36-11-01 Engine Bleed Air Supply System
AIR ENG HP VALVE FAULT	NIL	Refer to Item 36-11-07 Engine Bleed HP Valve
AIR ENG 1(2) BLEED ABNORM PR	NIL	Refer to Item 36-11-01 Engine Bleed Air Supply System
AIR ENG 1(2) BLEED FAULT	NIL	Refer to Item 36-11-01 Engine Bleed Air Supply System
AIR ENG 1(2) BLEED HI TEMP	NIL	Apply ECAM procedure.
AIR ENG 1(2) BLEED LEAK	Actual alert	NO DISPATCH
	False alert	Refer to Item 36-22-01 Pylon Leak Detection System
AIR ENG 1(2)(1+2) BLEED LO TEMP	NIL	Refer to Item 36-11-04 Engine Bleed Fan Air Valve
AIR ENG 1(2) BLEED NOT CLSD	NIL	Refer to Item 36-11-02 Engine Bleed Valve (PRV)
AIR ENG 1(2) LEAK DET FAULT (Only for HC-CSF, HC-CJM, HC-CJW and HC-CJV)	NIL	Refer to Item 36-22-01 Pylon Leak Detection System
AIR L(R) WING LEAK	NIL	NO DISPATCH
AIR L(R) WNG LEAK DET FAULT	NIL	NO DISPATCH
AIR X BLEED FAULT	If the automatic control of the crossbleed valve is affected	Refer to Item 36-12-04 Automatic Control of the X Bleed Valve
	If the manual control of the crossbleed valve is affected	Refer to Item 36-12-05 Manual Control of the X Bleed Valve
BLEED MONITORING FAULT	NIL	NO DISPATCH
BLEED MONIT SYS 1(2) FAULT (Only for HC-CSF, HC-CJM, HC-CJW and HC-CJV)	NIL	Refer to Item 36-11-08 Bleed Monitoring Computer (BMC)

ATA 46 INFORMATION SYSTEMS

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
DATA LINK ATC FAULT	NIL	Refer to Item 46-21-01 Air Traffic Service Unit (ATSU)
DATA LINK ATSU FAULT	NIL	Refer to Item 46-21-01 Air Traffic Service Unit (ATSU)
DATA LINK COMPANY FAULT	NIL	Refer to Item 46-21-01 Air Traffic Service Unit (ATSU)

ATA 47 INERT GAS SYSTEM

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
FUEL INERTING SYS FAULT	NIL	Refer to Item 47-10-01 Fuel Tank Inerting System

ATA 49 AIRBORNE AUXILIARY POWER

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
APU AUTO(EMER) SHUT DOWN	NIL	Refer to Item 49-10-01 Power Plant (APU)

ATA 52 DOORS

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
DOOR FWD (AFT)(BULK) CARGO	Actual alert	NO DISPATCH
	False alert	Refer to Item 52-07-05 Cargo Door Indication on the DOOR/OXY SD page
DOOR L(R) AFT AVIONICS	Actual alert	NO DISPATCH
	False alert	Refer to Item 52-07-06 Avionics Compartment Access Door Indication on the DOOR/OXY SD page
DOOR L(R) AFT CABIN	Actual alert	NO DISPATCH
	False alert	Refer to Item 52-07-01 Passenger Door/Emergency Exit Permanently Indicated Open on the DOOR/OXY SD page
DOOR L(R) AFT EMER EXIT (Applicable to A320)	Actual alert	NO DISPATCH
	False alert	Refer to Item 52-07-03 Overwing Emergency Exit Permanently Indicated Open on the DOOR/OXY SD page
DOOR L(R) EMER EXIT (Applicable to A319)	Actual alert	NO DISPATCH
	False alert	Refer to Item 52-07-03 Overwing Emergency Exit Permanently Indicated Open on the DOOR/OXY SD page
DOOR L(R) FWD AVIONICS	Actual alert	NO DISPATCH
	False alert	Refer to Item 52-07-06 Avionics Compartment Access Door Indication on the DOOR/OXY SD page
DOOR L(R) FWD CABIN	Actual alert	NO DISPATCH
	False alert	Refer to Item 52-07-01 Passenger Door/Emergency Exit Permanently Indicated Open on the DOOR/OXY SD page
DOOR L(R) FWD EMER EXIT (Applicable to A320)	Actual alert	NO DISPATCH
	False alert	Refer to Item 52-07-03 Overwing Emergency Exit Permanently Indicated Open on the DOOR/OXY SD page

ATA 70 ENGINE

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
ENG COMPRESSOR VANE	NIL	NO DISPATCH
ENG DUAL FAILURE	NIL	Not related to MEL
ENG THR LEVERS NOT SET	NIL	Refer to Item 73-20-01 Flex Takeoff Mode
ENG REV SET	NIL	Not related to MEL
ENG SAT ABOVE FLEX TEMP	NIL	Apply ECAM procedure
ENG THRUST LOCKED	NIL	Not related to MEL
ENG TYPE DISAGREE	NIL	NO DISPATCH
ENG VIB SYS FAULT	NIL	Refer to Item 77-07-02-05 N1 Vibration Indication on the ENGINE SD page or Refer to Item 77-07-02-06 N2 Vibration Indication on the ENGINE SD page
ENG 1(2) BLEED STATUS FAULT	If this alert is displayed on the EWD before the first engine start, check that no amber cross is displayed on the ENG SD page for OIL TEMP indication of the affected engine. If an amber cross is displayed, the associated EIU may be the cause of the failure (associated engine start not possible).	Apply ECAM procedure.
ENG 1(2) COMPRESSOR VANE	NIL	NO DISPATCH
ENG 1(2) CTL VALVE FAULT	NIL	NO DISPATCH
ENG 1(2) EGT(FF)(N1)(N2) DISCREPANCY	NIL	NO DISPATCH
ENG 1(2) EIU FAULT	NIL	NO DISPATCH
ENG 1(2) FADEC A(B) FAULT	NIL	NO DISPATCH
ENG 1(2) FADEC ALTERNATOR	NIL	NO DISPATCH
ENG 1(2) FADEC FAULT	NIL	NO DISPATCH
ENG 1(2) FADEC HI TEMP	NIL	NO DISPATCH
ENG 1(2) FAIL	NIL	Not related to MEL
ENG 1(2) FUEL CTL FAULT	NIL	NO DISPATCH
ENG 1(2) FUEL FILTER CLOG	Actual alert	NO DISPATCH
	False alert	Refer to Item 73-09-01 ENG 1(2) FUEL FILTER CLOG Alert
ENG 1(2) FUEL RETURN VALVE	NIL	Refer to Item 73-10-01 Fuel Return Valve
ENG 1(2) HP FUEL VALVE	NIL	NO DISPATCH
ENG 1(2) IGN A(B) FAULT	Actual alert	Refer to Item 74-31-01 Ignition System A or Refer to ítem 74-31-02 Ignition System B
	False alert	Refer to Item 74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert

ATA 70 ENGINE

ECAM Alert	AIRCRAFT STATUS	CONDITION OF DISPATCH
ENG 1(2) IGN A+B FAULT	Actual alert	NO DISPATCH
	False alert	Refer to Item 74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert
ENG 1(2) LOW N1	NIL	NO DISPATCH
ENG 1(2) N1(N2)(EGT) OVER LIMIT	NIL	Not related to MEL
ENG 1(2) OIL FILTER CLOG	Actual alert	NO DISPATCH
	False alert	Refer to Item 79-09-02 ENG 1(2) OIL FILTER CLOG Alert
ENG 1(2) OIL HI TEMP	NIL	NO DISPATCH
ENG 1(2) OIL LO PR	Actual alert	NO DISPATCH
	False alert	Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert
ENG 1(2) ONE TLA FAULT	NIL	Refer to Item 76-11-01 Thrust lever Position Sensor
ENG 1(2) OVSPD PROT FAULT	NIL	NO DISPATCH
ENG 1(2) PROBES FAULT	NIL	NO DISPATCH
ENG 1(2) REV INHIBITED	NIL	Refer to Item 78-30-01 Thrust Reverser
ENG 1(2) REV ISOL FAULT	NIL	Refer to Item 78-30-03 Thrust Reverser Shutoff Valve
ENG 1(2) REV PRESSURIZED	NIL	NO DISPATCH
ENG 1(2) REV SWITCH FAULT	NIL	Refer to Item 78-30-02 Thrust Reverser Inhibition Relay sw
ENG 1(2) REVERSE UNLOCKED	NIL	NO DISPATCH
ENG 1(2) REVERSER FAULT	NIL	Refer to Item 78-30-01 Thrust Reverser
ENG 1(2) SENSOR FAULT	NIL	NO DISPATCH
ENG 1(2) SHUT DOWN	NIL	Not related to MEL
ENG 1(2) STALL	NIL	Not related to MEL
ENG 1(2) START FAULT	If the associated THR LEVER NOT AT IDLE subtitle is Displayed	Apply ECAM procedure
	NIL	Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - General
ENG 1(2) START VALVE FAULT	NIL	Refer to Item 80-11-01 Start Valve
ENG 1(2) THR LEVER ABV IDLE	NIL	Not related to MEL
ENG 1(2) THR LEVER DISAGREE	NIL	NO DISPATCH
ENG 1(2) THR LEVER FAULT	NIL	NO DISPATCH