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

Master Minimum Equipment List (MMEL)

Revision: 28a
Date: XX/XX/XXXX

Airbus
A318/A319/A320/A321

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
27	07/18/2018	All pages format change. Technical Changes noted in Highlights of Change. PLs 43, 76, 79, 98, 105, 119, and 120.
28	11/22/2019	Technical Changes noted in Highlights of Change. Policy Letters (PL's) updated as required.
28a	XX/XX/XXXX	Technical Changes noted in Highlights of Change. Policy Letters (PL's) updated as required

HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 28a**.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections are made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 23	Communications
23-25	Item 75-01: Added new Item
ATA 25	Equipment/Furnishings
25-20	Item 61-01-2): Revised per PL-120
25-22	Items 75-01 and 75-02: Added new items per PL-130
ATA 28	Fuel
28-4	Item 28-15-01): Updated dispatch requirement.
ATA 30	Ice and Rain Protection
30-8	Item 42-03-1): Revised item. Added dispatch condition.
ATA 32	Landing Gear
32-5	Item 42-01: Revised Item. Removed dispatch condition.
ATA 79	Engine Oil
79-7	Item 35-04-1), 2), 3): Updated dispatch condition per software standard.
79-8	Item 35-04-2): Updated dispatch condition per software standard.
79-9 thru 10	Item 35-04-3): Updated dispatch condition per software standard.
79-11	Item 35-05-2), 3): Updated dispatch condition per software standard.

DEFINITIONS

For Definitions, refer to the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions.

PREAMBLE

For the Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble.

FAA MMEL Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website at:

FSIMS - Publications - MMEL Policy Letters

LIST OF ACRONYMS

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

LIST OF ACRONYMS

ACRONYM	DEFINITION
ATC	Air Traffic Control
ATSU	Air Traffic Service Unit
ATT	Attitude
ATQC	Airbus Temporary Quick Change
ATU	Auto Transformer Unit
AUTO	Automatic
AED	Automatic Emergency Descent
AED	Automatic External Defibrillator
AVNCS	Avionics
B	
B/UP	Backup
BAM	Bleed Air Monitoring
BAS	Bleed Air System
BAT	Battery
BBAND	Broadband
BCF	Brake Cooling Fan
BCL	Battery Charge Limiter
BCM	Backup Control Module
BCS	Braking Control System
BITE	Built-In Test Equipment
BKUP	Backup
BMD	Backup Motor Driver
BOMU	Bleed and Overheat Monitoring Unit
BPS	Backup Power Supply
BPT	Bogie Pitch Trimmer
BPTMS	Bogie Pitch Trimmer Monitoring System
BPTU	Brake Pedal Transmitter Unit
BRT	Bright
BSV	Brake Shuttle Valve
BTCM	Brake Temperature Control Module
BTMS	Brake Temperature Monitoring System
BTS	Brake Temperature Sensor
BTV	Brake To Vacate
C	
C/B	Circuit Breaker
C/L	Checklist
CAB	Cabin
CAN	Controller Area Network
CAPT	Captain
CAT	Category
CAV	Cold Air Valve
CBMU	Circuit Breaker Monitoring Unit
CCD	Cursor Control Device
CCRC	Cabin Crew Rest Compartment
CDL	Configuration Deviation List
CDLS	Cockpit Door Locking System
CDM	Coolant Distribution Module
CDS	Control and Display System

LIST OF ACRONYMS

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

LIST OF ACRONYMS

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

LIST OF ACRONYMS

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

LIST OF ACRONYMS

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

LIST OF ACRONYMS

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

LIST OF ACRONYMS

ACRONYM	DEFINITION
MM	Maintenance Message
MMEL	Master Minimum Equipment List
MMO	Maximum Operating Mach
MMR	Multi-Mode Receiver
MNPS	Minimum Navigation Performance Specification
Mod.	Modification
MON	Monitoring
MORA	Minimum On-Route Altitude
MP	Modification Proposal
MPC	Maximum Passenger Capacity
MPZC	Maximum Permitted Zone Capacity
MSA	Minimum Safe Altitude
MTS	Mixer Temperature Sensor
N	
N_1	Engine Low Pressure Rotor Speed
N_2	Engine Intermediate Pressure Rotor Speed
N_3	Engine High Pressure Rotor Speed
N/A	Not Applicable
NAA	National Aviation Authority
NAV	Navigation
NAVAIDS	Navigation Aids
NBSELV	Normal Brake Selector Valve
NEF	Nonessential Equipment and Furnishings
ND	Navigation Display
NDU	Navigation Display Unit
NLG	Nose Landing Gear
NRV	Negative Relief Valve
NSV	Normal Servo Valve
NWS	Nose Wheel Steering
O	
OAT	Outside Air Temperature
OCL	Oceanic Clearance
OCU	Outflow Valve Control Unit
ODMS	Oil Debris Monitoring System
OEI	One Engine Inoperative
OFV	Outflow Valve
OHDC	Over Heat Detection Card
OIS	Onboard Information System
OMT	Onboard Maintenance Terminal
OPS	Operations
ORV	Overpressure Relief Valve
OSFC	Open-World Server Function Cabinet
OVRD	Override

LIST OF ACRONYMS

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

LIST OF ACRONYMS

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

LIST OF ACRONYMS

ACRONYM	DEFINITION
THS	Trimmable Horizontal Stabilizer
TOC	Table of Contents
TOGA	Takeoff/Go-Around
TOS	Takeoff Securing
TOW	Takeoff Weight
TPIC	Tire Pressure Indicating Computer
TPIS	Tire Pressure Indicating System
TR	Transformer Rectifier Unit
TSM	Trouble Shooting Manual
TTL	Taxi, Takeoff, and Landing
TWDC	Tank Wall Data Concentrator
U	
UCV	Unpressurized Compartment Ventilation
UERF	Uncontained Engine Rotor Failure
ULD	Unit Load Device
UTC	Universal Coordinated Time
V	
V_1	Critical Engine Failure Speed
V_2	Takeoff Safety Speed
V/S	Vertical Speed
VAC	Voltage Alternating Current
VAPP	Approach Speed
VC	Variable Camber
VCC	Video Control Center
VCRU	Vapor Cycle Refrigeration Unit
VCS	Ventilation Control System
VD	Vertical Display
VENT	Ventilation
VFE	Maximum Speed for each Flap Configuration
VFG	Variable Frequency Generator
VFR	Visual Flight Rules
VHF	Very High Frequency
VIGV	Variable Inlet Guide Vane
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
VOZC	Volatile Organic Compound and Ozone Converter
VOR	VHF Omnidirectional Range
VQAR	Virtual Quick Access Recorder
VR	Rotation Speed
VS	Reference Stalling Speed
VTP	Vertical Tail Plane

LIST OF ACRONYMS

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

AIRCRAFT:
Airbus A320

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by PACK 1(2) (Without Mod. 30626/ MP K6443)	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
2)	Fault(s) Indicated by ZONE CONT (Without Mod. 30626/ MP K6443)	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
3) ***	Fault(s) Indicated by AFT CRG HEAT	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
4)	Fault(s) Indicated by TEMP CTL 1(2) (With Mod. 30626/ MP K6443)	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
5)	Fault(s) Indicated by CPC 1(2) (With Mod. 162159/ MP P20466 and Mod. 152530/ MP K15280)	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	

AIRCRAFT:
Airbus A320

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Cabin Fans	C	2	1	(M) One may be inoperative provided affected cabin fan is deactivated.	
21-02	CAB FAN pb Switch					
1)	OFF Light	C	1	0		
23-01	Lavatory and Galley Extraction Fan					
1)	Aircraft without Mod. 22561/MP K2335	C	1	0	(M) May be inoperative provided: a) Cabin duct temperatures are available on ECAM, b) Restrictions for an inoperative lavatory smoke detector system are applied, and c) GSM ON BOARD system (Mod. 36790/MP K10889) is deactivated.	
2)	Aircraft with Mod. 22561/ MP K2335	C	1	0	(M) May be inoperative provided: a) Cabin duct temperatures are available on ECAM, and b) GSM ON BOARD system (Mod. 36790/MP K10889) is deactivated.	

AIRCRAFT:
Airbus A320

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26-01	Blower Fan	C	1	0	(M)(O) May be inoperative provided: a) Extract fan operates normally, b) BLOWER pb switch is set to OVRD, c) Both packs are operative, d) VENT AVNCS SYS FAULT ECAM caution is not present, and e) FL 270 is not exceeded on airplanes with Mod. 20056.	
		C	1	0	(M)(O) May be inoperative provided: a) Extract fan operates normally, b) BLOWER pb switch is set to OVRD, c) Both packs are operative, d) Air conditioning inlet valve is verified open prior to each flight, and e) FL 270 is not exceeded on airplanes with Mod. 20056.	
		C	1	0	(M)(O) May be inoperative provided: a) Extract fan operates normally, b) BLOWER pb switch is set to OVRD, c) Both packs are operative, d) Air conditioning inlet valve is secured open, e) FL 270 is not exceeded on airplanes with Mod. 20056, and f) AEVC test is performed before each flight.	

AIRCRAFT:
Airbus A320

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26-02	Extract Fan	C	1	0	(M)(O) May be inoperative provided: a) Blower fan operates normally, b) EXTRACT pb-sw is set at OVRD, c) Both packs are operative, d) VENT AVNCS SYS FAULT ECAM caution is not present, and e) Outside air temperature (OAT) and time on ground with electrical power on are limited as follows: OAT< 38°C – No limit OAT 39-45°C – 3 hours OAT 46-50°C – 2 hours OAT 51-54°C – 35 minutes.	
		C	1	0	(M)(O) May be inoperative provided: a) Blower fan operates normally, b) EXTRACT pb-sw is set at OVRD, c) Both packs are operative, d) Air conditioning inlet valve is verified open prior to each flight, and e) Outside air temperature (OAT) and time on ground with electrical power on are limited as follow: OAT<38°C – No limit OAT 39-45°C – 3 hours OAT 46-50°C – 2 hours OAT 51-54°C – 35 minutes.	

(Continued)

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26-02	Extract Fan (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) Blower fan operates normally, b) EXTRACT pb-sw is set at OVRD, c) Both packs are operative, d) Air conditioning inlet valve is secured open, e) Outside air temperature (OAT) and time on ground with electrical power on are limited as follows: OAT<38°C – No limit OAT 39-45°C – 3 hours OAT 46-50°C – 2 hours OAT 51-54°C – 35 minutes, and f) AEVC test is performed before each flight.	
26-03	Skin Exchanger Inlet Bypass Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, and b) AEVC test is performed before each flight.	
26-04	Skin Air Outlet Valve	C	1	0	(M)(O) May be inoperative provided: a) Internal flap is manually secured to open position, b) Extract valve (skin air outlet valve) is displayed in partially open position (amber or green) on ECAM CAB PRESS page, c) Both packs are operative, d) Skin exchanger isolation valve is secured open, and e) AEVC test is performed before each flight.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26-05	Skin Air Inlet Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, b) Air conditioning inlet valve is verified open before each flight, c) Both packs are operative, and d) AEVC test is performed before each flight.	
		C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, b) Air conditioning inlet valve is secured open, c) Both packs are operative, and d) AEVC test is performed before each flight.	
26-06	Skin Exchanger Isolation Valve	C	1	0	(M)(O) May be inoperative in open position provided AEVC test is performed before each flight.	
		C	1	0	(M)(O) May be inoperative provided: a) Valve is secured open, and b) AEVC test is performed before each flight.	
26-07	Skin Exchanger Outlet Bypass Valve	C	1	0		
26-08	Air Conditioning Inlet Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured open, b) Both packs are operative, and c) AEVC test is performed before each flight.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26-09	Ventilation Filters	C	1	0	(O) May be inoperative provided: a) Blower and extract fans operate normally, b) EXTRACT pb switch is set at OVRD, c) Both packs are operative, and d) VENT AVNCS SYS FAULT ECAM caution is not present.	
		C	1	0	(M)(O) May be inoperative provided: a) Blower and extract fans operate normally, b) EXTRACT pb switch is set at OVRD, c) Both packs are operative, and d) Air conditioning inlet valve is verified open prior to each flight.	
		C	1	0	(M)(O) May be inoperative provided: a) Blower and extract fans operate normally, b) EXTRACT pb switch is set at OVRD, c) Both packs are operative, d) Air conditioning inlet valve is secured open, and e) AEVC test is performed before each flight.	
26-10	Avionics Equipment Ventilation Computer (AEVC)	C	1	0	(M)(O) May be inoperative provided: a) Extract fan is verified to operate normally prior to each flight, b) BLOWER and EXTRACT pb switches are set to OVRD, c) Air conditioning inlet valve and extract valve (skin air outlet valve) are verified in the proper position prior to each flight, d) Both packs are operative, and e) Skin air inlet valve is secured closed.	

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TABLE KEY
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26-11	BLOWER FAULT Caution on ECAM	C	1	0	(M) May be inoperative provided: a) Blower fan is verified operative prior to each flight, b) VENT AVNCS SYS FAULT caution is available on ECAM, and c) EXTRACT FAULT caution is not present on ECAM.	
		C	1	0	May be inoperative provided blower fan is considered inoperative.	
26-12	EXTRACT FAULT Caution on ECAM	C	1	0	(M) May be inoperative provided: a) Extract fan is verified to operate normally before each flight, b) VENT AVNCS SYS FAULT caution is available on ECAM, and c) BLOWER FAULT caution is not present on ECAM.	
		C	1	0	May be inoperative provided extract fan is considered inoperative.	
26-13	BLOWER pb Switch					
1)	FAULT Light	C	1	0		
26-14	EXTRACT pb Switch					
1)	FAULT Light	C	1	0		
26-15	ECAM CAB PRESS Indications	C	2	0	INLET and EXTRACT indications may be inoperative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26-16 ***	Avionics Extract/Blower Vibration Monitor Unit (VMU) STC No. ST02356LA	D	2	0	(O) May be inoperative provided AVNCS VENT System operates normally.	
27-01	Avionics Equipment Ground Cooling System (Mod 20056/MP P0073)	D	1	0	(M)(O) May be inoperative provided both associated skin valves are secured closed.	
28-01 ***	Forward Cargo Extraction Fan	D	1	0	(O) May be inoperative.	
28-02 ***	Forward Cargo Isolation Valves	D	2	0	(O) May be inoperative provided: a) Both valves are closed, and b) FWD ISOL VALVE FAULT Light operates normally.	
		D	2	0	(M) May be inoperative provided both valves are secured closed.	
28-03 ***	FWD ISOL VALVE Fault Light	D	1	0		
28-04 ***	Aft Cargo Extraction Fan	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
28-05 ***	Aft Cargo Isolation Valves	D	2	0	(O) May be inoperative provided: a) Both valves are closed, and b) AFT ISOL VALVE FAULT Light operates normally.	
		D	2	0	(M) May be inoperative provided both valves are secured closed.	
28-06 ***	Aft Cargo AFT ISOL VALVE Fault Light	D	1	0		

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Automatic Cabin Pressure Control Systems (CPC, Outflow Valve AUTO Channels)	C	2	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Extended overwater flight is prohibited.	
1)	System 1	A	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) CPC 1 is deactivated, b) Manual Mode is verified to operate normally, c) Cabin pressure indications are available on ECAM CAB PRESS Page in manual Mode, d) Both FCU channels operate normally, e) System 2 operates normally, and f) Repairs are made within 3 flight-days.	
2)	System 2	C	1	0	(M)(O) May be inoperative provided: a) CPC 2 is deactivated, b) Manual Mode is verified to operate normally, c) Cabin pressure indications are available on ECAM CAB PRESS Page in manual Mode, d) Both FCU channels operate normally, and e) System 1 operates normally.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Manual Cabin Pressure Control Systems (Outflow Valve MAN Channel, MAN V/S CTL Sel)	C	1	0	(M) May be inoperative provided both auto cabin pressure control systems are verified to operate normally before each flight.	
		C	1	0	(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Extended overwater flight is prohibited, and c) Avionics equipment ventilation system operates normally.	
31-03	Outflow Valve					
1)	Auto Motor 2				Deleted, Revision 20. Moved to items 21-31-01 and 21-31-02.	
31-04	Safety Valves	C	2	1	(M) May be inoperative closed provided: a) Both automatic cabin pressure control systems operate normally, and b) The three outflow valve motors operate normally.	
31-05	Landing Elevation Selection System					
1)	AUTO Function	C	1	0	(O) May be inoperative provided LDG ELEV is set to destination field elevation altitude.	
31-06	MODE SEL FAULT Light	C	1	0	(O) May be inoperative provided SYS 1 and SYS 2 indications on ECAM CAB PRESS page are available.	
31-07	Safety Valves Position Indication on ECAM CAB PRESS Page	C	1	0	(M) May be inoperative provided both safety valves are visually verified closed.	
31-08	SAFETY VALVE OPEN Caution on ECAM	C	1	0	(M) May be inoperative provided both safety valves are visually verified closed.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
43-01 ***	Fwd Cargo Compartment Heating System	C	1	0	(O) May be inoperative provided HOT AIR pb-sw is set at OFF and hot air pressure regulating valve is checked closed on ECAM.	
		D	1	0	(M)(O) May be inoperative provided associated trim air valve is secured closed.	
		C	1	0	(M)(O) May be inoperative provided the hot air pressure regulating valve is secured closed. NOTE: With hot air valve sw OFF, unequal passenger distribution may cause high temperature in the rear cabin.	
43-02 ***	Aft Cargo Compartment Heating Systems	D	1	0	(O) Associated hot air pressure regulating valve or trim air valve may be inoperative provided: a) Heating system is switched OFF, and b) Operative valve is verified closed on ECAM.	
		D	1	0	(M)(O) Associated hot air pressure regulating valve and trim air valve may be inoperative provided one of these valves is secured closed.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Pack Flow Control Valves					
1)	Aircraft without Mod. 30626/MP K6443	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Valve is secured closed, and b) Associated air conditioning pack is considered inoperative.	
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, c) Outside air temperature (OAT) is less than 38 °C, d) Both packs are switched OFF and both flow control valves are secured closed, and e) Flight is conducted with no passengers on board.	
2)	Aircraft with Mod. 30626/MP K6443	C	2	1	Except for ER operations, one may be inoperative provided associated air conditioning pack is considered inoperative.	
		C	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, c) Outside air temperature (OAT) is less than 38 °C, d) Both packs are switched OFF and both flow control valves are secured closed, and e) Flight is conducted with no passengers on board.	

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TABLE KEY
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2. NO. INSTALLED
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Pack Flow Selections					
1)	A319/A320 or A321 with Mod. 157080/ MP K17996	C	3	1	LO and/or NORM may be inoperative.	
2)	A321 without Mod. 157080/ MP K17996	C	2	1	ECON FLOW may be inoperative.	
3)	A318	C	2	1	HI may be inoperative.	
51-03	PACK pb Switch					
1)	FAULT Lights	C	2	0		
2)	OFF Lights	C	2	0		
51-06	Pack Flow Sensor (Aircraft with Mod. 30626)	C	2	1	(O) One may be inoperative provided the HOT AIR pb switch is selected OFF. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.	
52-01	Packs	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, c) Outside air temperature (OAT) is less than 38 °C, and d) Flight is conducted with no passengers on board.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
1)	A319/A320 without Mod. 31283/MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.	
2)	A321 without Mod. 31283/MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) ECON FLOW pb-sw is selected OFF, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
3)	A319 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.	
		C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 370, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, f) Avionics equipment ventilation system operates normally, and g) Speedbrakes operate normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
4)	A320 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.	
		C	2	1	Except for ER operations, one may be inoperative provided: a) COND ZONE REGUL FAULT caution is not displayed on ECAM, b) Affected pack pb-sw is set to OFF, c) Pack valve is verified closed on ECAM BLEED page, d) PACK FLOW selector is set to HI, e) Avionics equipment ventilation system operates normally, and f) Speedbrakes operate normally. NOTE: Proviso c) does not apply if pack valve has been secured closed as per item 21-51-01.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
5)	A321 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) ECON FLOW pb-sw is selected OFF, and f) Avionics equipment ventilation system operates normally. NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.	
		C	2	1	Except for ER operations, one may be inoperative provided: a) COND ZONE REGUL FAULT caution is not displayed on ECAM, b) Affected pack pb-sw is set to OFF, c) Pack valve is verified closed on ECAM BLEED page, d) ECON FLOW pb-sw is selected OFF, e) Avionics equipment ventilation system operates normally, and f) Speedbrakes operate normally. NOTE: Proviso c) does not apply if pack valve has been secured closed as per item 21-51-01.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
6)	A318	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) HI FLOW pb-sw is set to ON, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.	
		C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 350, b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) HI FLOW pb-sw is set to ON, e) Avionics equipment ventilation system operates normally, f) Speedbrakes operate normally and g) Pack flow control valve is secured closed.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
7)	A319 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) PACK FLOW selector is set to HI, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.	
		C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 370, b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) PACK FLOW selector is set to HI, e) Avionics equipment ventilation system operates normally, f) Speedbrakes operate normally and g) Pack flow control valve is secured closed.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
8)	A320 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS) or A321 with Mod. 157080/ MP K17996 and with Mod. 31283/MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) PACK FLOW selector is set to HI, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.	
		C	2	1	(M) Except for ER operations, one may be inoperative provided: a) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, b) Affected pack pb-sw is set to OFF, c) PACK FLOW selector is set to HI, d) Avionics equipment ventilation system operates normally, e) Speedbrakes operate normally and f) Pack flow control valve is secured closed.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
9)	A321 without Mod. 157080/ MP K17996 and with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Airplane remains at or below FL 310, b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, c) Affected pack pb-sw is set to OFF, d) ECON FLOW pb-sw is set to OFF, e) Avionics equipment ventilation system operates normally, and f) Pack flow control valve is secured closed.	
		C	2	1	(M) Except for ER operations, one may be inoperative provided: a) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, b) Affected pack pb-sw is set to OFF, c) ECON FLOW pb-sw is set to OFF, d) Avionics equipment ventilation system operates normally, e) Speedbrakes operate normally and f) Pack flow control valve is secured closed.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
10)	Air Cycle Machine (ACM)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Flight is conducted in an unpressurized configuration, b) Avionics equipment ventilation system operates normally, c) Outside air temperature (OAT) is less than 38 °C, and d) Flight is conducted with no passengers on board.	
a)	A319, A320, A321 without Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	(O) One pack may be operated on heat exchanger cooling only provided: a) Affected pack's compressor outlet temperature indication is available on ECAM BLEED page, b) TAT indication is available, c) Corresponding pack controller operates normally, d) Affected pack is not used until airborne, e) TAT is at or below 12 °C, and f) Avionics equipment ventilation system operates normally. NOTE: FL 310 or below must be maintained if normal operating pack fails.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-01	Packs (Cont'd)					
10)	Air Cycle Machine (ACM) (Cont'd)					
b)	A318/A319/ A320/A321 with Mod. 30626/MP K6443 (Enhanced ECS)	C	2	1	(O) One pack may be operated on heat exchanger cooling only provided: a) Affected pack's compressor outlet temperature indication is available on ECAM BLEED page, b) TAT indication is available, c) AIR COND CTL 1(2)-A FAULT and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM, d) Affected pack is not used until airborne, e) TAT is at or below 12 °C, and f) Avionics equipment ventilation system operates normally. NOTE: FL 310 or below must be maintained if normal operating pack fails.	
52-02	Air Cond Pack Ram Air Inlet Flaps					
1)	Without Mod. 24371	C	2	0	(M) May be inoperative in the open position provided backlash is verified within limits.	
		C	2	0	(O) May be inoperative in the closed position provided the associated pack(s) is (are) not used.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-02	Air Cond Pack Ram Air Inlet Flaps (Cont'd)					
2)	With Mod. 24371	C	2	0	(M) May be inoperative in the open position.	
		C	2	0	(O) May be inoperative in the closed position provided the associated pack(s) is (are) not used.	
52-03	Air Cond Pack Ram Air Outlet Flaps (Without Mod. 26249)	C	2	0	(M) May be inoperative in the open position provided backlash is verified within limits.	
		C	2	0	(O) May be inoperative in the closed position provided the associated pack(s) is (are) not used.	
55-01	Emergency Ram Air Inlet	C	1	0	(O) Except for ER operations and extended overwater flight, may be inoperative in the open position for unpressurized flight.	
55-02	ECAM Emergency RAM Air Inlet Indication (BLEED SD Page)	C	1	0	(M) May be inoperative provided Ram Air Inlet system is verified to operate normally.	
61-01	Pack Temperature Control Primary Channels (Without Mod. 30626)	C	2	1	NOTE: If the 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 pack outlet temperature is controlled by the anti-ice valve to a nominal value of 15 °C.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-02	Turbine Bypass Valves	C	2	1		
63-01	Zone Controller System (A319, A320, A321) (Without Mod. 30626)					
1)	Primary Channel	C	1	0	May be inoperative provided: a) HOT AIR pb switch is selected OFF, and b) Hot air pressure regulating valve is verified closed on ECAM COND page. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.	
2)	Secondary Channel	C	1	0	May be inoperative provided the minimum idle on ground function is considered inoperative.	
3)	Primary and Secondary Channels	C	2	0	(M) May be inoperative provided: a) Hot air pressure regulating valve is secured closed, and b) The minimum idle on ground function is considered inoperative. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
63-02	Cockpit/Cabin Trim Air Valves					
1)	Without Mod. 30626	C	3	0	(M)(O) May be inoperative provided: a) Affected valve(s) is secured closed, and b) Both pack controllers operate normally.	
		C	3	0	(O) May be inoperative provided: a) HOT AIR pb switch is selected OFF, b) Hot air pressure regulating valve is verified closed on ECAM COND page, and c) Both pack controllers operate normally.	
2)	With Mod. 30626	C	3	0	(O) May be inoperative provided associated valve(s) is confirmed closed on ECAM COND page before each flight.	
		C	3	0	(O) May be inoperative provided hot air pressure regulating valve is confirmed operative on ECAM COND page before each flight.	
		C	3	0	May be inoperative provided the hot air pressure regulating valve is considered inoperative. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
63-03	Hot Air Pressure Regulating Valve					
1)	Without Mod. 30626	C	1	0	May be inoperative in the closed position provided: a) HOT AIR pb switch is selected OFF, and b) Hot air pressure regulating valve is verified closed on ECAM COND page.	
		C	1	0	(M) May be inoperative provided valve is secured closed. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.	
2)	With Mod. 30626	C	1	0	May be inoperative in the closed position provided: a) HOT AIR pb switch is selected OFF, and b) Hot air pressure regulating valve is verified closed on ECAM COND page.	
		C	1	0	May be inoperative in the open position provided: a) HOT AIR pb switch is selected OFF, and b) All trim air valves are verified closed on ECAM COND page.	
		C	1	0	(M) May be inoperative provided valve is secured closed. NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
63-04	HOT AIR pb Switch					
1)	Fault Light	C	1	0	May be inoperative provided zone duct temperatures are available on ECAM.	
2)	OFF Light	C	1	0		
63-05	ECAM Indication					
1)	On COND Page	C	-	0	All indications may be inoperative.	
2)	On CRUISE page	C	-	-	Cabin and cockpit zone indication may be inoperative.	
3)	On Bleed Page					
a)	Pack Outlet Temperature	C	2	0		
b)	Pack Turbine Bypass Valve Position	C	2	0		
c)	Pack Compressor Outlet Temperature	C	2	0		
d)	Pack Flow	C	2	0		
e)	Pack Flow Control Valve Position	C	2	0		
4)	On CAB PRESS Page	C	-	-	Pack 1 and 2 indications may be inoperative.	

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
63-06	Air Conditioning System Controller (ACSC) (With Mod. 30626)					
1)	Channels COND CTL 1(2)-A(B)	C	4	2	Except for ER operation, one on each side may be inoperative.	
		C	4	2	One on each side may be inoperative provided AIR COND CTL 1-B FAULT is not displayed on ECAM E/WD.	
63-07	Cockpit Heater (With Mod. 35861/ MP P9801 or Mod. 38212/ MP P10187)	D	2	0	(O) May be inoperative.	

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

22. Autoflight

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

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-04	Autoland Lights	C	2	0	May be inoperative provided approach minimums do not require use of autoland.	
10-05	AP Disengagement Warning System	B	1	0	(O) May be inoperative provided both autopilots are not used.	
10-06	Side Sticks and Rudder Locking Solenoids in AP Mode	C	3	1	May be inoperative unlocked provided: a) Autopilot Disconnect Warning operates normally, and b) Autoland is not used. NOTE: If one of the locking solenoids is inoperative in the unlocked position, the affected side stick or pedals will move freely and the “hard point” will not be felt any longer by the pilots. This may result in an unintentional AP disconnection.	
10-07	Autopilot FMA Indications on PFD				Combined with Item 22-83-02.	
10-08 ***	AP/FD TCAS mode (With Mod. 152037/ MP P11363 and without Mod. 159900/ MP P20212)	D	1	0	(O) May be inoperative.	
10-09	Soft Go-Around Function (With Mod. 161254/ MP P13922)	C	1	0	(O) May be inoperative.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Autothrust Function	C	1	0	(M) May be inoperative provided: a) All thrust lever sensors are verified to operate normally, and b) Approach minimums do not require its use. NOTE: Alpha floor is not available with autothrust function inoperative.	
30-02	Autothrust Instinctive Disconnect Switches	C	2	1	(O) One may be inoperative provided ability to disconnect A/THR by means of the remaining Instinctive Disconnect pb and by the FCU A/THR pb is verified prior to each departure.	
30-03	Autothrust Disengagement Warning System	C	1	0	(O) May be inoperative provided: a) Autothrust is disconnected and is considered inoperative, and b) Approach minimums do not require its use. NOTE: Alpha floor is not available.	
63-01	Yaw Dampers					
1)	System 1	C	1	0	(M) May be inoperative provided: a) System 1 is deactivated, b) System 2 is operative, and c) Approach minimums do not require its use.	
2)	System 2	C	1	0	(M) May be inoperative provided: a) System 2 is deactivated in the case of actuator leakage, b) System 1 is operative, and c) Approach minimums do not require its use.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
66-01	Flight Augmentation Computers (FAC)					
1)	FAC 2	C	1	0	(M)(O) May be inoperative provided: a) Both FCU channels operate normally, b) ELAC, SEC, ADIRS, SFCC, RA, and LGCIU systems operate normally, and c) Approach minimums do not require its use. NOTE: Loss of FAC 1 will result in Direct Law Mode at landing gear down.	
66-02	FAC pb Switch					
1)	FAULT Lights	C	2	1		
2)	OFF Lights	C	2	0		
66-03	Windshear Detection/Guidance and Avoidance Systems					
1)	Windshear Detection and Avoidance System (Predictive)				Moved to item 34-41-01.	
2)	Windshear Warning and Flight Guidance System (Reactive)	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
72-01	Lateral Navigation	C	2	1	One may be inoperative provided operations/procedures do not require its use.	
73-01	Performance Information and/or Vertical Navigation	C	2	0	May be inoperative provided operations/procedures do not require their use.	
73-02	Fuel/Time Predictions	C	2	0	May be inoperative provided operations/procedures do not require their use.	
73-05	Navigation				Moved to item 34-61-01.	
75-01 ***	RNP pb switch ON Light	D	1	0		
75-02 ***	RNP pb switch	D	1	0	May be inoperative provided operations/procedures do not require its use.	
76-01	T.O. SURV pb-sw (With Mod. 162728/ MP P20485)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
76-02	T.O. SURV pb-sw OFF Light (With Mod. 162728/ MP P20485)	D	1	0		

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
81-01	FCU					
1)	Channels	B	2	1	(O) Except for ER operations, one may be inoperative provided 2 RMPs, all DUs, both RAs, both LGCIUs, both FACs, both cabin pressure controllers, the three ADIRS, and standby altimeter (or ISIS Baro-altimeter function) operate normally.	
		A	2	1	(O) One may be inoperative for 1 flight-leg provided 2 RMPs, all DUs, both RAs, both LGCIUs, both FACs, both cabin pressure controllers, the three ADIRS, and standby altimeter (or ISIS Baro-altimeter function) operate normally.	
81-02	FMA Indications on PFD					
1)	Autopilot/Flight Director Related Indications	C	2	1	(O) Indications may be inoperative on PNF FMA.	
		B	2	0	(O) Except for ER operations, indications may be inoperative on both FMAs provided: a) Autopilots/Flight Directors are not engaged, b) Enroute operations do not require their use, and c) Approach minimums do not require use of autopilot.	
2)	Autothrust Related Indications	A	2	1	Indications may be inoperative on PNF FMA provided repairs are made within 3 flight-days.	
		C	2	0	(O) Indications may be inoperative on both FMAs provided: a) Autothrust is disconnected and considered inoperative, and b) Approach minimums do not require their use.	

(Continued)

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
81-02	FMA Indications on PFD (Cont'd)					
3)	Approach and Landing Capabilities	C	-	-	(O) One or more may be inoperative on one FMA provided approach minimums do not require their use.	
		C	-	0	(O) One or more may be inoperative on both FMAs provided approach minimums do not require use.	
4) ***	Soft Go-Around Function A319neo/A320neo/ A321neo with Mod. 161254/ MP P13922				Moved to item 22-10-09.	
81-03	Autoflight Control Panel					
1)	Mode Engagement pb					
a)	LOC	C	1	0	May be inoperative provided approach minimums do not require its use.	
b)	EXPED (Without Mod. 25414/ MP P3601)	C	1	0	May be inoperative provided crew procedures do not require its use.	
c)	APPR	C	1	0	(O) May be inoperative provided approach minimums do not require its use.	
2)	Selection Windows (Without Mod. 24035, 24160, 23963, or 24211)	C	4	2	SPD MACH and HDG TRK windows may be inoperative provided: a) Associated indications are operative on both PFDs and both NDs, and b) Procedures are not dependent of their use.	

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
81-03	Autoflight Control Panel (Cont'd)					
3)	Selection Windows (With Mod. 24035, 24160, 23963, or 24211)	C	4	1	SPD MACH, HDG TRK, and V/S FPA windows may be inoperative provided: a) Associated indications are operative on both PFDs and both NDs, and b) Procedures are not dependent of their use.	
4)	HDG-V/S TRK-FPA Changeover pb	C	1	0	May be inoperative provided: a) HDG-V/S selection is operative, and b) Crew procedures do not require use of pb.	
5)	SPD/MACH Changeover pb	C	1	0	May be inoperative provided SPD selection is operative.	
6)	Metric ALT pb	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided operations do not require its use.	
7)	Engagement pb Light Bars	D	-	0	May be inoperative provided associated indication is available on both PFDs.	
8)	V/S-FPA Selection Knob	C	1	0	May be inoperative provided procedures do not require its use.	
9) ***	V/S-FPA Push-to Level Off Function	C	1	0	(O) May be inoperative provided: a) V/S-FPA selection knob operates normally, and b) Alternate procedures are established and used.	

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
81-04	EFIS Control Panel					
1)	Baro Reference Display Windows	C	2	1		
2)	Baro Reference Sel Outer Ring (Hg/hPa)					
a)	Hg	C	2	0	May be inoperative provided: a) Route of flight does not require its use, and b) Both hPa indications are available on EFIS control panel.	
b)	hPa	C	2	0	May be inoperative provided: a) Route of flight does not require its use, and b) Both Hg indications are available on EFIS control panel.	
3)	ILS/LS pb	C	2	-	As required by 14 CFR.	
4)	Optional Data Display pb	C	10	0	May be inoperative provided operations/procedures do not require their use.	
5)	ND Range	C	2	1	(O) One may be inoperative provided the ND unit associated with the operative ND range selector is operative.	
6)	ND Mode Select	C	2	1	(O) One may be inoperative provided: a) ND unit associated with the operative ND selector is operative, and b) Operations/procedures do not require its use.	
7)	ADF/VOR Sel	C	4	-	As required by 14 CFR.	
8)	Display pb Light Bars	D	14	0	May be inoperative provided associated indication is available on associated PFD or ND.	

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
81-06	Automatic Landing System (AUTOLAND)	C	1	0	May be inoperative provided approach minimums do not require its use.	
82-01	Multipurpose Control Display Units (MCDU)					
1)	Flightcrew Positions	C	2	1	One may be inoperative provided navigation procedures do not require its use.	
2) ***	Maintenance MCDU	C	1	0	May be inoperative provided first officer's MCDU operates normally.	
3) ***	MCDU Annunciator Lights	C	-	0		
83-01	Flight Management Guidance Computer (FMGC)	A	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Alternate procedures are established and used, b) Affected FMGC is deactivated, c) Repairs are made within 3 flight-legs, d) Associated Autopilot and Flight Director are considered inoperative, and e) Associated ILS DME displayed on PFD is considered inoperative. (With Mod. 150603/ MP P11675). NOTE 1: (Without Mod. 34825/ MP P8799) If FMGC 1 is inoperative, the GPWS Terrain system (installed by Mod. 26526/MP P4885 or Mod. 34637/MP P8454) is considered inoperative. NOTE 2: When FMGC 1 is deactivated, the F/CTL MAINTENANCE message is displayed on the ECAM STATUS page.	

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
83-02	FMA Indications on PFD				Moved to item 22-81-02.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by CIDS 1(2)	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
10-01	HF/VHF Communications				Moved to items 23-11-01 and 23-12-01, respectively.	
11-01	High Frequency (HF) Communication System					
1)	LRCS	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

(Continued)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11-01	High Frequency (HF) Communication System (Cont'd)					
2) ***	GND HF DATALINK pb-sw	D	1	0	(O) May be inoperative provided: a) All HFs are set to VOICE mode on ground, and b) No HF is used during refuel, defuel or ground fuel transfer.	
3) ***	GND HF DATALINK pb-sw OVRD Light	D	1	0		
4) ***	COM HF 1(2) EMITTING Caution on ECAM EWD	C	2	-	(M) May be displayed on the EWD provided: a) The caution COM HF 1(2) EMITTING is confirmed to be false by troubleshooting, and b) Affected HF is deactivated and considered inoperative.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
12-01	VHF Communications System					
1)	Voice	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Essential Bus and not required for emergency procedures.	
2) ***	Datalink					
a)	With ACARS	D	1	0	May be inoperative provided ACARS is considered inoperative.	
b)	With ATSU	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
3) ***	COM VHF 1(2)(3) EMITTING Caution on ECAM EWD	C	3	-	(M) May be displayed on the EWD provided: a) The caution COM VHF 1(2)(3) EMITTING is confirmed to be false by troubleshooting, and b) Affected VHF is deactivated and considered inoperative.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
13-01	Radio Management Panels (RMP)					
1)	RMP 1					
a)	VHF Comm Select Keys	C	3	2	VHF No. 2 or No. 3 may be inoperative.	
b)	HF Comm Select Keys	C	2	-	As required by 14 CFR. NOTE: If HF is required for flight, HF 1 select key must be operative.	
2)	RMP 2	C	1	0	May be inoperative provided RMP 3 operates normally.	
a)	VHF Comm Select Keys	C	3	2		
b)	HF Comm Select Keys	C	2	-	As required by 14 CFR.	
3) ***	RMP 3	C	1	0	May be inoperative provided RMP 2 operates normally.	
a)	VHF Comm Select Keys	C	3	2		
b)	HF Comm Select Keys	C	2	-	As required by 14 CFR.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
24-01 ***	ACARS System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use. NOTE: Any ACARS function or Mode that operates normally may be used.	
28-01 ***	Satellite Communication (SATCOM) System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided operations or procedures do not require its use.	
1)	Voice Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations or procedures do not require its use.	
2)	Data Channel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided operations or procedures do not require its use.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Passenger Address System					
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates normally. NOTE: Any station function(s) that operates normally may be used.	
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	
a)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
b)	Cabin Speakers	C	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.	
31-02 ***	PA IN USE LIGHT	D	1	0		
42-01	Ground External Horn	C	1	0	(O) May be inoperative provided personnel are available to monitor APU.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
42-02	Alerting System (Chime/Light)					
1)	ATT Call Lights (Flight Deck Call Lights/CAPT and F/O ACP)				Moved to item 23-51-02.	
2)	Flight Attendant Call Lights (EMER/FWD/ MID EXIT/AFT)	B	-	0	(O) May be inoperative provided: a) PA System is operative, b) Affected light is not used for Lavatory Smoke Detector Alerting, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered an NEF item. NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
3)	Flight Attendant Chimes	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) Affected Chime is not used for Lavatory Smoke Detector Alerting, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered an NEF item. NOTE 2: Any audio alerting system function(s) that operates normally may be used.	
4)	ALL ATTND CALL	D	-	0		

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Flight Deck to Ground Interphone System	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
1)	External Power Panel Call Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	External Power Panel Call Switch	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
43-02	Crewmember Interphone System					
1)	Passenger Configuration					
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected Flight Attendants station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	
		C	1	0	(O) May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used.	

(Continued)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
43-02	Crewmember Interphone System (Cont'd)					
1)	Passenger Configuration (Cont'd)					
b)	Cabin to Cabin Function	B	2	0	(O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operates normally may be used.	
		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected Flight Attendants station(s) are established and used. NOTE: Any station function(s) that operates normally may be used.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
43-04	Handsets					
1)	Passenger Configuration					
a)	Flight Deck Handset	C	1	0	(O) May be inoperative provided: a) Flight Deck to cabin communication operates normally, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
b)	Cabin Attendant Handsets	B	-	-	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, b) Operative handset(s) is located at an operative flight attendant seat, and c) Alternate procedures between the affected Flight Attendants station(s) are established and used. NOTE 1: Any operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement. NOTE 2: Any handset(s) function(s) that operates normally may be used.	
44-01	Service Interphone Jack Systems	C	8	0		
51-01 ***	Selcal (AMU)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Audio Control Panel (ACP)					
1)	CAPT and F/O	C	2	1	(O) One may be inoperative provided: a) ACP 3 operates normally, and b) AUDIO SWITCHING selector operates normally.	
2)	ACP 3				See Primary Observer Seat for relief.	
3) ***	Fourth Occupant	D	1	0		
4) ***	Avionics Compartment	D	1	0		
5)	ATT Call Lights (Flight Deck Call Lights/CAPT and F/O ACP)	B	2	0	May be inoperative provided the flight deck buzzer is operative. NOTE: The flight deck buzzer must always be operative.	
6)	Transmission Key(s)	C	-	-	One may be inoperative on each ACP provided: a) VHF 1 transmission key operates normally on either CAPT ACP or F/O ACP, and b) HF 1 transmission key (if HF 1 is required) operates normally on either CAPT ACP or F/O ACP.	
7)	Reception Knob(s)	C	-	-	One may be inoperative on each ACP provided: a) VHF 1 reception knob operates normally on either CAPT ACP or F/O ACP, and b) HF 1 reception knob (If HF 1 is required) operates normally on either CAPT ACP or F/O ACP.	
8)	Reception Knob Light(s)	C	-	0		

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-03	Switching Panel					
1)	Audio Selector	C	1	0	Must operate in NORM Position.	
51-04	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1)	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, b) Flight Data Recorder (FDR) operates normally, and c) Repairs are made within 3 flight-days.	
2)	Headset Earphones/ Headphones	C	-	1	Either Captain's or First Officer's earphones/headphones may be inoperative provided associated flight deck speaker operates normally.	
51-05	Hand Mic System					
1)	CAPT/F/O	C	2	0	May be inoperative provided associated boom microphones operate normally.	
2)	Observers Seat(s)/ Avionics Compartment	D	-	0	May be inoperative or missing provided procedures do not require their use.	
51-06	Cockpit Speakers	C	2	1	The F/O speaker (speaker number 2) may be inoperative provided at least one crewmember on flight deck duty wears a headset.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-08	Side Stick Radio Selector (PTT)	C	2	0	May be inoperative in open/neutral position (non-transmitting position) provided INT/RAD switches on CAPT ACP, F/O ACP, and ACP3 operate normally.	
		C	2	0	(M) May be inoperative provided: a) INT/RAD switches on CAPT ACP, F/O ACP, and ACP3 operate normally, and b) Affected switch is deactivated in open/neutral position (non-transmitting position).	
51-09 ***	Passenger Audio System (Observer Position)	D	1	0		
71-01	Cockpit Voice Recorder System (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
71-02	RCDR Control Panel					
1)	RCDR/GND CTL pb-sw	A	1	0	(O) May be inoperative in AUTO position provided repairs are made within 3 flight-days.	
		C	1	0	(O) May be inoperative in ON position.	
		A	1	0	May be inoperative provided: a) CVR is considered inoperative, and b) Repairs are made within 3 flight-days.	
2)	RCDR/GND CTL pb-sw ON Light	C	1	0		
3)	CVR Erase pb	D	1	0		
4)	CVR TEST pb	A	1	0	May be inoperative provided: a) CVR is considered inoperative, and b) Repairs are made within 3 flight-days.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
72-01	Flight Deck Door Visual Surveillance Systems					
1) ***	Electric System (CDSS) (With Mod. 36414/ MP K11047 or Mod. 38111/MP K11684 or Mod. 32087/MP K7778)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 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.	
a)	Cargo Configuration	C	1	0	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.	
		D	1	0	May be inoperative provided procedures do not require its use.	

(Continued)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
72-01	Flight Deck Door Visual Surveillance Systems (Cont'd)					
2) ***	Viewing Ports	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 3 flight-days.	
		C	1	0	(O) May be inoperative provided: a) An electronic flight deck door visual surveillance system is installed and operates normally, and b) Alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
a)	Cargo Configuration	C	1	0	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-01	Cabin Intercommunication Data System (CIDS) CIDS Director	C	2	1	(M) One may be inoperative. NOTE 1: Failure of a single CIDS director is indicated by a MAINTENANCE message on the STATUS SD page. Refer to Item 23-00, 1) Fault(s) Indicated by CIDS 1(2). NOTE 2: In the case of disturbance of the CIDS function, the deactivation/removal of the affected CIDS director may recover normal operation of the CIDS function. Refer to AMM TASK 23-73-00-040-001.	
1)	Smoke Detection Function Channels (CIDS-SDF) (With Mod. 30354 or with Mod. 33100)	C	2	0	(O) May be inoperative provided: a) Restrictions concerning inoperative lavatory smoke detection system are applied, and b) Procedures are established and used to ensure all cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Failure of a single SDF channel is indicated by a MAINTENANCE message on ECAM STATUS page. NOTE 2: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. (Continued)	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-01	Cabin Intercommunication Data System (CIDS) CIDS Director (Cont'd)					
1)	Smoke Detection Function Channels (CIDS-SDF) (With Mod. 30354 or with Mod. 33100) (Cont'd)				NOTE 2: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 3: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).	
2) ***	Emergency Cockpit Alerting System (ECAS)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations or procedures do not require its use.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-02	Cabin Intercommunication Data System (CIDS) CIDS DEU A	C	-	-	(M) May be inoperative provided: a) No two consecutive or adjacent DEUs are verified to be inoperative, and b) Lavatory speaker is verified to operate normally or return to seat sign is verified to operate normally for an associated inoperative DEU.	
		C	-	-	(M) May be inoperative provided: a) No two consecutive or adjacent DEUs are verified to be inoperative, and b) Lavatory door is locked closed and placarded “INOPERATIVE – DO NOT ENTER” for an associated inoperative DEU. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: The following items may be affected: Loudspeakers; No Smoking/Fasten Seat Belt Sign general illumination and Passenger Call.	

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-03	Cabin Intercommunication Data System (CIDS)					
1)	CIDS DEU B	C	-	-	(M)(O) May be inoperative provided: a) DEU B and the associated handset are operative at each pair of floor level exit doors, and b) Alternate procedures are established and used. NOTE: The following items may be affected: Cabin attendant station intercommunications; slide bottle pressure indications on PTP/FAP; lavatory smoke detection system; and door bottle pressure indication on PTP/FAP.	
2)	Attendant Indication Panels (AIP)	C	-	0	May be inoperative at a non-required cabin attendant station.	
		C	-	0	(O) May be inoperative at a required cabin attendant station provided: a) Corresponding area call panel operates normally, b) Passenger address and cabin interphone at affected station operate normally, and c) Alternate procedures are established and used.	

(Continued)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-03	Cabin Intercommunication Data System (CIDS) (Cont'd)					
3)	Area Call Panel	C	-	0	May be inoperative at non-required cabin attendant station.	
		C	-	0	(O) May be inoperative provided: a) Corresponding Attendant Indication Panel operates normally, b) Passenger address and cabin interphone at affected station operate normally, and c) Alternate procedures are established and used.	
4)	Lavatory Smoke Detection System (Indication on PTP/FAP)				Moved to item 23-73-07 5) and 23-73-08 9).	
5)	Drain Masts (Indication on PTP/FAP)				Moved to item 23-73-07 4) for aircraft without Mod. 30354 or without Mod. 33100, or item 23-73-08 8) for aircraft with Mod. 30354 or with Mod. 33100.	
6) ***	Additional Attendant Panel (AAP)	D	-	0		

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TABLE KEY
1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-04	Forward Attendant Panel (FAP) (Without Mod. 30354 or without Mod. 33100)	C	-	0	(M)(O) May be inoperative provided: a) Associated FAP functions are considered inoperative, and b) Alternate procedures are established and used. NOTE: LIGHT EMER pb must always be operative.	
1)	Cabin Lighting Control Functions on FAP	C	-	0	(O) May be inoperative provided lighting is sufficient for cabin attendants to perform their duties.	
2) ***	Prerecorded Announcement and Music Reproducer Control on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) ***	CABIN READY on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
4) ***	EVAC Light/CMD pb	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
5) ***	SYSTEM INOP Light on WATER WASTE Panel on FAP	D	1	0	(M) May be inoperative provided alternate procedures are established and used.	
6)	Other Functions on FAP	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: LIGHT EMER pb must always be operative.	
7)	CIDS Caution Light on the Forward Attendant Panel	C	1	0	(M) May be inoperative provided that PTP messages are checked before each flight.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-05 ***	Prerecorded Announcement and Music Reproducer				Moved to item 23-73-04 2) for aircraft without Mod. 30354 or without Mod. 33100, or item 23-73-08 2) for aircraft with Mod. 30354 or with Mod. 33100.	
73-06	Programmed Cabin Assignment Module (CAM)	C	1	0		
73-07	Programming and Test Panel (PTP) (Without Mod. 30354 or without Mod. 33100)	B	1	0	(M)(O) May be inoperative provided: a) Associated PTP functions are considered inoperative, and b) Alternate procedures are established and used.	
1)	SYS EMER LIGHT TEST	B	1	0	(M) May be inoperative provided emergency lights are verified to operate normally prior to each departure.	
		B	1	0	May be inoperative provided operational procedures do not require its use.	
2)	Slide Bottle Pressure Indication (On PTP)					
a) ***	Passenger Doors	C	-	0	(O) May be inoperative provided the slide bottle pressure is verified prior to each departure.	
b)	Overwing Emergency Exits (A319/A320)	C	2	0	(M) May be inoperative provided associated slide bottle pressure is verified before the first flight of each day.	
c) ***	Cabin Emergency Exit (A321)	C	4	0	(O) May be inoperative provided the slide bottle pressure is verified prior to each departure.	
3) ***	Door Bottle Pressure Indication (on PTP)	C	-	0		

(Continued)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-07	Programming and Test Panel (PTP) (Without Mod. 30354 or without Mod. 33100) (Cont'd)					
4)	Drain Masts (Indication on PTP)	C	1	0		
5)	Lavatory Smoke Detection System (Indication on PTP)					
a)	Without Mod. 21195	C	1	0		
b)	With Mod. 21195	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
6)	Other Functions (On PTP)	D	-	0	(M) May be inoperative provided alternate procedures are established and used.	
73-08	Flight Attendant Panel (FAP) (With Mod. 30354 or with Mod. 33100)	C	1	0	(M)(O) May be inoperative provided: a) Associated FAP functions are considered inoperative, and b) Alternate procedures are established and used. NOTE: EMER pb must always be operative.	
1)	Cabin Lighting Control Functions on FAP	C	-	0	(O) May be inoperative provided lighting is sufficient for cabin attendants to perform their duties.	

(Continued)

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-08	Flight Attendant Panel (FAP) (With Mod. 30354 or with Mod. 33100) (Cont'd)					
2) ***	Prerecorded Announcement and Music Reproducer Control on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3) ***	CABIN READY on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
4) ***	EVAC Light/CMD pb (On FAP)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
5) ***	SYSTEM INOP Light on WATER WASTE Panel on FAP	D	1	0	(M) May be inoperative provided alternate procedures are established and used.	
6)	Slide Bottle Pressure Indication (On FAP)					
a)	Passenger Doors	C	-	0	(O) May be inoperative provided associated slide bottle pressure is verified prior to each departure.	
b) ***	Overwing Emergency Exits	C	2	0	(M) May be inoperative provided associated slide bottle pressure is verified before the first flight of each day.	
c) ***	Cabin Emergency Exit (A321)	C	-	0	(O) May be inoperative provided associated slide bottle pressure is verified prior to each departure.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-08	Flight Attendant Panel (FAP) (With Mod. 30354 or with Mod. 33100) (Cont'd)					
7) ***	Door Bottle Pressure Indication (On FAP)	C	-	0		
8)	Drain Masts Indication (On FAP)	C	1	0		
9)	Lavatory Smoke Detection System (Indication on FAP)	C	1	0		
10)	Other Functions (On FAP)	D	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: EMER pb must always be operative.	
75-01	E-Direct View System (With Mod. 166696/ MP K21857)	B	1	0	(O) May be inoperative provided direct view of passengers by cabin attendants is not impaired.	|
		D	1	0	May be inoperative provided operations do not require its use.	|
90-01 ***	Cabin Surveillance System (CSS) STC No.ST02483AT	D	1	0	(M) May be inoperative provided system is deactivated off.	
1) ***	Video Display Units (VDU)	D	2	0	(M) May be inoperative provided associated VDU(s) is deactivated off.	
2) ***	Cabin Display Cameras	D	4	0	(M) May be inoperative provided associated camera(s) is deactivated.	
3) ***	Digital Passenger Control Units (DPCU)	D	2	0	(M) May be inoperative provided associated unit(s) is deactivated off.	

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
90-02	Cockpit Door Surveillance System (CDSS) (With Mod. 36414/ MP K11047 or Mod. 38111/MP K11684 or Mod. 32087/ MP K7778)				Moved to item 23-72-01.	
90-03 ***	Wireless Aircraft Data Link System (WADL) STC No. ST01447NY	D	1	0	(M) May be inoperative provided system is deactivated off.	

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by DC BUS TIE	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
2)	Fault(s) Indicated by GPCU or AC GEN	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor)					
1)	CFM 56-5 Engines Aircraft with Mods:31296/MP P6319 (Digital AMU) and 32875/MP P7945 (GCU 5.1), or Aircraft with Mods:31107/ MP P7009 (Digital SATCOM AMU) and 32875/MP P7945 (GCU 5.1)	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Approach minimums do not require its use, and h) When the Engine Driven Generator Channel 1 is inoperative, the AC ESS FEED manual transfer must be checked to operate normally. NOTE: Relief is not applicable to aircraft with Mods: 39670/ MP P10300 (GCU 5.2), or 37782/MP P10402 (Digital AMU Power Supply Upgrade), or 37317/MP P10098 (AC ESS FEED automatic switching). (Continued)	

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
2)	CFM 56-5 Engines (Aircraft with an analog AMU or with any of the Following Mods:) 37782/MP P10402 (Digital AMU Power Supply Upgrade), or 37317/MP P10098 (AC ESS FEED Automatic Switching), or Aircraft with Mods: 31107/MP P7009 (Digital SATCOM AMU), and 39670/MP P10300 (GCU 5.2) and CFM LEAP-1A Engines	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, and g) Approach minimums do not require its use. (Continued)	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
3)	IAE Engines (With IDGs which Incorporate Mod. 26929/ MP P5059/P/N 766219 or Mod. 30375/MP P6557/ P/N 772292), and Aircraft with either Mod: 31296/MP P6319 (Digital AMU) and 32875/MP P7945 (GCU 5.1), or 31107/ MP P7009 (Digital SATCOM AMU) and 32875/MP P7945 (GCU 5.1)	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Fuel recirculation system associated with the operative IDG is operative, h) Approach minimums do not require its use, i) When the Engine Driven Generator Channel 1 is inoperative, the AC ESS FEED manual transfer must be checked to operate normally, (Continued)	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
3)	IAE Engines (With IDGs which Incorporate Mod. 26929/ MP P5059/P/N 766219 or Mod. 30375/MP P6557/ P/N 772292), and Aircraft with either Mod: 31296/MP P6319 (Digital AMU) and 32875/MP P7945 (GCU 5.1), or 31107/ MP P7009 (Digital SATCOM AMU) and 32875/MP P7945 (GCU 5.1) (Cont'd)	B	2	1	j) If the associated IDG is disconnected, the inner/wing tank fuel temperature on the affected side is checked to be above -30 °C before takeoff, and k) If the associated IDG is disconnected, the inner/wing tank fuel temperature on the affected side is monitored in flight and checked to be above -43 °C. NOTE: Relief is not applicable to aircraft with Mods: 39670/ MP P10300 (GCU 5.2), or 37782/MP P10402 (Digital AMU Power Supply Upgrade), or 37317/MP P10098 (AC ESS FEED automatic switching). (Continued)	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
4)	IAE Engines (Aircraft with an Analog AMU or with any of the Following Mods:) 37782/MP P10402 (Digital AMU Power Supply Upgrade), or 37317/MP P10098 (AC ESS FEED Automatic Switching), or Aircraft with Mods: 31107/MP P7009 (Digital SATCOM AMU) and 39670/MP P10300 (GCU 5.2)	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Fuel recirculation system associated with the operative IDG is operative, h) Approach minimums do not require its use, i) If the associated IDG is disconnected, the inner/wing tank fuel temperature on the affected side is checked to be above -30 °C before takeoff, and j) If the associated IDG is disconnected, the inner/wing tank fuel temperature on the affected side is monitored in flight and checked to be above -43 °C. (Continued)	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
5)	PW 6000 Engines	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) IDG cooler bypass valve is checked operative on the remaining generator before each flight, h) Approach minimums do not require its use, and i) If the associated IDG is disconnected, the inner tank fuel temperature on the affected side is checked to be above -39 °C before takeoff. (Continued)	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
6)	A319/A320 with PW 1100G Engines	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Both IDG heat exchangers bypass valves of the remaining AC main generation are checked operative before each flight, h) Approach minimums do not require its use, and i) If the associated IDG is disconnected, the inner tank fuel temperature on the affected side is checked to be above -39 °C before takeoff. (Continued)	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
7)	A321 with PW 1100G Engines and without Mod. 163213/ MP J4530	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Both IDG heat exchangers bypass valves of the remaining AC main generation are checked operative before each flight, h) Approach minimums do not require its use, i) If the associated IDG is disconnected, the wing tank fuel temperature on the affected side is checked to be above -30 °C before takeoff, and j) If the associated IDG is disconnected, the wing tank fuel temperature is monitored in flight and checked to be at or above -38 °C.	

(Continued)

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
8)	A321 with PW 1100G Engines and Mod. 163213/MP J4530 and without Mod. 162739/MP J4335	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Both IDG heat exchangers bypass valves of the remaining AC main generation are checked operative before each flight, h) Approach minimums do not require its use, i) If the associated IDG is disconnected, the wing tank fuel temperature on the affected side is checked to be above -30 °C before takeoff, j) If the associated IDG is disconnected, the wing tank fuel temperature is monitored in flight and checked to be at or above -38 °C, and k) FWD ACT is empty or not installed.	

(Continued)

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
9)	A321 with PW 1100G Engines and Mod. 163213/MP J4530 and Mod. 162739/MP J4335	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Both IDG heat exchangers bypass valves of the remaining AC main generation are checked operative before each flight, h) Approach minimums do not require its use, i) If the associated IDG is disconnected, the wing tank fuel temperature on the affected side is checked to be above -30 °C before takeoff, j) If the associated IDG is disconnected, the wing tank fuel temperature is monitored in flight and checked to be at or above -38 °C, and k) AFT2 ACT is empty or not installed.	

(Continued)

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
10)	A321 with CFM LEAP-1A Engines and Mod. 163213/MP J4530 and without Mod. 162739/MP J4335	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Approach minimums do not require its use, and h) FWD ACT is empty or not installed. (Continued)	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
11)	A321 with CFM LEAP-1A Engines and Mod. 163213/MP J4530 and Mod. 162739/MP J4335	B	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Operator ensures that the APU oil quantity is adequate for the intended flight, c) All busses can be powered, d) All indications and warnings associated with the remaining engine and APU driven generator channels operate normally, e) Galley automatic shedding is verified to operate normally, f) Aircraft remains at or below FL 330, g) Approach minimums do not require its use, and h) AFT2 ACT is empty or not installed.	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-02	APU Generator Channel					
1)	Aircraft without Mod. 24642/MP P3524 or AES APU without Mod. 24498/MP K3680 or without Mod. 25568/MP K4157	A	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU GEN pb-sw is set to OFF, b) It is verified that both APU oil filters are not clogged, and c) Repairs are made within 4 flight-legs. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	
		C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU GEN pb-sw is set to OFF, and b) It is verified that both APU oil filters are not clogged. NOTE: When GPCU/GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started.	
		C	1	0	Except for ER operations, may be inoperative provided APU is not used. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	

(Continued)

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-02	APU Generator Channel (Cont'd)					
1)	Aircraft without Mod. 24642/MP P3524 or AES APU without Mod. 24498/MP K3680 or without Mod. 25568/MP K4157 (Cont'd)	C	1	0	(M) Except for ER operations, may be inoperative provided APU generator is deactivated or removed. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	
2)	Aircraft with Mod. 24642/MP P3524 or AES APU with Mod. 24498/MP K3680 or with Mod. 25568/MP K4157 or APIC APU or APU GTCP 131-9(A)	A	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU GEN pb-sw is set to OFF, and b) Repairs are made within 4 flight-legs. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	
		C	1	0	Except for ER operations, may be inoperative provided APU GEN pb-sw is set to OFF. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	

(Continued)

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-02	APU Generator Channel (Cont'd)					
2)	Aircraft with Mod. 24642/MP P3524 or AES APU with Mod. 24498/MP K3680 or with Mod. 25568/MP K4157 or APIC APU or APU GTCP 131-9(A) (Cont'd)	C	1	0	Except for ER operations, may be inoperative provided APU is considered inoperative. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	
		C	1	0	(M) Except for ER operations, may be inoperative provided APU generator is deactivated or removed. NOTE: When GPCU/GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started.	
3)	Aircraft with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335	A	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU GEN pb-sw is set to OFF, b) Repairs are made within 4 flight-legs, and c) FWD ACT is empty or not installed. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started. (Continued)	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-02	APU Generator Channel (Cont'd)					
3)	Aircraft with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335 (Cont'd)	C	1	0	Except for ER operations, may be inoperative provided: a) APU GEN pb-sw is set to OFF, and b) FWD ACT is empty or not installed. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	
		C	1	0	Except for ER operations, may be inoperative provided: a) APU is not used, and b) FWD ACT is empty or not installed. NOTE: When GPCU/GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started.	
		C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU generator is deactivated or removed, and b) FWD ACT is empty or not installed. NOTE: When GPCU/GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started.	

(Continued)

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-02	APU Generator Channel (Cont'd)					
4)	Aircraft with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU GEN pb-sw is set to OFF, b) Repairs are made within 4 flight-legs, and c) AFT2 ACT is empty or not installed. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	
		C	1	0	Except for ER operations, may be inoperative provided: a) APU GEN pb-sw is set to OFF, and b) AFT2 ACT is empty or not installed. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	
		C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU generator is deactivated or removed, and b) AFT2 ACT is empty or not installed. NOTE: When GPCU/GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started. (Continued)	

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
4)	Aircraft with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335 (Cont'd)	C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU generator is deactivated or removed, and b) AFT2 ACT is empty or not installed. NOTE: When GPCU/GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started.	
20-07	AC ESS Feed Control					
1)	Manual Transfer to the AC BUS 2 (ALTN Function)	C	1	0	(O) May be inoperative provided: a) AC ESS FEED pb switch is set at NORM position, b) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and c) TR 2 operates normally.	
2)	Automatic Transfer to the AC BUS 2 (For aircraft with Mod 37317/MP P10098)	C	1	0	(O) May be inoperative provided: a) AC ESS FEED pb switch is set at NORM position, b) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and c) TR 2 operates normally.	
27-01	IDG FAULT Lights	C	2	1	One may be inoperative provided frequency and temperature indications are available on ECAM ELEC page and are monitored.	
27-02	GEN pb Switch					
1)	FAULT Lights	C	3	1	One GEN and/or the APU FAULT Light may be inoperative provided the associated indications are available on ECAM ELEC page.	
2)	OFF Lights	C	3	0		

AIRCRAFT:
Airbus A320

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
27-03	AC ESS FEED FAULT/ALTN Light	C	1	0	May be inoperative provided AC ESS bus indication is available on ECAM ELEC page.	
27-04	GALLEY/GALY and CAB pb Switch					
1)	FAULT Light	C	1	0	(O) May be inoperative provided: a) AC load indication for each generator channel is available on ECAM ELEC page, and b) Automatic shedding operates normally.	
2)	OFF Light	C	1	0		
27-05	RAT and EMER GEN FAULT Light	C	1	0	(O) May be inoperative provided indications are available on associated ECAM ELEC page.	
27-06	Indications on ECAM ELEC Page	C	-	-	(O) Indications related to AC generation may be inoperative provided: a) Load, voltage, and frequency indications of at least one engine driven generator operate normally, b) Associated GEN FAULT caution on ECAM operates normally, and c) Automatic shedding operates normally.	
1)	APU GEN Parameters	C	-	0	Except for ER operations, may be inoperative provided both Engine Driven Generators are operative.	
27-09 ***	COMMERCIAL pb Switch					
1)	OFF Light	C	1	0		

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Transformer/Rectifier Units (TR)	A	3	2	(M)(O) Except for ER operations, TR1 may be inoperative provided: a) Extract fan operates normally, b) Battery voltage indicator operates normally, c) Both packs operate normally, d) Repairs are made within 2 flight-days, and e) Approach minimums do not require its use.	
1)	Without Mod. 27620	A	3	2	(M)(O) Except for ER operations, TR2 may be inoperative provided: a) Extract fan operates normally, b) Battery voltage indicator operates normally, c) Both packs operate normally, d) Repairs are made within 2 flight-days, e) AC ESS FEED control is checked operative once each day, f) Standby Horizon operates normally, g) Standby Compass operates normally, and h) Approach minimums do not require its use.	
2)	With Mod. 27620	A	3	2	(M)(O) Except for ER operations, TR2 may be inoperative provided: a) Extract fan operates normally, b) Battery voltage indicator operates normally, c) Both packs operate normally, d) Repairs are made within 2 flight-days, e) AC ESS FEED control is checked operative once each day, f) ISIS Horizon operates normally, g) Standby Compass operates normally, and h) Approach minimums do not require its use.	

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
30-04	Battery Voltmeters	C	2	0	(O) May be inoperative provided: a) Battery indications are available on ECAM, and b) Battery voltage is confirmed adequate before APU start.	
30-05	BAT pb Switches					
1)	FAULT Lights	C	2	0		
2)	OFF Lights	C	2	0		
30-06	DC BUS TIE SYSTEM					
1)	DC TIE Contactor 1 (DC BUS 1-DC BAT BUS)	C	1	0	May be inoperative open provided DC TIE contactor ESS operates normally.	
2)	DC TIE Contactor ESS (DC BAT BUS-DC ESS BUS)	C	1	0	May be inoperative open provided DC TIE contactor 1 operates normally.	
30-07	BUS TIE pb Switch					
1)	OFF Light	C	1	0		
30-08	ECAM ELEC Page (DC)	C	-	0	Indications related to DC generation may be inoperative.	
30-09	External Power Panel ADIRU/AVNCS Vent Caution Light	C	1	0	(M) May be inoperative provided avionics ventilation system warning horn is verified to operate normally.	

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
41-01	AC External Power Control					
1)	Ground Power Control Unit (GPCU)/Ground Power Control Function of the Ground and Auxiliary Power Control Unit (GAPCU)	C	1	0	May be inoperative provided external power is not used. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	
2)	Receptacle	C	1	0	(M) May be inoperative provided external power is not used. NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.	
41-02	External Power NOT IN USE and AVAIL Panel Lights	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
41-03	EXT PWR pb Switch					
1)	AVAIL Light	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	ON Light	C	1	0		

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
50-01	Warning and Caution on ECAM EWD					
1)	C/B TRIPPED	C	1	0	(M) May be inoperative provided alternate procedures are used to verify that no circuit breaker is tripped on associated C/B panel.	
2)	ELEC IDG 1(2) OIL LO LVL Alert (A319neo/A320neo/ A321neo with PW 1100G Engines)	C	2	1	(M) One may be inoperative provided: a) Sight glass of the affected IDG shows a correct oil level, and b) Differential Pressure Indicator (DPI) of the oil filter is not extended on the affected IDG.	
		B	2	1	(O) One may be inoperative provided a) Associated generator is set to OFF, and b) Associated AC Main Generation is considered inoperative.	
		A	2	1	One may be inoperative for 15 flight-hours or 1 flight-day, whichever occurs first.	
3)	ELEC IDG 1(2) FILTER CLOG Alert (A319neo/A320neo/ A321neo with PW 1100G Engines)	C	2	1	(M) One may be inoperative provided: a) Sight glass of the affected IDG shows a correct oil level, and b) Differential Pressure Indicator (DPI) of the oil filter is not extended on the affected IDG.	
		B	2	1	(O) One may be inoperative provided a) Associated generator is set to OFF, and b) Associated AC Main Generation is considered inoperative.	
		A	2	1	One may be inoperative for 15 flight-hours or 1 flight-day, whichever occurs first.	

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
56-01	GALLEY/GALY and CAB and COMMERCIAL Supply Systems					
1)	Automatic Load Shedding System	C	1	0	May be inoperative provided GALLEY/GALY and CAB pb switch and GALLEY/GALY and CAB FAULT Light in the cockpit operate normally.	
2)	Automatic and Manual Load Shedding Systems	C	2	0	(M) May be inoperative provided all GALLEY/GALY and CAB loads are disconnected.	
a)	With Mod 20343/MP P0473 or with Mod 31276/MP P7175	C	2	0	(M)(O) May be inoperative provided that the COMMERCIAL supply system is checked operative.	
3)	COMMERCIAL Supply System (With Mod 20343/MP P0473 or with Mod 31276/MP P7175)	C	1	0	(O) May be inoperative.	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Pilot Seat Adjustments					
1) ***	Electrical Adjustment	D	2	0	(M) May be inoperative provided: a) Horizontal and vertical mechanical adjustments operate normally, and b) Associated electrical control is deactivated.	
2)	Primary Horizontal Mechanical Adjustment	B	2	0	May be inoperative provided backup horizontal mechanical adjustment is installed and operates normally.	
3) ***	Backup Horizontal Mechanical Adjustment	D	2	0	May be inoperative provided primary horizontal mechanical adjustment operates normally.	
4)	Vertical Mechanical Adjustment	C	2	0	May be inoperative provided vertical electrical adjustment operates normally.	
5)	Lumbar	C	2	0	May be inoperative provided seat contour is satisfactory to individual/crewmember requirements.	
6)	Recline Systems	A	2	0	(M) May be inoperative provided: a) Seat is secured in an upright position acceptable to the affected crewmember, and b) Repairs are made within 2 flight-days.	
11-02	Crewmember Shoulder Harness (Flight Deck)	D	-	-	Any in excess of those required for flightcrew members (including official observer in forward observer's seat) may be inoperative.	
1)	Manual Shoulder Harness Locking Device	A	-	-	(M) One may be inoperative provided: a) Inertial reel auto locking mechanism is verified to operate normally, and b) Repairs are made within 3 flight-days.	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-03	CAPT and F/O Outboard Armrest Controls					
1)	Height Control	C	2	0	May be inoperative provided setting is acceptable to crewmember(s).	
2)	Pitch Control (Tilt)	C	2	0	May be inoperative provided setting is acceptable to crewmember(s).	
3)	Armrest Memory Position Display	C	2	0		
11-04	CAPT and F/O Inboard Armrest Vertical Adjustment Controls	C	2	0		
11-05 ***	Pilot Seat Headrests	D	2	0		

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-06	Primary Observer's Sliding Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	1	0	May be inoperative provided: a) Secondary observer's seat is available to the FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to the FAA Inspector for the performance of official duties, and c) Repairs are made within 2 flight-days. NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-07 ***	Additional Observer's Fixed Seat (Including Associated Equipment)	D	1	0	(M) May be inoperative or removed. NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
13-01 ***	CAPT and F/O Sliding Tables					
1)	Sliding Tables	D	2	0	(M) May be inoperative in the stowed position or removed.	
2)	Table Tilt Function	D	2	0	May be inoperative provided associated table can be stowed.	
3)	Chart Clips				Deleted, Revision 20. Refer to NEF.	
13-02 ***	CAPT and F/O Retractable Footrests	D	-	0	(M) May be inoperative secured in the retracted position or removed.	
15-01 ***	Crew Foot Warmers	D	2	0	(M)(O) May be inoperative provided affected crew foot warmer is deactivated.	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seat(s)					
1)	Passenger Seats (Includes All Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) Affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
2)	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat back is immovable in the taxi, takeoff, and landing (TTL) position.	
3)	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar. (Continued)	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seat(s) (Cont'd)					
4)	Armrests					
a)	With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
b)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
5)	Seat Belt/Air Bag Restraint Systems					
a)	Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
b)	Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Flight Attendant Seat Assembly (Single or Dual Position)	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
1)	Required Flight Attendant Seats	B	-	-	(M)(O) One seat position or assembly (dual position) may be inoperative provided: a) Affected seat position or seat assembly is not occupied, b) Flight attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s) so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded “FOR FLIGHT ATTENDANT USE ONLY”. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. (Continued)	

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Flight Attendant Seat Assembly (Single or Dual Position) (Cont'd)					
1)	Required Flight Attendant Seats (Cont'd)	B	-	-	NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met. NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.	
2)	Excess Flight Attendant Seats	C	-	-	(M) May be inoperative provided: a) Affected seat position or seat assembly is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
3)	All-Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22-03	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
22-04	Exterior Lavatory Door Ashtrays					
1)	Airplanes with More Than One Exterior Lavatory Door Ashtray Installed	A	-	-	Up to and including 50%may be missing or inoperative for 10 days.	
		A	-	-	More than 50% may be missing or inoperative for 3 days.	
2)	Airplanes with Only One Exterior Lavatory Door Ashtray Installed	A	1	0	May be missing or inoperative for 10 days.	
27-01 ***	Heating Function of Heated Floor Panels (Passenger/Crew Doors, Emergency Exits, and Galley Areas)	D	-	0	(M) May be inoperative provided the heating elements of the affected heated floor panel are deactivated.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
28-01	Storage Bin(s)/Cabin, Galley, and Lavatory Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded “DO NOT USE”, c) Any emergency equipment located in affected compartment is considered inoperative, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered one compartment.	
		C	-	-	(M)(O) May be inoperative provided: a) Affected door(s) is (are) removed or, for retractable doors, secured in the retracted (fully open) position, b) Associated bin or compartment is not used for storage of any items except those permanently affixed, c) Associated bin or compartment is prominently placarded “DO NOT USE”, d) Procedures are established and used to alert crewmembers and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used.	

(Continued)

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
28-01	Storage Bin(s)/Cabin, Galley, and Lavatory Storage Compartment/Closets (Cont'd)				NOTE 1: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered one compartment. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.	
1) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	
2)	Multilatch/Quarter Turn Lug Installations Compartment Locks	C	-	-	One latch per compartment may be inoperative provided: a) Remaining latch(es)/lug(s) on affected compartment(s) operates normally, and b) If affected compartment is used for a galley cart, the cart remains empty.	
3) ***	Mid-Latch Locking Assembly	D	-	0	May be inoperative provided galley half-length carts are not used at affected location. NOTE: Galley full-length carts can be used.	

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2. NO. INSTALLED
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Lavatory Waste Receptacle Access Doors/Covers/Flapper/ Doors	C	-	-	(M) May be inoperative provided: a) Associated waste container is empty, b) Affected receptacle access doors/covers/flapper door is secured to prevent waste introduction into the receptacle, c) Lavatory is used only by crewmembers, and d) Associated lavatory entrance door is locked closed and placarded “INOPERATIVE - DO NOT ENTER”. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
45-01	Galley/Cabin Waste Receptacles Access Doors/Covers/Flapper Doors	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.	
50-01 ***	Cargo Loading System	D	-	0	NOTE: Any part of the CLS that operates normally may be used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Blow In/Out Panels in Cargo Compartment	C	-	0	(O) May be damaged or missing provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
50-03	Cargo Compartment Sidewall Lining and Ceiling Panels	C	-	0	(O) May be damaged or missing provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
50-04	Cargo Restraint System (Nets, Attach Points, Stanchions, etc.)	A	-	-	(M) May be inoperative, damaged, or missing provided: a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document) are observed, and b) Repairs are made prior to the completion of the next heavy maintenance visit.	
		C	-	0	(O) May be inoperative, damaged, or missing provided associated cargo compartment remains empty or is checked to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.	
50-05 ***	Protection Panel of Decompression Panels at the FWD Partition Wall of FWD Cargo Compartment	C	-	0	(M) One or more may be damaged provided: a) The affected protection panel is removed if the damage prevents correct operation of the decompression panel, and b) Bulk loading is not permitted in the section between the affected protection panel and the closest divider net. NOTE: Tied down cargo is not considered as bulk loading.	
60-01 ***	Evacuation Alarm Signaling System (EVAC COMMAND)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided operations do not require its use.	

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-03	SLIDE ARMED Warning Systems					
1)	SLIDE ARMED Indicator Light (Without Mod. 160940/ MP P20211	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Inadvertent Slide Deployment Prevention System (ISDPS) (With Mod. 160940/ MP P20211	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
a)	Acoustic Buzzer	C	-	0	May be inoperative provided associated SLIDE ARMED light is operative.	
b)	Light	C	-	0		
60-04	SLIDE Indications on ECAM DOOR/OXY Page					
1)	Passenger Doors					
a)	Armed Indication	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
b)	Not Armed Indication	C	-	0	(M)(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Aircraft is not operated at night.	

(Continued)

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-04	SLIDE Indications on ECAM DOOR/OXY Page (Cont'd)					
2) ***	Overwing Emergency Exit(s)					
a)	Armed Indication	B	-	0	(M) May be inoperative provided a visual check is made to verify that slide(s) is armed.	
b)	Not Armed Indication	C	-	0	(M) May be inoperative provided: a) Visual check is made that slide(s) is armed, and b) Aircraft is not operated at night.	
60-05	Slide Bottle Pressure Indication (On PTP/FAP)				Moved to item 23-73-07 2) for aircraft without Mod. 30354 or without Mod. 33100, or item 23-73-08 6) for aircraft with Mod. 30354 or with Mod. 33100.	
60-06	CABIN PRESSURE Light System				Moved to item 52-70-02.	
60-07	"Fasten Seat Belts While Seated" Signs or Placards	C	-	-	One or more may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.	
60-08	Flashlight and Holders (Flight Deck or Cabin)	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
		C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.	

(Continued)

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TABLE KEY
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-09	Megaphones	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
1)	Passenger Configuration	C	-	2	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.	
2)	Cargo Configuration	C	-	0	May be inoperative or missing.	
60-10 ***	Emergency Locator Beacon				Moved to item 25-61-01, ref. ATA Spec 2200, Revision 21.	
60-11 ***	Slide Raft Lanyards (White and/or Yellow)	D	8	-	(O) May be missing or damaged beyond serviceable limits provided aircraft is not operated on extended overwater flights.	
60-12 ***	Overwater Survival Kits				Incorporated into item 25-60-17.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-13	Emergency Medical Equipment					
1)	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight cycle.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight cycle.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
3)	First Aid Kits (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight cycle.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-14 ***	Escape Life Lines					
1)	Overwing	D	-	-	May be damaged or missing provided aircraft is not operated on extended overwater flights.	
2)	Flight Deck Escape Life Line Cover Plates	C	2	0	May be damaged or missing.	
60-15 ***	Emergency Vision Assurance Systems (EVAS) (A319/A320/A321) (Vision Safe STC #SA00892LA)	D	2	0	(M) May be inoperative provided system is deactivated.	
60-16	Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of that required by 14 CFR may be inoperative or missing.	
60-17 ***	Survival Kit	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
60-18	Crash Axe/Crow Bar	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
61-01 ***	Emergency Locator Transmitter					
1)	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-01 ***	Emergency Locator Transmitter (Cont'd)					
2)	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	|
		A	-	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	|
		D	-	-	Any in excess of those required by 14 CFR may be missing.	|
3)	Low Frequency - Underwater Locator Beacon (LF-ULB) (With Mod. 162066/ MP K19334)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) En-route operations do not require its use, and b) Placard stating "LF-ULB not installed" is placed in view of the pilot.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-02	Passenger or Overwing Door Slide/Slide Rafts (Without Passengers)	C	-	1	(M)(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency, d) Inoperative exits are conspicuously identified as inoperative, e) An Emergency Exit sign and floor proximity lights associated only with the inoperative exits are covered to obscure the sign and lights, f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and g) Alternate procedures are established and used.	
65-01 ***	Security Kit and Associated Equipment	D	-	0	May be incomplete or missing.	
65-02 ***	Fireproof Gloves	D	-	0		

AIRCRAFT:
Airbus A320

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
75-01 ***	Flightcrew Rest Facilities and Equipment (14 CFR Part 117, § 117.3 Class 1 or 2)	C	-	0	(O) May be inoperative provided appropriate adjustments to flightcrew FDP times are applied.	|
		C	-	0	May be inoperative provided operations do not require their use.	|
75-02 ***	Flightcrew Rest Facilities and Equipment (14 CFR Part 117, § 117.3 Class 3)	C	-	0	May be inoperative provided the airplane is not used for augmented flightcrew member operations.	|
		C	-	0	May be inoperative provided operations do not require their use.	|
90-01	Printed Supplemental Safety Information	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
		C	-	-	(M)(O) May be missing or damaged provided: a) Safety Information Card is located in convenient locations for use of each passenger, b) Cards cannot be missing from each exit seat, and c) Any seat(s) or row(s) of seats must be blocked where a Safety Information Card is not located in convenient locations for use of each passenger.	

AIRCRAFT:
Airbus A320

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by SDCU (Without Mod. 30354 or without Mod. 33100)	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
2)	Fault(s) Indicated by SMOKE (With Mod. 30354 or with Mod. 33100)	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
12-01	Engine Fire Detection Systems					
1)	Loop A	C	2	0	(O) Except for ER operations beyond 120 minutes, one may be inoperative on each engine provided: a) Associated Loop B is operative, and b) Engine fire test is performed before each departure.	
2)	Loop B	C	2	0	(O) Except for ER operations beyond 120 minutes, one may be inoperative on each engine provided: a) Associated Loop A is operative, and b) Engine fire test is performed before each departure.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-02	FIRE Lights on ENG Control Panel	C	2	0		
12-03	ENG FIRE pb Lights					
1)	Bulbs/LEDs	C	16	8	Four bulbs/LEDs in each pb-sw may be inoperative.	
13-01	APU Fire Detection System					
1)	Loops	C	2	1	Except for ER operations beyond 120 minutes, detection loop (B) may be inoperative provided APU fire test is performed before each APU start.	
		C	2	1	Except for ER operations beyond 120 minutes, detection loop (A) may be inoperative provided: a) APU fire test is performed before each APU start, and b) During ground operations, APU condition is monitored in the cockpit.	
		A	2	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) APU is not used, and b) Repairs are made within 4 flights.	
		C	2	0	Except for ER operations, may be inoperative provided APU is not used.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
13-02	APU FIRE pb Light					
1)	Bulbs/LEDs	C	8	4	Four bulbs/LEDs in pb may be inoperative.	
		C	8	0	Except for ER operations, may be inoperative provided APU is not used.	
14-01	APU Fire Warning Light (On External Fire Panel)				Moved to item 26-22-11, Revision 20.	
15-01	Avionics Smoke Detection System	A	1	0	(O) Except for ER operations, may be inoperative for 3 flight-legs.	
16-01	Blow In/Out Panels in Cargo Compartment				Moved to item 25-50-02.	
16-03	Smoke Detectors in FWD Cargo Compartment	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

(Continued)

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
16-03	Smoke Detectors in FWD Cargo Compartment (Cont'd)					
1)	Aircraft with AAE, Ltd. STC No. ST01077WI (Four Detector System)	C	4	2	(M) One detector/channel in each detector enclosure may be inoperative provided the remaining detector/channel in the enclosure is verified to operate normally before each departure.	
		C	4	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	
16-04	Smoke Detectors in AFT and Bulk Cargo Compartments	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

(Continued)

AIRCRAFT:
Airbus A320

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
16-04	Smoke Detectors in AFT and Bulk Cargo Compartments (Cont'd)					
1)	Aircraft with AAE, Ltd. STC No. ST01077WI (Six Detector System)	C	6	3	(M) One detector/channel in each detector enclosure may be inoperative provided the remaining detector/channel in the enclosure is verified to operate normally before each departure.	
		C	6	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: If the AFT Cargo Compartment Smoke Detectors are inoperative, the bulk cargo compartment must also remain empty.	
16-05	FWD/AFT Detection Loops/Channels AAE, Ltd. STC No. ST01077WI	C	4	2	(M) One loop/channel (A or B) in each cargo compartment may be inoperative provided remaining loop/channel in associated cargo compartment is verified to operate normally before each departure.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
17-01	Lavatory Smoke Detection System	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
17-02	Smoke Detection Control Unit (SDCU) (A319/A320/A321) (Without Mod. 30354 or without Mod. 33100)					
1)	Channels	B	2	0	(M)(O) May be inoperative provided: a) Restrictions concerning inoperative lavatory smoke detection system and cargo smoke detection system are applied, and b) Procedures are established and used to ensure all cargo compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Failure of a single SDCU channel is indicated by a MAINTENANCE message on ECAM STATUS page. NOTE 2: Operator MELs must define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 3: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).	

AIRCRAFT:
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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
18-01 ***	Video Control Center Standalone Smoke Detection System	C	1	0	(O) May be inoperative provided a procedure is used to check the absence of smoke in the Video Control Center every 30 minutes.	
		D	1	0	(M) May be inoperative provided the Video Control Center is deactivated.	
21-01	Engine AGENT 1 and 2 DISCH Light Systems	C	4	2	(M) One may be inoperative for each engine provided associated bottle(s) is verified properly charged before the first flight of each day.	
21-02	Engine AGENT 1 and 2 SQUIB Light Systems	C	4	0	(M) May be inoperative provided it is verified that the failure is in the test circuit only.	
21-03	ENG FIRE Test Systems	C	2	1	(M) One test function may be inoperative provided: a) The fault is in the test system only, b) System is tested once each flight-day, and c) All other functions of fire detect systems operate normally.	
22-00	APU Fire Extinguisher System	C	1	0	May be inoperative provided the APU is not used.	
22-01	APU Agent DISCH Light	C	1	0	(M) May be inoperative provided bottle is verified properly charged before the first flight of each day.	
		C	1	0	May be inoperative provided APU is not used.	
22-02	APU SQUIB Light	C	1	0	(M) May be inoperative provided APU extinguishing system firing circuit is verified operative before the first flight of the day.	
		C	1	0	May be inoperative provided APU is not used.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
22-03	APU Ground Automatic Fire Extinguisher System	C	1	0	May be inoperative provided APU is continuously monitored in the cockpit during all APU ground operations.	
		C	1	0	May be inoperative provided APU is not used.	
22-04	APU Fire Test System	C	1	0	(M) May be inoperative provided firing circuit and bottle low pressure detection systems are verified operative before the first flight of the day.	
		C	1	0	May be inoperative provided APU is not used.	
22-05	APU Fire Extinguisher Overpressure Indication (Red Disc)	C	1	0	(M) May be missing provided: a) Squib test is used to verify squib integrity, and b) Bottle pressure switch is verified operative before the first flight of each day.	
		C	1	0	May be missing provided APU is not used.	
22-06	APU FIRE PUSH pb	C	1	0	May be inoperative provided the APU is not used.	
22-07	APU AGENT pb	C	1	0	May be inoperative provided the APU is not used.	
22-08	APU Fire Extinguisher Bottle	C	1	0	May be inoperative provided the APU is not used.	
22-09	APU Fire Bottle Squibs	C	2	1	(M) One may be inoperative provided the remaining squib is verified operative before the first flight of each day.	
		C	2	0	May be inoperative provided the APU is not used.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
22-10	APU AUTO EXTING TEST	C	1	0	May be inoperative provided the APU Automatic Fire Extinguishing System is considered inoperative.	
22-11	APU FIRE Light on External Power Panel	C	1	0	(M) May be inoperative provided the APU Automatic Fire Extinguishing System is verified operative.	
		C	1	0	May be inoperative provided APU is continuously monitored in the cockpit during all APU ground operations.	
22-12	APU SHUT OFF pb on External Power Panel	C	1	0	(M) May be inoperative provided the APU Automatic Fire Extinguishing System is verified operative.	
		C	1	0	May be inoperative provided the APU Automatic Fire Extinguishing System is considered inoperative.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
23-01	FWD/AFT Cargo and Bulk Cargo Compartment Fire Extinguishing System					
1)	Bottle 1	C	1	0	(O) May be inoperative provided procedures are established and used to ensure all compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or Fly Away Kits. NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).	
2) ***	Bottle 2					
a)	Without Mod. 163213/MP J4530	C	1	0	Bottle 2 may be inoperative (and cargo compartments used) provided airplane remains within 60 minutes of landing at a suitable airport. (Continued)	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
23-01	FWD/AFT Cargo and Bulk Cargo Compartment Fire Extinguishing System (Cont'd)					
2) ***	Bottle 2 (Cont'd)					
b)	With Mod. 163213/MP J4530	C	1	0	(O) May be inoperative provided procedures are established and used to ensure all compartments remain empty or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems.	

AIRCRAFT:
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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
23-01	FWD/AFT Cargo and Bulk Cargo Compartment Fire Extinguishing System (Cont'd)					
3)	Squib of Cargo Bottle 1	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).	
4) ***	Squib of Cargo Bottle 2	C	-	0	May be inoperative provided bottle 2 is considered inoperative.	

AIRCRAFT:
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TABLE KEY
1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
23-02	FWD/AFT Cargo Compartment DISCH/BTL Lights	C	-	0	(M) May be inoperative provided an acceptable test procedure is used once each flight-day to verify that the bottle is properly charged.	
		C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs) and/or Fly Away Kits. NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: If the AFT Cargo Compartment DISCH light is inoperative, the bulk cargo compartment must also remain empty.	
23-03	CARGO SMOKE DISCH AGENT 2 Light	C	1	0	May be inoperative provided that the agent bottle 2 is considered inoperative.	
		C	1	0	(O) May be inoperative.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
23-04	"PUSH" DSCH Switch Lights AAE, Ltd. STC No. ST01077WI	C	1	0	May be inoperative provided an acceptable test procedure is used once each flight-day to verify that the affected bottle(s) is properly charged.	
		C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
23-05	"AUTO/MAN" DSCH Switch Lights AAE, Ltd. STC No. ST01077WI	C	1	0	(O) May be inoperative provided an acceptable test procedure is used once each flight-day to verify that the affected bottle(s) is properly charged.	
		C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits and which materials can be used as ballast. NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression). NOTE 3: If the AUTO/MAN DSCH switch light is inoperative for the AFT Cargo Compartment, the bulk cargo compartment must also remain empty.	
23-06	DET LEDs AAE, Ltd. STC No. ST01077WI	C	4	2	(O) One LED in each cargo compartment may be inoperative provided the remaining loop in the affected compartment is verified to operate normally before each departure.	
23-07	FAIL LEDs AAE, Ltd. STC No. ST01077WI	C	4	2	(O) One LED in each cargo compartment may be inoperative provided the remaining loop in the affected compartment is verified to operate normally before each departure.	

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
23-08	Fault Panel (E and E Compartment) AAE, Ltd. STC No. ST01077WI	D	1	0		
25-01	Lavatory Waste Bin Fire Extinguisher System	C	-	-	For each lavatory, the fire extinguisher system may be inoperative provided lavatory smoke detection system operates normally.	
		C	-	-	(M)(O) For each lavatory, the fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded “INOPERATIVE – DO NOT ENTER”, and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	
26-24	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by F/CTL	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
2)	Fault(s) Indicated by SFCS	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
3)	Fault(s) Indicated by F/CTL (Aircraft without Mod. 21964 or 22087 or 22548)				Deleted, Revision 18.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Aileron Servo Controls					
1)	A320-200 without Mod. 26334/ MP J1616 or Mod. 26335/ MP J1617	A	4	2	(M)(O) Two associated with ELAC 2 (left green and right blue) may be inoperative provided: a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected), b) All roll spoilers operate normally, c) Aileron Servo Controls associated with ELAC 1 operate normally, and d) Repairs are made within 3 flight-days. NOTE: LAF is in degraded Mode.	
		A	4	2	(M)(O) Two associated with ELAC 1 (left blue and right green) may be inoperative provided: a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected), b) All roll spoilers operate normally, c) Aileron Servo Controls associated with ELAC 2 operate normally, d) TR 1 and TR 2 operate normally, e) DC TIE contactor 1 is verified closed before takeoff, and f) Repairs are made within 3 flight-days. NOTE: LAF is in degraded Mode.	

(Continued)

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
14-01	Aileron Servo Controls (Cont'd)					
2)	A318/A319/A321 and A320 with Mod. 26334/ MP J1616 or Mod. 26335/ MP J1617	A	4	2	(M)(O) Two associated with ELAC 2 (left green and right blue) may be inoperative provided: a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected), b) All roll spoilers operate normally, c) Aileron Servo Controls associated with ELAC 1 operate normally, and d) Repairs are made within 3 flight-days.	
		A	4	2	(M)(O) Two associated with ELAC 1 (left blue and right green) may be inoperative provided: a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected), b) All roll spoilers operate normally, c) Aileron Servo Controls associated with ELAC 2 operate normally, d) TR 1 and TR 2 operate normally, e) DC TIE contactor 1 is verified closed before takeoff, and f) Repairs are made within 3 flight-days.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
14-02	Aileron Indications on ECAM Flight Control Page					
1)	ECAM Aileron Position Indications	C	2	0	(O) May be inoperative provided capability to move affected aileron through each servo control is verified visually before each departure.	
2)	ECAM Aileron Actuator Indications	C	4	0		
14-03	ECAM Aileron Actuator Indications				Incorporated into item 27-14-02.	
20-01	ECAM Rudder Position Indication	B	1	0	(O) May be inoperative provided: a) A visual verification of rudder movement is made before each departure, and b) RUD TRIM indication is verified at zero before each departure.	
20-02	Rudder Hydraulic System Pressure Indication Symbol on ECAM F/CTL Page	C	3	0		
21-01	Rudder Pedal Adjustment System	C	2	0	(O) CAPT and/or F/O may be inoperative provided: a) Associated rudder pedals can be adjusted to a position which is acceptable to the affected crewmember, and b) Full and unrestricted movement of rudder pedals and brake pedal deflection is possible at both pilot stations.	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Rudder Trim Systems					
1)	System No. 1	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Approach minimums do not require its use, and b) System 2 is verified to operate normally before each departure.	
2)	System No. 2	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) System 1 is verified to operate normally before each departure.	
22-02	Rudder Manual Trim Reset Function	C	1	0	May be inoperative provided one rudder position indication is available.	
22-03	Rudder Trim Position Indications	C	2	1	One indicator on ECAM or pedestal may be inoperative.	
		B	2	0	(O) May be inoperative provided: a) Rudder trim is verified to operate normally, b) Rudder position is verified at zero before each departure, and c) Rudder pedals are verified in a neutral position.	
23-01	Rudder Travel Limiter Systems	C	2	1		
23-02	ECAM Rudder Travel Limiter Position Indication (Aircraft with Mod. 31040 and Mod. 30368)	C	1	0		

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Elevator Indications on ECAM Flight Control Page					
1)	ECAM Elevator Position Indications	C	2	0	May be inoperative provided a visual verification of affected elevator movement is made before each departure.	
2)	ECAM Elevator Actuator Indications	C	4	0		
30-02	ECAM Elevator Actuator Indications				Incorporated into Item 27-30-01.	
34-02	Elevator Servo Control Position Transducers	C	8	4	(M) One per servo control must operate normally.	
40-01	ECAM Pitch Trim Position Indication	C	1	0	(M)(O) May be inoperative provided a check of pitch trim handwheel and stabilizer verifies synchronous movement.	
44-01	Stabilizer Actuator Electrical Motors	C	3	2	Motor 3 may be inoperative.	
		B	3	2	(M) Except for ER operations, motor 2 may be inoperative provided ELAC 1 is considered inoperative.	
44-02	Pitch Trim Hydraulic System Pressure Indication Symbol on ECAM F/CTL Page	C	2	0		

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Slat/Flap Control System (SFCS)					
1)	FLAP Channels					
	(A318/A319ceo/ A320ceo/A321ceo)	B	2	1	(M)(O) SFCS 2 flap channel may be inoperative provided: a) Slats and flaps operate normally on SFCC 1, b) Operation of SFCC 1 WTBs are confirmed by tests before each departure, c) Electrical supply to SFCC 2 flap channel is inhibited, d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally, e) Spoilers surfaces 2 and 4 operate normally, and f) The minimum idle on ground function is considered inoperative.	
	(A319neo/A320neo/ A321neo)	B	2	1	(M)(O) SFCS 2 flap channel may be inoperative provided: a) Slats and flaps operate normally on SFCC 1, b) Operation of SFCC 1 WTBs are confirmed by tests before each departure, c) Electrical supply to SFCC 2 flap channel is inhibited, d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally, e) Spoilers surfaces 2 and 4 operate normally, f) The minimum idle on ground function is considered inoperative, and g) The OAT is below ISA+35 °C.	

(Continued)

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Slat/Flap Control System (SFCS) (Cont'd)					
2)	SLAT Channel	B	2	1	(M)(O) SFCS 2 slat channel may be inoperative provided: a) Slats and flaps operate normally on SFCC 1, b) Operation of SFCC 1 WTBs are confirmed by tests before each departure, c) Electrical supply to SFCC 2 slat channel is inhibited, d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally, and e) Takeoff in CONF 1+F is prohibited.	
51-02	Flap Wing Tip Brake Solenoids	C	4	2	(M)(O) Solenoids associated with SFCC 2 may be inoperative provided operation of SFCC 1 WTBs is confirmed by test before each flight.	
51-03	Flap Attachment Failure Detection Sensors				Incorporated into item 27-00, sub-item 2).	
54-01	Flap Hydraulic Motors	C	2	1	Green motor may be inoperative.	
		C	2	1	Yellow motor may be inoperative provided blue slat motor operates normally.	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
54-02	Flap PCU Valve Blocks	B	2	1	(M)(O) SFCS 2 Flap PCU Valve Block may be inoperative provided: a) Slats and flaps operate normally on SFCC 1, b) Operation of SFCC 1 WTBs are confirmed by tests before each departure, c) Electrical supply to SFCC 2 flap channel is inhibited, d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally, e) Spoilers surfaces 2 and 4 operate normally, and f) The minimum idle on ground function is considered inoperative.	
64-01	Spoiler Surfaces					
1)	A320 without Mod. 26334 or 26335	C	10	8	(M)(O) One pair of symmetrical surfaces 1 or 3 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, and b) AFM performance penalties are applied.	
		C	10	8	(M)(O) One pair of symmetrical surfaces 5 may be inoperative in the retracted position provided SECs associated with operative spoilers operate normally.	
		C	10	8	(M)(O) One pair of symmetrical surfaces 2 or 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.	

(Continued)

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
64-01	Spoiler Surfaces (Cont'd)					
1)	A320 without Mod. 26334 or 26335 (Cont'd)	C	10	6	(M)(O) Two pair of symmetrical surfaces 1 and 2 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.	
		C	10	6	(M)(O) Two pair of symmetrical surfaces 3 and 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) TR 1 and TR 2 operate normally, c) DC Tie Contactor 1 is verified closed before departure, d) SFCS 2 flap channel operates normally, and e) AFM performance penalties are applied. NOTE: If spoiler 4 or 5 is inoperative, LAF is in degraded Mode. Refer to item 27-64-02.	
2)	A318/A319/A321 and A320 with Mod. 26334 or 26335	C	10	8	(M)(O) One pair of symmetrical surfaces 1 or 3 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) AFM performance penalties are applied.	

(Continued)

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
64-01	Spoiler Surfaces (Cont'd)					
2)	A318/A319/A321 and A320 with Mod. 26334 or 26335 (Cont'd)	C	10	8	(M)(O) One pair of symmetrical surfaces 5 may be inoperative in the retracted position provided SECs associated with operative spoilers operate normally.	
		C	10	8	(M)(O) One pair of symmetrical surfaces 2 or 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.	
		C	10	6	(M)(O) Two pair of symmetrical surfaces 1 and 2 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.	
		C	10	6	(M)(O) Two pair of symmetrical surfaces 3 and 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) TR 1 and TR 2 operate normally, c) DC Tie Contactor 1 is verified closed before departure, d) SFCS 2 flap channel operates normally, and e) AFM performance penalties are applied.	

(Continued)

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
64-01	Spoiler Surfaces (Cont'd)					
3)	A320-200 with Sharklet Mod. 160500/MP J3283 or 160080/MP J3705	C	10	8	(M)(O) One pair of symmetrical surfaces 1 or 3 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, and b) AFM performance penalties are applied.	
		C	10	8	(M)(O) One pair of symmetrical surfaces 5 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, and b) The MTOW is limited to 76,400 kg (168,430 lbs).	
		C	10	8	(M)(O) One pair of symmetrical surfaces 2 or 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, c) AFM performance penalties are applied, and d) If the pair of spoilers 4 is inoperative, the MTOW is limited to 76,400 kg (168,430 lbs).	

(Continued)

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
64-01	Spoiler Surfaces (Cont'd)					
3)	A320-200 with Sharklet Mod. 160500/MP J3283 or 160080/MP J3705 (Cont'd)	C	10	6	(M)(O) Two pair of symmetrical surfaces 1 and 2 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.	
		C	10	6	(M)(O) Two pair of symmetrical surfaces 3 and 4 may be inoperative in the retracted position provided: a) SECs associated with operative spoilers operate normally, b) TR 1 and TR 2 operate normally, c) DC Tie Contactor 1 is verified closed before departure, d) SFCS 2 flap channel operates normally, e) AFM performance penalties are applied, and f) The MTOW is limited to 76,400 kg (168,430 lbs).	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
64-02	Load Alleviation Function (LAF) (A320-200 without Mod. 26334 or 26335)	D	1	0		
64-03	LAF Accumulators (A320-200 without Mod. 26334 or 26335)	D	4	0		
64-04	Spoilers Hydraulic System Pressure Indication Symbol on F/CTL Page	C	3	0		
81-01	Slat Wing Tip Brakes Solenoids	C	4	2	(M) Solenoids associated with SFCC 2 may be inoperative provided SFCC 1 WTBs operate normally before each flight.	
84-01	Slats Hydraulic Motors	C	2	1		
84-02	Slat PCU Valve Blocks	B	2	1	(M)(O) SFCS 2 Slat PCU Valve Block may be inoperative provided: a) Slats, Flaps, and associated monitoring and protection systems operate normally on SFCC 1, b) Operation of SFCC 1 WTBs are confirmed by tests before each departure, c) Electrical supply to SFCC 2 slat channel is inhibited, d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally, and e) Takeoff in CONF 1+F is prohibited.	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
92-01	Speedbrake Control System	C	1	0	(O) May be inoperative provided AFM performance penalties associated with all ground spoilers inoperative are applied.	
1)	Speedbrake 2 or 3 and 4	C	-	-	(O) May be inoperative provided AFM performance penalties associated with one pair or two pairs of ground spoilers inoperative are applied.	
92-02	Ground Spoiler Control System	A	1	0	(M)(O) May be inoperative provided: a) A check of the thrust reverser system is performed before each flight to ensure that both thrust reversers operate normally, b) Autobrake function is not used, c) Approach minimums do not require its use, d) AFM takeoff and landing performance penalties are applied, and e) Repairs are made within 3 flight-legs.	
1)	Spoiler 5	C	2	0		
2)	Spoilers 1 and 2 or 3 and 4	C	8	4	(O) Spoilers 1 and 2 or 3 and 4 may be inoperative provided AFM performance penalties are applied.	
92-03	Accelerometer Systems				Incorporated into item 27-27-00, sub-item 1).	
92-05	Spoiler/Speedbrake Indications on ECAM F/CTL and Wheel Page	C	10	-	May be inoperative for an associated inoperative spoiler.	
		C	10	0	(O) May be inoperative provided a visual check of affected surface movement is made before each departure.	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
92-06 ***	Side Stick Dual Input Warning System					
1)	Flashing Portion of Sidestick Dual Input Function in Lower Half of Sidestick Priority Green Light	D	2	0	May be inoperative provided Sidestick priority function is operative.	
2)	Aural Warning	D	1	0		
92-07	Thrust Lever Transducers					
1)	SEC 1				Incorporated into item 27-92-02.	
2)	SEC 2				Incorporated into item 27-27-00, sub-item 1).	
3)	SEC 3				Incorporated into item 27-92-02.	
92-08	SEC Tachometer Inputs					
1)	SEC 1				Incorporated into item 27-92-02.	
2)	SEC 2				Incorporated into item 27-27-00, sub-item 1).	
3)	SEC 3				Incorporated into item 27-92-02.	
92-09	Hydraulic Pressure Switches				Incorporated into item 27-27-00, sub-item 1).	
92-10	Hydraulic Pressure Transducers				Incorporated into item 27-27-00, sub-item 1).	
92-11 ***	STEEP APPR pb Switch (With Mod. 35542)					
1)	ON Light	C	1	0		
2)	FAULT Light	C	1	0		

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
93-01	Elevator Aileron Computers (ELAC)					
1)	A320-200 without Mod. 26334 or 26335	B	2	1	(M)(O) Except for ER operations, ELAC 1 or any ELAC 1 function may be inoperative provided: a) Both accelerometers associated with ELAC 2 operate normally, b) All Sidestick transducers associated with ELAC 2 and the three SECs operate normally, c) ELAC 2, SECs, ADIRs, SFCCs, LGCIUs, FACs, and RAs operate normally, d) TR 1 and TR 2 operate normally, e) DC TIE contactor 1 is verified closed before each departure, f) All roll spoilers operate normally, g) Elevators and roll spoilers control through the SECs is verified operative before each flight, h) Approach minimums do not require its use, and i) Above FL 200, the use of speedbrakes lever is limited to its half position without Mod. 33317. NOTE 1: With ELAC 1 Roll channel failed, LAF is in degraded Mode. Refer to item 27-64-02. NOTE 2: When the ELAC 1 FAULT alert is displayed (ELAC 1 is not electrically supplied), F/O Take-Over pb cannot disengage AP1. (Continued)	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
93-01	Elevator Aileron Computers (ELAC) (Cont'd)					
2)	A318/A319/A321 and A320 with Mod. 26334 or 26335	B	2	1	(M)(O) Except for ER operations, ELAC 1 or any ELAC 1 function may be inoperative provided: a) Both accelerometers associated with ELAC 2 operate normally, b) All Sidestick transducers associated with ELAC 2 and the three SECs operate normally, c) ELAC 2, SECs, ADIRs, SFCCs, LGCIUs, FACs, and RAs operate normally, d) TR 1 and TR 2 operate normally, e) DC TIE contactor 1 is verified closed before each departure, f) All roll spoilers operate normally, g) Elevators and roll spoilers control through the SECs is verified operative before each flight, h) Approach minimums do not require its use, and i) Above FL 200, the use of speedbrakes lever is limited to its half position (A320 without Mod. 33317). NOTE: When the ELAC 1 FAULT alert is displayed (ELAC 1 is not electrically supplied), F/O Take-Over pb cannot disengage AP1.	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
93-02	ELAC pb Switch					
1)	FAULT Lights	C	2	1	May be inoperative provided: a) Both FWCs operate normally, and b) ELAC indications operate normally.	
2)	OFF Lights	C	2	0		
93-03	ECAM ELAC Indications	C	2	1	One may be inoperative for an inoperative ELAC 1.	
		C	2	0	May be inoperative provided: a) Both FWCs operate normally, and b) ELAC fault light operates normally.	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC)					
1)	SEC 1					
a)	A320 without Mod 26334/MP J1616 or 26335/MP J1617, and A320 without Mod 160500/MP J3283 or 160080/MP J3705	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) SEC 1 is deactivated, b) SEC 2 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) SFCS No. 2 flap channel is operative, f) All aileron servo channels and roll spoilers associated with the operative SECs are operative, g) TR 1 and TR 2 are operative, h) DC TIE contactor 1 is verified closed before each flight, i) Elevators control through SEC 2 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, and j) AFM performance penalties for two pairs of spoilers inoperative are applied. NOTE: LAF is in degraded Mode. (Refer to item 27-64-02). (Continued)	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
1)	SEC 1 (Cont'd)					
b)	A318/A319/A321 and A320 with Mod 26334/ MP J1616 or 26335/ MP J1617, and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) SEC 1 is deactivated, b) SEC 2 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) SFCS No. 2 flap channel is operative, f) All aileron servo channels and roll spoilers associated with the operative SECs are operative, g) TR 1 and TR 2 are operative, h) DC TIE contactor 1 is verified closed before each flight, i) Elevators control through SEC 2 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, and j) AFM performance penalties for two pairs of spoilers inoperative are applied. (Continued)	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
1)	SEC 1 (Cont'd)					
c)	A320-200 with Sharklet Mod. 160500/MP J3283 or 160080/MP J3705	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) SEC 1 is deactivated, b) SEC 2 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) SFCS No. 2 flap channel is operative, f) All aileron servo channels and roll spoilers associated with the operative SECs are operative, g) TR 1 and TR 2 are operative, h) DC TIE contactor 1 is verified closed before each flight, i) Elevators control through SEC 2 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, j) AFM performance penalties for two pairs of spoilers inoperative are applied, and k) The MTOW is limited to 76,400 kg (168,430 lbs). (Continued)	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
1)	SEC 1 (Cont'd)					
d)	A321 with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) SEC 1 is deactivated, b) SEC 2 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) SFCS No. 2 flap channel is operative, f) All aileron servo channels and roll spoilers associated with the operative SECs are operative, g) TR 1 and TR 2 are operative, h) DC TIE contactor 1 is verified closed before each flight, i) Elevators control through SEC 2 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, j) AFM performance penalties for two pairs of spoilers inoperative are applied, and k) FWD ACT is empty or not installed. (Continued)	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
1)	SEC 1 (Cont'd)					
e)	A321 with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) SEC 1 is deactivated, b) SEC 2 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) SFCS No. 2 flap channel is operative, f) All aileron servo channels and roll spoilers associated with the operative SECs are operative, g) TR 1 and TR 2 are operative, h) DC TIE contactor 1 is verified closed before each flight, i) Elevators control through SEC 2 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, j) AFM performance penalties for two pairs of spoilers inoperative are applied, and k) AFT2 ACT is empty or not installed. (Continued)	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
2)	SEC 2					
a)	A320 without Mod 26334/MP J1616 or 26335/MP J1617, and A320 without Mod 160500/MP J3283 or 160080/MP J3705	C	1	0	(M)(O) May be inoperative provided: a) SEC 2 is deactivated, b) SEC 1 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) All aileron servo channels and roll spoilers associated with the operative SECs are operative, f) Elevators control through SEC 1 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight. NOTE: LAF is in degraded Mode. (Refer to item 27-64-02). (Continued)	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
2)	SEC 2 (Cont'd)					
b)	A318/A319/A321 and A320 with Mod. 26334/ MP J1616 or 26335/ MP J1617, and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705	C	1	0	(M)(O) May be inoperative provided: a) SEC 2 is deactivated, b) SEC 1 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) All aileron servo channels and roll spoilers associated with the operative SECs are operative, and f) Elevators control through SEC 1 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight. (Continued)	

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
2)	SEC 2 (Cont'd)					
c)	A320-200 with Sharklet Mod. 160500/MP J3283 or 160080/MP J3705	C	1	0	(M)(O) May be inoperative provided: a) SEC 2 is deactivated, b) SEC 1 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) All aileron servo channels and roll spoilers associated with the operative SECs are operative, f) Elevators control through SEC 1 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, and g) The MTOW is limited to 76,400 kg (168,430 lbs).	

(Continued)

AIRCRAFT:
Airbus A320

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
2)	SEC 2 (Cont'd)					
d)	A321 with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335	C	1	0	(M)(O) May be inoperative provided: a) SEC 2 is deactivated, b) SEC 1 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) All aileron servo channels and roll spoilers associated with the operative SECs are operative, f) Elevators control through SEC 1 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, and g) FWD ACT is empty or not installed. (Continued)	

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
2)	SEC 2 (Cont'd)					
e)	A321 with Mod. 163213/ MP J4530 and with Mod. 162739/MP J4335	C	1	0	(M)(O) May be inoperative provided: a) SEC 2 is deactivated, b) SEC 1 and SEC 3 are operative, c) Sidestick transducers associated with ELACs and operative SECs are verified operative before each flight, d) All ELACs, SFCCs, LGCIUs, RAs, FACs, and ADIRs are operative, e) All aileron servo channels and roll spoilers associated with the operative SECs are operative, f) Elevators control through SEC 1 and ELACs and roll spoilers control through the operative SECs are verified operative before each flight, and g) AFT 2 ACT is empty or not installed.	

(Continued)

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
94-01	Spoiler Elevator Computers (SEC) (Cont'd)					
3)	SEC 3	C	1	0	(M)(O) May be inoperative provided: a) SEC 3 is deactivated, b) SEC 1 and SEC 2 are operative, c) SFCS No. 2 flap channel is operative, d) All aileron servo channels and roll spoilers associated with the operative SECs are operative, and e) AFM performance penalties for two pairs of spoilers inoperative are applied.	
94-02	SEC pb Switch					
1)	FAULT Lights	C	3	2	One may be inoperative provided associated SEC caution operates normally.	
		C	3	0	May be inoperative provided: a) FWCs operate normally, and b) ECAM SEC indications operate normally.	
2)	OFF Lights	C	3	0		
94-03	SEC Indication on ECAM F/CTL Page	C	3	0	May be inoperative provided SEC pb switch fault light system operates normally.	
95-01	Flight Control Data Concentrators					
1)	Without Mod. 35542	C	2	1	(M) FCDC 2 may be inoperative.	
2)	With Mod. 35542	C	2	1	(M) FCDC 2 may be inoperative provided steep approach function is not used.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by FUEL	C	-	-	NOTE: Dispatch with this MAINT STS message displayed on ECAM is permitted without CFDS interrogation.	
12-01	Overpressure Protectors					
1)	A318/A319/A320					
a)	Between Inner and Outer Tank	C	2	0	(O) One or both may be damaged or missing provided the inner tank fuel temperature is monitored.	
		C	2	0	(M)(O) One or both may be damaged or missing provided: a) The associated transfer valves are latched in open position, and b) The associated transfer valves are verified in the open position prior to each flight. NOTE: After Transfer Valves have been electrically latched open, any refueling, repowering, or opening of the refuel door will cause the Transfer Valves to unlatch and close, requiring that the Transfer Valves be electrically latched open again.	
b)	In Vent Surge Tank	C	2	0	(M)(O) May be damaged or missing.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Overpressure Protectors (Cont'd)					
1)	A318/A319/A320 (Cont'd)					
c)	In Additional Center Tank(s) (With ACT(s))	C	-	0	(M)(O) May be open provided: a) Manual transfer from ACT(s) to center tank is verified to operate normally, and b) ACT(s) fuel quantity indications (both FQI if both ACTs installed) and center tank fuel quantity indications are operative on ECAM FUEL page.	
		C	-	0	May be open provided there is no fuel in any ACT.	
		C	-	0	(M)(O) May be open provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
2)	A321					
a)	In Vent Surge Tank	C	2	0	(M)(O) May be damaged or missing.	
b)	In Additional Center Tank(s) (With ATC(s))	C	-	0	(M)(O) May be open provided: a) Manual transfer from ACT(s) to center tank is verified to operate normally, and b) ACT(s) fuel quantity indications (both FQI if both ACTs installed) and center tank fuel quantity indications are operative on ECAM FUEL page.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Overpressure Protectors (Cont'd)					
2)	A321 (Cont'd)					
b)	In Additional Center Tank(s) (With ATC(s)) (Cont'd)	C	-	0	May be open provided there is no fuel in any ACT.	
		C	-	0	(M)(O) May be open provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
3)	A321 with Mod. 163213/MP J4530					
a)	In Vent Surge Tank	C	2	0	(M)(O) May be damaged or missing.	
b)	In the Center Tank for ACT Vent Line	C	2	0	May be damaged or missing provided there is no fuel in any ACT(s) and in the center tank.	
c)	In FWD ACT	C	1	0	May be damaged or missing provided there is no fuel in any ACT(s) and in the center tank.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
15-01	Outer to Inner TK Transfer Valves					
1)	A318/A319/A320					
a)	LH Wing	C	2	0	(O) May be inoperative open.	
		C	2	0	(O) Both may be inoperative closed provided: a) LH outer tank fuel is full, and LH outer tank fuel is considered unusable.	|
		C	2	1	(M)(O) One may be inoperative closed provided: a) The operative LH wing outer to inner tank transfer valve is latched in the open position, and b) Verify the operative LH wing outer to inner tank transfer valve is in the open position prior to each flight. NOTE: After Transfer Valves have been electrically latched open, any refueling, repowering, or opening of the refuel door will cause the Transfer Valves to unlatch and close, requiring that the Transfer Valves be electrically latched open again.	
		C	2	1	(O) One may be inoperative closed provided LH outer tank fuel is considered unusable for flight planning.	
b)	RH Wing	C	2	0	(O) May be inoperative open.	
		C	2	0	(O) Both may be inoperative closed provided: a) RH outer tank fuel is full, and b) RH outer tank fuel is considered unusable.	|

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
15-01	Outer to Inner TK Transfer Valves (Cont'd)					
1)	A318/A319/A320 (Cont'd)					
b)	RH Wing (Cont'd)	C	2	1	(M)(O) One may be inoperative closed provided: a) The operative RH wing outer to inner tank transfer valve is latched in the open position, and b) Verify the operative RH wing outer to inner tank transfer valve is in the open position prior to each flight. NOTE: After Transfer Valves have been electrically latched open, any refueling, repowering, or opening of the refuel door will cause the Transfer Valves to unlatch and close, requiring that the Transfer Valves be electrically latched open again.	
		C	2	1	(O) One may be inoperative closed provided RH outer tank fuel is considered unusable for flight planning.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Automatic Fuel Feed System Feed System for A318/A319/A320 without Mod. 154327/MP J3527					
a)	With Mod. 37508/MP J2832	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
b)	Without Mod. 37508/MP J2832	C	1	0	(O) May be inoperative provided the total FOB after refueling is less than or equal to 12,000 kg (26,500 lbs).	
		C	1	0	(O) May be inoperative provided: a) The total FOB after refueling is more than 12,000 kg (26,500 lbs), and b) The fuel quantity in the center tank is between 2,000 kg (4,400 lbs) and 3,000 kg (6,600 lbs).	
21-01	Wing Tank Pumps (Aircraft Fitted with Mod. 36387/MP J2487 or Aircraft Not Specified in Service Bulletin A320-28-1102)					
1)	CFM Engines	C	4	3	(O) One pump may be inoperative provided JP4/Jet B is not used.	
		C	4	3	(M)(O) One pump 2 may be inoperative when JP4/Jet B is used provided: a) Prior to each flight, fuel return valve is verified to operate normally, and b) Takeoff ECAM fuel temperature is less than 30 °C.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Wing Tank Pumps (Aircraft Fitted with Mod. 36387/MP J2487 or Aircraft Not Specified in Service Bulletin A320-28-1102) (Cont'd)					
2)	IAE Engines	C	4	3	(O) One pump may be inoperative provided JP4/Jet B is not used.	
		C	4	3	(O) One pump 2 may be inoperative when JP4/Jet B is used provided takeoff fuel temperature is less than 30 °C.	
3)	PW Engines	C	4	3	(O) One pump may be inoperative provided JP4/Jet B is not used.	
21-02	Center Tank Systems					
1)	Pumps					
a)	A318/A319/A320 without ACT and without Mod. 154327/MP J3527	C	2	1	(O) One may be inoperative provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.	
		C	2	0	(O) May be inoperative provided: a) Center tank pumps remain OFF, and b) Center tank remains empty.	
		C	2	0	(O) May be inoperative provided fuel in center tank is considered unusable and is included in ZFW and CG calculations.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-02	Center Tank Systems (Cont'd)					
1)	Pumps (Cont'd)					
b)	A319/A320 with ACT(s) and without Mod. 154327/MP J3527	C	2	1	(O) One may be inoperative provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.	
		C	2	0	(O) May be inoperative provided: a) Center tank pumps remain OFF, and b) Center tank and ACT(s) remain empty.	
		C	2	0	(M)(O) May be inoperative provided fuel in center tank or ACT(s) is considered unusable and included in ZFW and CG calculations and the ACT transfer valve is secured closed.	
2)	Transfer Valves					
a)	A321 without ACT or A319/A320 without ACT and with Mod. 154327/MP J3527	C	2	1	(O) One may be inoperative in closed position provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.	
		C	2	0	(O) May be inoperative in closed position provided center tank remains empty.	
		C	2	0	(O) May be inoperative in closed position provided fuel in center tank is considered unusable and is included in ZFW and CG calculations.	
		C	2	0	(O) May be inoperative in open position provided center tank remains empty.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-02	Center Tank Systems (Cont'd)					
2)	Transfer Valves (Cont'd)					
b)	A321 with ACT(s) or A319/A320 with ACT(s) and with Mod. 154327/MP J3527	C	2	1	(O) One may be inoperative in closed position provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.	
		C	2	0	(M)(O) May be inoperative in closed position provided center tank and ACTs remain empty.	
		C	2	0	(M)(O) May be inoperative in closed position provided: a) Fuel in center tank and ACTs is considered unusable and is included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
		C	2	0	(M)(O) May be inoperative in open position provided center tank and ACTs remain empty.	
		C	2	0	(M)(O) May be inoperative in open position provided: a) Center tank remains empty, b) Fuel in any ACT is considered unusable and is included in ZFW and CG calculations, and c) ACT transfer valve is secured closed.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-03	Wing Tank Pump Sequence Valves (A318/A319/A320) without Mod. 154327/MP J3527	C	4	3	(O) One may be inoperative provided the associated pump is switched off when center tank is feeding.	
23-01	CROSSFEED pb Switch ON Light				Incorporated into revised item 28-23-02.	
23-02	CROSSFEED pb Switch					
1)	ON Light	C	1	0	May be inoperative provided X FEED indication on ECAM FUEL page operates normally.	
2)	OPEN Light	C	1	0	May be inoperative provided X FEED indication on ECAM FUEL page operates normally.	
24-01	Engine LP Fuel Valve Electrical Motor (With Mod. 25537)	C	4	2	(M) One may be inoperative on each valve provided: a) Affected valve motor is deactivated, and b) Remaining valve motor is checked operative.	
25-01	Fuel Quantity Preselector System	C	-	0		
25-02	Fuel Quantity Indicator (Refueling Panel)	C	1	0	(M) One or more indications may be inoperative provided alternate means of refueling are used.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25-03	High Level Fuel Detection System					
1)	A318/A319/A320/A321 without ACT	C	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.	
2)	A319/A320 with ACT					
a)	Inner Tank	C	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.	
b)	Center Tank	C	1	0	(M)(O) May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, b) Manual transfer from ACT(s) to center tank is verified to operate normally, and c) ACT(s) and center fuel indications on ECAM FUEL page are operative.	
		C	1	0	May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, and b) There is no fuel in any ACT.	
		C	1	0	(M)(O) May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, b) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and c) ACT transfer valve is secured closed.	
c)	Additional Center Tank(s)	C	-	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25-03	High Level Fuel Detection System (Cont'd)					
3)	A321 with ACT(s)					
a)	Wing Tank	C	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.	
b)	Center Tank	C	1	0	(M)(O) May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, b) Manual transfer from ACT(s) to center tank is verified to operate normally, and c) ACT(s) and center fuel indications on ECAM FUEL page are operative.	
		C	1	0	May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, and b) There is no fuel in any ACT.	
		C	1	0	(M)(O) May be inoperative provided: a) An acceptable means of monitoring fuel loading is used, b) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and c) ACT transfer valve is secured closed.	
c)	Additional Center Tank(s)	C	-	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.	
25-04	Refuel Valves	C	3	0	(M) May be inoperative provided alternate procedures are developed and used.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
25-05	Transfer Defuel Valve	C	1	0	(M) May be inoperative provided valve is secured in the closed position.	
25-06	Refuel/Defuel Control Panel					
1)	Exterior Control Panel					
a)	Aircraft without Mod 20164/MP J0022 or 22760/MP J0835	C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
b)	Aircraft with Mod 20164/MP J0022 or 22760/MP J0835	C	1	0	(O) May be inoperative provided that the cockpit fuel quantity pre-selector is operative.	
		C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
2) ***	Cockpit Control Panel (Aircraft with Mod 20164/MP J0022 or 22760/MP J0835)	D	1	0		

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-01	Auto Transfer System Additional Center Tank(s) (ACT)					
1)	A319/A320/A321 with ACT(s) without Mod. 163213/MP J4530	C	1	0	May be inoperative provided there is no fuel in any ACT.	
		C	1	0	(M)(O) May be inoperative provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
		C	1	0	(O) May be inoperative provided: a) Manual transfer from ACT(s) to center tank is checked before each flight, and b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.	
2)	A321 with Mod. 163213/MP J4530	C	1	0	May be inoperative provided there is no fuel in any ACT.	
		C	1	0	(O) May be inoperative provided: a) Manual transfer from ACT(s) to center tank is checked before each flight, and b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-02	Transfer Valve Additional Center Tank(s)					
1)	A319/A320/A321 with ACT(s) without Mod. 163213/MP J4530	C	1	0	May be inoperative in closed position provided there is no fuel in any ACT.	
		C	1	0	(M)(O) May be inoperative in closed position provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
		C	1	0	(M) May be inoperative in open position provided an alternate procedure is used for refueling ACT(s).	
2)	A321 with ACT(s) with Mod. 163213/MP J4530	C	1	0	May be inoperative in closed position provided there is no fuel in any ACT.	
		C	1	0	(M)(O) May be inoperative in open position provided an alternate procedure is used for refueling ACT(s).	
28-03	Transfer Pump Additional Center Tank(s)	C	1	0		

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-04	Air Shutoff Valve Additional Center Tank(s)					
1)	A319/A320/A321 with ACT(s) without Mod. 163213/MP J4530	C	1	0	May be inoperative closed provided there is no fuel in any ACT.	
		C	1	0	(M)(O) May be inoperative closed provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
		C	1	0	(O) May be inoperative closed provided: a) Manual transfer from ACT(s) to center tank is verified to operate normally, and b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.	
2)	A321 with ACT(s) with Mod. 163213/MP J4530	C	1	0	May be inoperative closed provided there is no fuel in any ACT.	
		C	1	0	(O) May be inoperative closed provided: a) Manual transfer from ACT(s) to center tank is verified to operate normally, and b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.	

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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-05	Inward Pressure Relief Valve Additional Center Tank(s)	C	-	0	May be inoperative open provided there is no fuel in any ACT.	
28-06	Vent Valve Additional Center Tank(s)					
1)	A319/A320/A321 with ACT(s) without Mod. 163213/MP J4530	C	-	0	May be inoperative provided there is no fuel in any ACT.	
		C	-	0	(M)(O) May be inoperative provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
		C	-	0	(M)(O) May be inoperative provided: a) Manual transfer from ACT(s) to center tank is verified to operate normally, b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative, and c) Associated ACT vent valve is secured open.	
2)	A321 with ACT(s) with Mod. 163213/MP J4530	C	1	0	May be inoperative provided there is no fuel in any ACT.	
		C	1	0	(M) May be inoperative in closed position provided an alternate procedure is used for refueling ACT(s).	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-07	Refuel Valve Additional Center Tank(s)	C	1	0	(M) May be inoperative in the closed position. NOTE: The (M) procedure only needs to be accomplished at each ACT refueling.	
		C	1	0	May be inoperative in open position.	
28-08	Inlet Valve Additional Center Tank(s)					
1)	ACT 1	C	1	0	May be inoperative in closed position provided there is no fuel in any ACT.	
		C	1	0	(M)(O) May be inoperative in closed position provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
		C	1	0	(M) May be inoperative in open position provided: a) ACT 2 is not installed or is empty, and b) Transfer valve is verified operative prior to each flight when ACT 1 is used.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-08	Inlet Valve Additional Center Tank(s) (Cont'd)					
2)	ACT 2	C	1	0	May be inoperative in closed position provided there is no fuel in ACT 2.	
		C	1	0	(M)(O) May be inoperative in closed position provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
		C	1	0	May be inoperative in open position provided there is no fuel in any ACT.	
		C	1	0	(M) May be inoperative in open position provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
3)	AFT 1 ACT (A321 with Mod. 163213/MP J4530)	C	1	0	May be inoperative in closed position provided there is no fuel in any ACT.	
4)	AFT 2 ACT (A321 with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335)	C	1	0	May be inoperative in closed position provided there is no fuel in any ACT.	
		C	1	0	May be inoperative in closed position provided there is no fuel in FWD ACT and AFT 2 ACT.	

(Continued)

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-08	Inlet Valve Additional Center Tank(s) (Cont'd)					
5)	AFT2 ACT (A321 with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335)	C	1	0	May be inoperative in closed position provided there is no fuel in any ACT.	
		C	1	0	May be inoperative in closed position provided there is no fuel in AFT 2 ACT.	
6)	FWD ACT (A321 with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335)	C	1	0	May be inoperative in closed position provided there is no fuel in any ACT.	
		C	1	0	May be inoperative in closed position provided there is no fuel in FWD ACT.	
7)	FWD ACT (A321 with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335)	C	1	0	May be inoperative in closed position provided there is no fuel in any ACT.	
		C	1	0	May be inoperative in closed position provided there is no fuel in FWD ACT and AFT 2 ACT.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-09	FWD ACT Ventilation Isolation Valve					
1)	A321 with Mod. 163213/ MP J4530 and without Mod. 162739/MP J4335	C	1	0	May be inoperative in the closed position provided there is no fuel in FWD ACT.	
2)	A321 with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335	C	1	0	May be inoperative in the closed position provided there is no fuel in FWD ACT and AFT 2 ACT.	
28-10	FWD ACT Isolation Valve					
1)	A321 with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335	C	1	0	(M) May be inoperative in the closed position provided: a) There is no fuel in FWD ACT, and b) FWD ACT REFUEL VALVE selector, located on the ACT refueling control panel, is set to SHUT.	
2)	A321 with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335	C	1	0	(M) May be inoperative in the closed position provided: a) There is no fuel in FWD ACT and AFT 2 ACT, and b) FWD ACT REFUEL VALVE selector and AFT 2 ACT REFUEL VALVE selector, located on the ACT refueling control panel, are set to SHUT.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-11	Fuel ACT Overhead Panel (A321 with Mod. 163213/MP J4530)					
1)	ACT XFR MODE SEL pb-sw					
a)	FAULT light	C	1	0	(O) May be inoperative provided the fuel quantity indications of the ACTs are operative on the ECAM FUEL page.	
b)	MAN light	C	1	0		
2)	ALL ACT pb-sw					
a)	OVFL light	C	1	0	May be inoperative provided the fuel quantity indication of the center tank is operative on the ECAM FUEL page.	
b)	ISOL light	C	1	0		
3)	FWD ACT pb-sw					
a)	FAULT light	C	1	0		
b)	OVRD light	C	1	0		
4)	ACT XFR selector	C	1	0	(O) May be inoperative.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Low Level Detection Systems					
1)	Wing	C	2	1	One may be inoperative provided all flight deck fuel quantity indicators are operative.	
2)	Additional Center Tank					
a)	A319/A320/A321 with ACT(s) without Mod. 163213/MP J4530	C	-	0	(M)(O) May be inoperative provided: a) Manual transfer from ACT to center tank is verified to operate normally, b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative, and c) There is no fuel in ACT 2.	
		C	-	0	May be inoperative provided there is no fuel in any ACT.	
		C	-	0	(M)(O) May be inoperative provided: a) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and b) ACT transfer valve is secured closed.	
b)	A321 with ACT(s) with Mod. 163213/MP J4530	C	-	0	May be inoperative provided the ACT auto transfer system is considered inoperative.	
40-02	Fuel Quantity Indicating Computer System					
1)	Channels					
a)	A321 without Mod 155635/MP J3702 or A319/A320 without Mod 155636/MP J3703	A	2	1	Except for ER operations, one may be inoperative provided: a) Low level warning system operates normally, and b) Repairs are made within 2 flight-days.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-02	Fuel Quantity Indicating Computer System (Cont'd)					
1)	Channels (Cont'd)					
b)	A319 with Mod 28238/MP J1993 and without Mod 155636/MP J3703 or A321 with Mod.163213/MP J4530	A	2	1	Except for ER operations, one may be inoperative provided: a) Low level warning system operates normally, b) Repairs are made within 2 flight-days, and c) There is no fuel in any ACT.	
c)	A321 with Mod 155635/MP J3702 or A319/A320 with Mod 155636/MP J3703	A	2	1	(M) Except for ER operations, one may be inoperative provided: a) Low level warning system operates normally, b) Repairs are made within 2 flight-days, and c) Alternate procedures are developed and used.	
40-03	TK PUMP and CTR TK XFR FAULT Lights					
1)	TK PUMP FAULT Lights	C	-	0	(O) May be inoperative provided associated pump is switched off when tank is empty.	
2)	CTR TK XFR FAULT Lights (A321 or A319/A320 with Mod. 154327/MP J3527)	C	2	0	(O) May be inoperative provided associated transfer valve is switched off when tank is empty.	
40-04	TK PUMP and CTR TK XFR OFF Lights					
1)	TK PUMP OFF Lights	C	-	0	May be inoperative provided corresponding pump indication is available on ECAM.	
2)	CTR TK XFR OFF Lights (A321 or A319/A320 with Mod. 154327/MP J3527)	C	2	0	May be inoperative provided corresponding transfer valve indication is available on ECAM.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-05	Fuel Transfer Control					
1)	MODE SEL FAULT Light					
a)	A318 or A319/A320 without Mod. 154327/ MP J3527	C	1	0	(O) May be inoperative provided all tank pump indications on ECAM FUEL page are operative.	
b)	A321 or A319/A320 with Mod. 154327/MP J3527	C	1	0	May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.	
2)	ACT pb Switch Additional Center Tank					
a)	FAULT Light	C	1	0	(O) May be inoperative provided ACT and center tank fuel quantity indications on ECAM FUEL page are operative.	
b)	FWD Light	C	1	0		

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications					
1)	A318/A319/A320					
a)	Tank Pumps					
i)	A318 or A319/A320 without Mod. 154324/MP J3527	C	-	0		
ii)	Wing Tank Pumps and Center Tank Transfer Valves (A319/A320 with Mod. 154324/MP J3527)	C	6	0		
b)	APU LP Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, and b) APU is considered inoperative.	
c)	Cross Feed	C	1	0	(M) May be inoperative provided operation of the cross feed valve is verified before first flight of each day, and for ER operations, is verified before each flight.	
d)	Transfer Valves	C	2	0	(M)(O) May be inoperative provided: a) Associated inner and outer cells fuel quantity indicators are operative, and b) Transfer valve operation is verified before each departure.	
e)	Fuel Temperature	C	4	2	One in each wing or both in one wing may be inoperative.	

(Continued)

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
1)	A318/A319/A320 (Cont'd)					
f)	Fuel on Board	C	1	0	May be inoperative provided: a) Associated indication is available on the MCDU, and b) Fuel Used indications operate normally.	
g)	Fuel Quantity Indications (All Tanks)	D	-	-	(O) The last two digits may be displayed dashed (degraded Mode) provided the loss of accuracy is accounted for in fuel planning. NOTE 1: Fuel quantity is considered operative. NOTE 2: Fuel on Board display will also be in degraded (dashed) Mode.	
h)	Fuel Quantity Outer Tank	C	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicators or by corresponding fuel quantity indicator on refuel/defuel panel, b) Associated fuel used indicator operates normally, and c) Associated inner tank indication is operative.	

(Continued)

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
1)	A318/A319/A320 (Cont'd)					
h)	Fuel Quantity Outer Tank (Cont'd)					
		C	2	1	(M) One may be inoperative provided: a) High level fuel detection system is verified operative before refueling the aircraft, b) Alternate procedure is used for refueling the aircraft, c) Associated fuel used indicator operates normally, and d) Associated inner tank indication is operative.	
		B	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicators or by corresponding fuel quantity indicator on refuel/defuel panel, and b) Associated fuel used indicator operates normally.	
		B	2	1	(M) One may be inoperative provided: a) High level fuel detection system is verified operative before refueling the aircraft, b) Alternate procedure is used for refueling the aircraft, and c) Associated fuel used indicator operates normally.	

(Continued)

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
1)	A318/A319/A320 (Cont'd)					
i)	Fuel Quantity Inner Tank	C	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicator or by corresponding fuel quantity indicator on refuel/defuel panel, b) Associated fuel used indicator operates normally, and c) Associated outer tank indication is operative.	
		B	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicator or by corresponding fuel quantity indicator on refuel/defuel panel, and b) Associated fuel used indicator operates normally.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
1)	A318/A319/A320 (Cont'd)					
j)	Fuel Quantity Center Tank					
i)	A318/A319/A320 without ACT	C	1	0	(M) May be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling, b) All wing tank quantity indicators operate normally, and c) Both fuel used indicators operate normally.	
		C	1	0	May be inoperative provided the tank remains empty.	
		C	1	0	May be inoperative provided fuel is considered unusable and is included in computing ZFW and CG calculations.	

(Continued)

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
1)	A318/A319/A320 (Cont'd)					
j)	Fuel Quantity Center Tank (Cont'd)					
ii)	A319/A320 with ACT(s)	C	1	0	(M)(O) May be inoperative provided: a) Fuel quantity in center tank is verified after each refueling, b) All wing tank and ACT quantity indicators are operative, c) Both fuel used indicators operate normally, and d) Forward transfer from ACT(s) to center tank is monitored during flight.	
		C	1	0	May be inoperative provided: a) Center tank remains empty or fuel is considered unusable and is included in ZFW and CG calculations, and b) There is no fuel in ACT.	
		C	1	0	(M)(O) May be inoperative provided: a) Center tank remains empty or fuel is considered unusable and is included in ZFW and CG calculations, and b) Fuel in any ACT is considered unusable and included in ZFW and CG calculations and the ACT transfer valve is secured closed. NOTE: This failure will result in the inhibition or erroneous triggering of ECAM caution FUEL ACT XFR FAULT while automatic transfer is still operative. (Continued)	

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
1)	A318/A319/A320 (Cont'd)					
k)	Fuel Quantity Additional Center Tank(s) (A319/A320 with ACT(s))	C	-	-	(M)(O) One may be inoperative provided: a) All wing tanks, center tank, and other ACT fuel quantity indicators are operative, b) Both fuel used indicators operate normally, c) Forward transfer from ACT(s) to center tank is monitored during flight, and d) Tank is serviced with a known quantity.	
		C	-	0	(M) May be inoperative provided ACT(s) is verified empty after each refueling. NOTE: This failure will result in inhibition or erroneous display of the ECAM caution FUEL ACT XFR FAULT.	
l)	ACT to CTR Tank Transfer Indication (Arrow) Additional Center Tank (A319/A320 with ACT(s))	C	1	0	May be inoperative provided ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.	
m)	Engine LP Valve Indication	C	2	0	(M) May be inoperative provided associated LP valve(s) is checked operative before each flight.	
n) ***	FUEL FLOW 1+2 (With Mod 30368/MP P6578)	C	1	0	May be inoperative.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
1)	A318/A319/A320 (Cont'd)					
o)	FUEL USED	C	2	0	May be inoperative provided associated fuel used indication on ENG SD page is considered inoperative.	
p) ***	FUEL USED 1+2 (With MP P7092)	C	1	0	May be inoperative.	
2)	A321					
a)	Wing Tank Pumps and Center Tank Transfer Valves	C	6	0		
b)	APU LP Valve	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, and b) APU is considered inoperative.	
c)	Cross Feed	C	1	0	(M) May be inoperative provided operation of the cross feed valve is verified before first flight of each day, and for ER operations, is verified before each flight.	
d)	Fuel Temperature	C	2	1	One may be inoperative.	
e)	Fuel on Board	C	1	0	May be inoperative provided: a) Associated indication is available on the MCDU, and b) Fuel Used indications operate normally.	

(Continued)

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
2)	A321 (Cont'd)					
f)	Fuel Quantity Wing Tank	C	2	1	(M) One may be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling, and b) Associated fuel used indicator operates normally.	
g)	Fuel Quantity Indications (All Tanks)	D	-	-	(O) The last two digits may be displayed dashed (degraded Mode) provided the loss of accuracy is accounted for in fuel planning. NOTE 1: Fuel quantity is considered operative. NOTE 2: Fuel on Board display will also be in degraded (dashed) Mode.	
h)	Fuel Quantity Center Tank					
i)	A321 without ACT	C	1	0	(M) May be inoperative provided: a) Fuel quantity in associated tank is verified after each refueling, b) All wing tank quantity indicators operate normally, and c) Both fuel used indicators operate normally.	
		C	1	0	May be inoperative provided the tank remains empty.	
		C	1	0	May be inoperative provided fuel is considered unusable and is included in computing ZFW and CG calculations.	

(Continued)

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
2)	A321 (Cont'd)					
h)	Fuel Quantity Center Tank (Cont'd)					
ii)	A321 with ACT(s)	C	1	0	(M)(O) May be inoperative provided: a) Fuel quantity in center tank is verified after each refueling, b) All wing tank and ACT quantity indicators are operative, c) Both fuel used indicators operate normally, and d) Forward transfer from ACT(s) to center tank is monitored during flight.	
		C	1	0	May be inoperative provided: a) Center tank remains empty or fuel is considered unusable and is included in ZFW and CG calculations, and b) There is no fuel in any ACT.	

(Continued)

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
2)	A321 (Cont'd)					
h)	Fuel Quantity Center Tank (Cont'd)					
ii)	A321 with ACT(s) (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) Center tank remains empty or fuel is considered unusable and is included in ZFW and CG calculations, b) Fuel in any ACT is considered unusable and included in ZFW and CG calculations, and c) The ACT transfer valve is secured closed. NOTE: This failure will result in inhibition or erroneous triggering of the ECAM caution FUEL ACT XFR FAULT while automatic transfer is still operative.	
iii)	A321 with ACT(s) and with Mod. 163213/MP J4530	C	1	0	(M)(O) May be inoperative provided: a) Fuel quantity in center tank is verified after each refueling, b) All wing tank and ACT quantity indicators are operative, and c) Both fuel used indicators operate normally.	
		C	1	0	May be inoperative provided: a) Center tank remains empty or fuel is considered unusable and is included in ZFW and CG calculations, and b) There is no fuel in any ACT.	

(Continued)

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
2)	A321 (Cont'd)					
i)	Fuel Quantity Additional Center Tank(s)					
i)	A321 With ACT(s)	C	-	-	(M)(O) One may be inoperative provided: a) All wing tanks, center tank, and other ACT fuel quantity indicators are operative, b) Both fuel used indicators operate normally, c) Forward transfer from ACT(s) to center tank is monitored during flight, and d) Tank is serviced with a known quantity.	
		C	-	0	(M) May be inoperative provided ACT(s) is verified empty after each refueling. NOTE: This failure will result in inhibition or erroneous display of the ECAM caution FUEL ACT XFR FAULT.	
ii)	A321 with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335	C	-	-	(O) One may be inoperative provided: a) All wing tanks, center tank, and other ACT fuel quantity indicators are operative, b) Both fuel used indicators operate normally, and c) The affected ACT(s) and previous ACT(s) in fuel feed sequence FWD – AFT 2 – AFT 1 are empty.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
2)	A321 (Cont'd)					
i)	Fuel Quantity Additional Center Tank(s) (Cont'd)					
iii)	A321 with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335	C	-	-	(O) One may be inoperative provided: a) All wing tanks, center tank, and other ACT fuel quantity indicators are operative, b) Both fuel used indicators operate normally, and c) The affected ACT(s) and previous ACT(s) in fuel feed sequence AFT 2 – FWD – AFT 1 are empty.	
j)	ACT to CTR Tank Transfer Indication (Arrow) Additional Center Tank					
i)	A321 with ACT(s)	C	1	0	May be inoperative provided ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-06	ECAM FUEL PAGE Indications (Cont'd)					
2)	A321 (Cont'd)					
k)	Engine LP Valve Indication	C	2	0	(M) May be inoperative provided associated LP valve(s) is checked operative before each flight.	
l) ***	FUEL USED 1+2 with Mod 30368/MP P6578	C	1	0	May be inoperative.	
m)	FUEL USED	C	2	0	May be inoperative provided associated fuel used indication on ENG SD page is considered inoperative.	
n) ***	FUEL FLOW 1+2 with MP P7092	C	1	0	May be inoperative.	
40-07	Manual Magnetic Indicators	C	-	0	One or more may be inoperative provided fuel quantity is determined by acceptable means.	
40-08 ***	Fuel Quantity Attitude Monitor	D	1	0	May be inoperative provided fueling and defueling procedures do not require its use.	

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-09	Cautions on ECAM					
1)	TK HI TEMP (Left, Right, Inner, Outer Wing Tank)					
a)	A318/319/A320	C	4	2	(O) One in each wing or both in one wing may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non-affected tank(s) and fuel temperature is monitored prior to takeoff and during the flight. NOTE: For fuel temperature limitations, refer to AFM.	
		C	4	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during flight. NOTE: For fuel temperature limitations, refer to AFM.	
2)	TK HI TEMP (Left, Right Wing Tank)					
a)	A321	C	2	1	(O) One may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non-affected tank and fuel temperature is monitored prior to takeoff and during the flight. NOTE: For fuel temperature limitations, refer to AFM.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-09	Cautions on ECAM (Cont'd)					
2)	TK HI TEMP (Left, Right Wing Tank) (Cont'd)					
a)	A321 (Cont'd)					
		C	2	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during flight. NOTE: For fuel temperature limitations, refer to AFM.	
3)	TK LO TEMP (Left, Right, Inner, Outer) (Wing Tank)					
a)	A318/A319/A320	C	4	2	(O) One in each wing or both in one wing may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non-affected tanks and fuel temperature is monitored prior to takeoff and during the flight. NOTE: For fuel temperature indications, refer to AFM.	
		C	4	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during flight. NOTE: For fuel temperature indications, refer to AFM.	

(Continued)

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-09	Cautions on ECAM (Cont'd)					
4)	TK LO TEMP (Left, Right, Wing Tank)					
a)	A321	C	2	1	(O) One may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non-affected tank and fuel temperature is monitored prior to takeoff and during the flight. NOTE: For fuel temperature indications, refer to AFM.	
		C	2	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during the flight. NOTE: For fuel temperature indications, refer to AFM.	
5)	ACT XFR FAULT Additional Center Tank(s)	C	1	0	(O) May be inoperative provided transfer from ACT(s) to center tank is monitored during flight if ACT(s) is fueled.	
6)	ACT PUMP LO PR (A321 with Mod. 163213/MP J4530)	C	1	0		
7)	FWD ACT ISOLATED (A321 with Mod. 163213/MP J4530)	C	1	0	May be inoperative provided there is no fuel in any ACT and in the center tank.	
8)	ACT SYSTEM FAULT (A321 with Mod. 163213/MP J4530)	C	1	0	May be inoperative provided there is no fuel in any ACT.	

AIRCRAFT:
Airbus A320

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
40-10	Indication on ECAM E/WD					
1)	Fuel on Board (FOB)	C	1	0	May be inoperative provided: a) Associated indication is available on the MCDU, and b) Fuel Used indications operate normally.	
40-11	Auxiliary Fuel Management Computer System Channels (A321 with Mod. 163213/MP J4530)	A	2	1	Except for ER operations, one may be inoperative provided: a) Repairs are made within 2 flight-days, and b) There is no fuel in any ACT.	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Pre Mod. 23119 Fault(s) Indicated by BLUE RSVR	-	-	-	Dispatch not permitted with this MAINT. STATUS message displayed on ECAM.	
10-01	Engine Driven Pump Systems					
1)	Depressurization Function	C	2	1	May be inoperative on one pump.	
10-02	Blue System Electric Pump					
1)	Automatic Control	C	1	0	(O) May be inoperative provided: a) Pump can be manually operated, and b) Indications of blue hydraulic system are verified normal.	
10-03	Hydraulic System Accumulators					
1)	Pre Mod. 21414	C	3	1	(M) One or two may be inoperative provided: a) Blue hydraulic generation accumulator is operative, and b) The affected accumulator is deactivated.	
2)	Post Mod. 21414	C	3	0	(M) May be inoperative provided the affected accumulator is deactivated.	
10-04	System Filters				Incorporated into item 29-10-07, sub-item 1).	
10-05	Case Drain Filters				Incorporated into item 29-10-07, sub-item 2).	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
10-07	Filters					
1)	System Filters	C	8	7	One LP or one reservoir filling filter may be inoperative.	
2)	Case Drain Filters	C	3	2	(M) One may be inoperative provided it is removed.	
20-01	Hydraulic Reservoir Quantity Indicator (Green Servicing Panel)	C	1	0	(M) May be inoperative provided hydraulic fluid quantity is monitored during servicing of the hydraulic reservoir using the visual quantity gauge.	
20-02	Hydraulic Reservoir Four Way Selector Valve on Ground Service Panel	C	1	0	(M) May be inoperative provided associated system is serviced using the HP ground connection.	
23-01	Power Transfer Unit					
1)	Automatic Activation Function	B	1	0	(O) May be inoperative (PTU runs continuously) provided: a) System pressure indication on ECAM operates normally, b) Power transfer can be stopped when PTU pb-sw is placed OFF, and c) Operation of the PTU in both directions is verified before first flight of each day.	
25-01	Yellow System Electric Pump	C	1	0	(M) May be inoperative provided associated pb-sw is selected off. NOTE: The AFT and FWD cargo doors must be operated manually.	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Pump pb Switch					
1)	FAULT Lights	C	4	0	May be inoperative provided the associated reservoir quantity indication operates normally. NOTE: Illumination of two lights (one from the Blue ELEC PUMP pb and one from ENG 1(2) PUMP pb), with engines off, may be due to a failed engine oil low pressure switch. In this case, the ENG OIL LO PRESS warning is inoperative.	
2)	OFF Light	C	3	0		
3)	ON Light	C	1	0		
30-02	PTU pb Switch					
1)	FAULT Light	C	1	0	May be inoperative provided yellow and green reservoir quantity indicators operate normally.	
2)	OFF Light	C	1	0		
30-03	ECAM HYD Page Indications					
1)	Reservoir Quantity	C	3	2	(M) One may be inoperative provided: a) The associated reservoir quantity is verified adequate before each departure, and b) Associated RSVR LO LVL caution on ECAM operates normally.	
2)	Fire Valve	C	2	0		
3)	Yellow Elec Pump	C	1	0		
4)	PTU	C	1	0		

(Continued)

AIRCRAFT:
Airbus A320

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
30-03	ECAM HYD Page Indications (Cont'd)					
5)	System Label	C	3	0	(O) May be inoperative provided: a) Associated system pressure is verified before each departure, and b) Associated spoilers availability is verified before each departure.	
6)	System Pressure					
a)	Aircraft without Mod. 31056/MP P7004 (DMC V50), or with Mod. 34571/MP P8671 (EIS 2 S4-2)	C	3	2	(O) One may be inoperative provided associated System Label indication operates normally.	
b)	Aircraft with Mod. 31056/MP P7004 (DMC V50) and without Mod. 34571/MP P8671 (EIS 2 S4-2)	C	3	2	(M)(O) One may be inoperative provided: a) Associated System Label indication operates normally, and b) Affected pressure transmitter is deactivated.	
7)	Pumps	C	3	0		
8)	RAT	C	1	0	(O) May be inoperative provided RAT is verified stowed before each departure.	

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
30-04	ECAM Warnings and Cautions					
1)	RSVR LO AIR PR					
a)	A320 Pre Mod. 23119, A320 Post Mod. 23119 and 27189, and A318/A319/A321	C	3	2	(M) One may be inoperative provided air pressure is verified on the reservoir before each departure.	
b)	A320 Post Mod. 23119 and Pre Mod. 27189	C	3	2	(M) One may be inoperative for green or yellow system provided air pressure is verified on the reservoir before each departure.	
2)	RSVR OVHT	C	3	2	Either green or yellow RSVR OVHT may be inoperative.	
3)	ELEC PUMP OVHT	C	2	0		
4)	PUMP LO PR					
a)	ELEC PUMP LO PR	C	2	0	(O) May be inoperative provided: a) Associated system pressure indication operates normally, and b) Operation of electric pumps is checked before each departure.	
b)	ENG PUMP LO PR	C	2	0	(O) May be inoperative provided: a) Associated system pressure indication operates normally, and b) Operation of engine pumps is checked before each departure.	

(Continued)

AIRCRAFT:
Airbus A320

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
30-04	ECAM Warnings and Cautions (Cont'd)					
5)	RSVR LO LVL	C	3	2	(M) One may be inoperative provided: a) Associated reservoir quantity indication operates normally, and b) Quantity is verified adequate before each departure. NOTE: If blue reservoir is affected, EMER GEN may appear on ECAM STATUS INOP SYS before engines are running.	
6)	SYS LO PR				DELETED, Rev 28.	
7)	PTU FAULT	C	1	0	(O) May be inoperative provided the PTU is verified to operate normally before each departure.	
8)	RAT FAULT	C	1	0	(M) May be inoperative provided RAT integrity is not affected.	
30-05	LEAK MEASUREMENT VALVE pb Switches					
1)	OFF Lights	C	3	0		

AIRCRAFT:
Airbus A320

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1) ***	Fault(s) Indicated by ICE DETECT	C	-	-	NOTE: Dispatch with this MAINT STS message displayed on ECAM is permitted without CFDS interrogation.	
2)	Fault(s) Indicated by ENG 1(2) A.ICE (A319neo/A320neo/ A321neo)	C	-	-	NOTE: Dispatch with this MAINT STS message displayed on ECAM is permitted without CFDS interrogation.	
11-01	Control Valves Wing Anti-Ice	C	2	1	(M)(O) RH valve may be inoperative in the OPEN position provided: a) Engine No. 1 is started first, b) X BLEED selector is shut when starting the NO. 1 engine, c) “CROSS BLEED START” procedure is used when starting the NO. 2 engine, d) Alternate procedures are established and used, and e) Appropriate performance penalties are applied.	
		C	2	0	(M) Except for ER operations beyond 120 minutes, may be inoperative secured CLOSED provided the aircraft is not operated in known or forecast icing conditions.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Wing Anti-Ice					
1)	FAULT Light	C	1	0	(O) May be inoperative provided the anti-ice “arrow” on ECAM BLEED page operates normally.	
		C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Wing anti-ice control valves are deactivated closed and considered inoperative, and b) Airplane is not operated in known or forecast icing conditions.	
2)	ON Light	C	1	0		
11-03	ECAM BLEED Page Indications					
1)	ANTI-ICE	C	2	0		
2)	ARROW	C	2	0		
21-01	Engine Anti-Ice Valves					
	(A318/A319ceo/ A320ceo/A321ceo)	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided airplane is not operated in known or forecast icing conditions.	
	(A318/A319ceo/ A320ceo/A321ceo with CFM or PW6000 engines)	C	2	0	(M)(O) May be inoperative open provided AFM performance penalties are applied.	
	(A319ceo/A320ceo/ A321ceo with IAE engines)	C	2	0	(M)(O) May be inoperative open provided: a) AFM performance penalties are applied, and b) OAT is below ISA+35 °C.	

(Continued)

AIRCRAFT:
Airbus A320

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Engine Anti-Ice Valves (Cont'd)					
	(A319neo/A320neo/ A321neo)	C	4	2	(O) Except for ER operations beyond 120 minutes, one or two NAI valves on the same engine may be inoperative in closed position provided aircraft is not operated in known or forecast icing conditions.	
	(A319neo/A320neo/ A321neo)	C	4	2	(M) One NAI valve per engine may be inoperative provided it is deactivated in open position.	
	(A319neo/A320neo/ A321neo with CFM LEAP1-A Engines)	C	4	2	(M)(O) Except for ER operations beyond 120 minutes, two may be inoperative on the same engine provided: a) Affected NAI valves are deactivated in closed position, and b) Aircraft is not operated in known or forecast icing conditions.	
21-02	Engine Anti-Ice					
1)	FAULT Lights	C	2	0	May be inoperative.	
2)	ON Lights	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
21-03	ANTI-ICE ENG 1(2) CTL FAULT Cautions on ECAM E/WD (A319neo/A320neo/ A321neo)	C	2	0	(O) May be inoperative provided: a) Associated ENG 1(2) A.ICE VALVE OPEN is displayed on the EWD, and b) AFM performance penalties are applied.	
		C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Associated ENG 1(2) A.ICE MON FAULT is displayed on the EWD, and b) Aircraft is not operated in known or forecast icing conditions.	
31-01	Probe Heat Computers	C	3	2	(M)(O) One may be inoperative provided associated heater is verified to operate normally prior to each flight.	
		C	3	2	(M)(O) F/O's may be inoperative provided: a) ADRs, heaters, and failure warnings associated with the operative units are verified to operate normally, and b) Takeoff in CONFIG 1+F is prohibited (in icing conditions) with ADR 2-OFF.	
		C	3	2	(M)(O) Except for ER operations beyond 120 minutes, STBY may be inoperative provided: a) ADRs, heaters, and failure warnings associated with operative units are verified to operate normally, b) Airplane is not operated in visible moisture or known or forecast icing conditions, and c) Ambient temperature at the departure airport is above 5 °C when taxiways or runways are covered with water or slush.	

AIRCRAFT:
Airbus A320

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Pitot Heaters	B	3	2	(M)(O) F/O's may be inoperative provided: a) ADR, heaters, and failure warnings associated with CAPT and STBY probes (pitot static, AOA, TAT) are verified to operate normally, and b) Takeoff in CONF 1+F is prohibited (in icing conditions) with ADR 2-OFF.	
		B	3	2	(M) Except for ER operations beyond 120 minutes, CAPT heater may be inoperative provided: a) ADR, heaters, and failure warnings associated with F/O and STBY probes (pitot, static, AOA, TAT) are verified to operate normally, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.	
		B	3	2	(M) Except for ER operations beyond 120 minutes, STBY heater may be inoperative provided: a) ADR, heaters, and failure warnings associated with CAPT and F/O probes (pitot, static, AOA, TAT) are verified to operate normally, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-03	Static Port Heaters	C	6	5	One STBY heater may be inoperative.	
		C	6	4	(M)(O) CAPT heaters may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units are verified to operate normally, and b) Ambient temperature at the departure airport is greater than 5 °C when runway is contaminated with water or slush.	
		C	6	4	(M)(O) F/O's heaters may be inoperative provided: a) ADR, heaters, and failure warnings associated with the operative units are verified to operate normally, and b) Takeoff in CONF 1+F is prohibited (in icing conditions) with ADR 2-OFF.	
		C	6	4	(M) Except for ER operations beyond 120 minutes, STBY heaters may be inoperative provided: a) ADR, heaters, and failure warnings associated with operative units are verified to operate normally, and b) Ambient temperature at the departure airport is greater than 5 °C when runway is contaminated with water or slush.	

AIRCRAFT:
Airbus A320

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-04	Angle of Attack Probe Heaters	C	3	2	(M)(O) F/O's heater may be inoperative provided ADR, heaters, and failure warnings associated with CAPT and STBY probes (pitot, static, AOA, TAT) are verified to operate normally once each flight-day.	
		C	3	2	(M)(O) STBY heater may be inoperative provided ADR, heaters, and failure warnings associated with CAPT and F/O probes (pitot, static, AOA, TAT) are verified to operate normally once each flight-day.	
		C	3	2	(M)(O) Except for ER operations beyond 120 minutes, CAPT's heater may be inoperative provided: a) ADR, heaters, and failure warnings associated with F/O and STBY probes (pitot, static, AOA, TAT) are verified to operate normally once each flight-day, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-05	TAT Probe Heaters	C	2	1		
		C	2	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in visible moisture or in known or forecast icing conditions.	
42-01	Window Heat Computers	C	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) All heaters and failure warnings on the front and sliding windows associated with operative systems are verified to operate normally, b) Airplane is not operated in known or forecast icing conditions, and c) Approach minimums do not require its use.	
42-02	Fixed Lateral Window and Sliding Window Heating Systems	C	4	0		
42-03	Windshield Heating Systems	C	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Approach minimums do not require its use.	
1)	For aircraft equipped with SGS Windshield ISB (ref. 56-1022 or 56-1023) findings-Degradation out of allowance	C	2	1	One may be degraded beyond the passed criteria of the ISB (ref. 56-1022 for CEO or 56-1023 for NEO) provided airplane remains at or below FL 230.	|

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
42-04	Probes/Window Heat pb-sw					
1)	AUTO Control	C	1	0	May be inoperative provided PROBES/WINDOW HEAT system is manually selected.	
2)	ON Light	C	1	0	May be inoperative provided the PROBES/WINDOW HEAT automatic system is operative.	
45-01	Windshield Wiper Systems	C	2	0	(O) May be inoperative provided: a) Airplane is not operated in precipitation within 5 SM of the airport of takeoff or intended landing, and b) Approach minimums do not require its use.	
		C	2	0	(M)(O) May be inoperative continuously running provided: a) Airplane is not operated in precipitation within 5 SM of the airport of takeoff or intended landing, b) Approach minimums do not require its use, and c) Affected wiper is deactivated.	
		B	2	1	One may be inoperative provided associated rain repellent system is installed and operative.	
1)	Fast Speed	C	2	0	May be inoperative provided slow speed operates normally and approach minimums do not require its use.	
2)	Slow Speed	C	2	0	May be inoperative provided fast speed operates normally.	
3) ***	Intermittent Speed (Aircraft with Mod. 20319)	D	2	0		

(Continued)

AIRCRAFT:
Airbus A320

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Windshield Wiper Systems (Cont'd)					
4)	PARK Function	C	2	0	May be inoperative provided affected wiper can be located in a position that will not obstruct forward vision.	
		C	2	0	(M) May be inoperative provided affected wiper is removed and considered inoperative.	
45-02 ***	Rain Repellant Systems	D	2	0		
71-01	Waste Water Drain Mast Heating System	C	-	0	(M)(O) May be inoperative provided: a) Associated lavatory and galley water supplies are secured off, b) Associated galley sink and lavatory washbasin drains are blocked to prevent their use, and c) Procedures are established to periodically monitor associated galley sinks and lavatory washbasins to ensure they remain blocked.	
		C	-	0	(M) May be inoperative provided: a) Associated galley and lavatory are not used, b) The pilot in command will determine if flight duration is acceptable with a FWD lavatory unusable, and c) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
71-02 ***	Waste Water Drain Line Protection System	D	1	0		
71-03 ***	Cargo Compartment Drain Line and Drain Mast Ice Protection System	D	1	0		
81-02 ***	Ice Detection System	D	1	0		
81-03 ***	External Visual Ice Indicator Lighting	D	1	0		

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1) ***	Fault(s) Indicated by QAR	D	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
2) ***	Fault(s) Indicated by DMU	D	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
3) ***	Fault(s) Indicated by DAR	D	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
4)	Faults Indicated by CFDIU	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
5) ***	Faults Indicated by ACMS	D	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	

(Continued)

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd)					
6) ***	Faults Indicated by DMC 1/3					
a)	With Mod. 31283/ MP P7125	C	-	-	May be displayed provided DMC 2/3 MAINTENANCE message is not displayed simultaneously on ECAM STATUS page. NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
b)	With Mod. 151269/ MP P11819	C	-	-	May be displayed on ECAM STATUS page. NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
7) ***	Faults Indicated by DMC 2/3 (With Mod. 31283/ MP P7125 or with Mod. 151269/ MP P11819)	C	-	-	May be displayed on ECAM STATUS page. NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
8) ***	Faults Indicated by DFDR ACCEL (With Mod. 161365/ MP P14629)	-	-	-	Refer to item 31-30-02 1) FDR Recording Parameters Required by 14 CFR. NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Clock System	C	1	0	(O) May be inoperative provided: a) Time base from CFDIU is available on ECAM, and b) Chrono indication is available on one Navigation Display (ND). NOTE: For aircraft equipped with P/N APE5100-1 (Mod. 27330/MP P5465), during the entire month of February, intermittent erroneous indications (wrong, over-range or missing digits) of the elapsed time and chronometer functions may occur if the clock is in GPS mode. In that case, the flightcrew must set the clock selector to internal (INT) mode in order to recover the elapsed time and chronometer functions. The clock is considered operative. When the clock is in INT mode, the flightcrew must synchronize the clock with the GPS at least one time per day to comply with the time precision required for ATC data link communication. Refer to FCOM DSC-31-55-20 Operation in Internal Mode.	
27-01 ***	Flight Number Reminder	D	1	0		
30-01	Centralized Fault Display System (CFDS)	C	1	0	May be inoperative provided CFDS system is available when required for specified maintenance tasks.	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
1)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three parameters may be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days.	
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.	

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Flight Data Interface Unit (FDIU) or Flight Data Interface Function of the Flight Data Interface and Management Unit (FDIMU) (Including Aircraft with STC ST02668LA)	A	-	0	May be inoperative provided: a) Cockpit voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
30-04 ***	Quick Access Recorder	D	1	0		
30-05 ***	Digital AIDS Recorder System	D	1	0		
30-06 ***	Data Management Unit (DMU) or Data Management Function of the FDIMU	D	1	0		
30-07 ***	Printer	D	1	0		

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
38-01 ***	Up and Down Data Loading System Acquisition/Interface					
1)	DATA LOADING SELECTOR	D	1	0		
2)	Multipurpose Disk Drive Unit (MDDU)	D	1	0		
3)	Data Loading Routing Box (DLRB)	D	1	0		
53-01	Flight Warning Computers (FWC)					
1)	Without Mod. 35542	B	2	1	FWC 2 may be inoperative provided approach minimums do not require its use.	
2)	With Mod. 35542	B	2	1	FWC 2 may be inoperative provided: a) Steep approach function is not used, and b) Approach minimums do not require its use.	
55-01	System Data Acquisition Concentrator Units (SDAC)	C	2	1	SDAC 2 may be inoperative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
56-01	ECAM Control Panel					
1)	System Page MANUAL CALL pb	C	11	0		
2)	CLR pb	C	2	1		
3)	T/O CONFIG pb	C	1	0	(O) May be inoperative provided T/O configuration is verified before each departure.	
4)	STS pb	C	1	0	(O) May be inoperative.	
58-01	Master Warn System					
1)	Lights	C	2	1		
2)	CANCEL Functions	C	2	1		
58-02	Master Caution System					
1)	Lights	C	2	1		
2)	CANCEL Functions	C	2	1		

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	EIS Switching Systems					
1)	ATT HDG	C	1	0	(M) May be inoperative provided: a) NORM Mode operates normally, and b) Switch remains in the normal position.	
2)	AIR DATA	C	1	0	(M) May be inoperative provided: a) NORM Mode operates normally, and b) Switch remains in the normal position.	
3)	EIS DMC	C	1	0	(M) May be inoperative provided: a) NORM Mode operates normally, and b) Switch remains in the normal position.	
4)	ECAM/ND XFR	C	1	0	May be inoperative provided: a) It operates normally in the Normal position, and b) Both ECAM DUs operate normally.	
5)	PFD/ND XFR	C	2	0	(O) May be inoperative provided: a) PFD and ND units are operative, and b) PFD to ND automatic switching is checked operative on the flying pilot side before each flight.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
63-01	Display Units (DU)					
1)	PFDU 2	C	1	0	(O) May be inoperative provided: a) PFDU1, NDU1, E/WDU, SDU, and NDU2 are operative, and b) Approach minimums do not require its use.	
2)	NDU 1	C	1	0	(O) May be inoperative provided: a) PFDU1, NDU2, E/WDU, SDU, and PFDU2 are operative, and b) Approach minimums do not require its use.	
3)	NDU 2	C	1	0	(O) May be inoperative provided: a) PFDU1, NDU1, E/WDU, SDU, and PFDU2 are operative, and b) Approach minimums do not require its use.	
4)	SDU					
a)	Without Mod. 36414/ MP K11047 or Mod. 38111/MP K11684	A	1	0	(M)(O) May be inoperative provided: a) PFDU1, NDU1, E/WDU, PFDU2, and NDU2 are operative, b) AC ESS FEED control is verified operative once each day, c) AC ESS FEED FAULT light is verified operative once each day, and d) Repairs are made within 3 flight-days.	

(Continued)

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
63-01	Display Units (DU) (Cont'd)					
4)	SDU (Cont'd)					
b)	With Mod. 36414/ MP K11047 or Mod. 38111/MP K11684	A	1	0	(M)(O) May be inoperative provided: a) PFDU1, NDU1, E/WDU, PFDU2, and NDU2 are operative, b) AC ESS FEED control is verified operative once each day, c) AC ESS FEED FAULT light is verified operative once each day, d) Repairs are made within 3 flight-days, and e) The CDSS is considered inoperative.	
63-02	Display Management Computers					
1)	DMC 1					
a)	Aircraft with Mod. 21678/ MP K1806 (AC/DC ESS PWR for ETOPS) and without Mod. 34571/MP P8671 (EIS2 S4-2), and without Mod. 36725/MP P9824 (EIS2 S7)	C	1	0	May be inoperative provided DMC 2 and DMC 3 are operative.	
b)	Aircraft with Mod. 21678 MP K1806 (AC/DC ESS PWR for ETOPS) and Mod 34571/MP P8671 (EIS2 S4-2), or with Mod. 36725/MP P9824 (EIS2 S7)	C	1	0	(O) May be inoperative provided DMC 2 and DMC 3 are operative.	

(Continued)

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
63-02	Display Management Computers (Cont'd)					
2)	DMC 2					
a)	Aircraft with Mod. 34571/ MP P8671 (EIS2 S4-2), or with Mod. 36725/ MP P9824 (EIS 2 S7), or without Mod. 37317/ MP P10098 (AC ESS FEED Auto Switching)	C	1	0	(M)(O) May be inoperative provided: a) AC ESS Feed Control is verified operative once each flight-day, b) AC ESS Feed Fault Light is verified operative once each flight-day, and c) DMC 1 and DMC 3 are operative.	
b)	Aircraft without Mod. 34571/MP P8671 (EIS2 S4-2), or without Mod. 36725/MP P9824 (EIS2 S7), or with Mod. 37317MP P10098 (AC ESS FEED Auto Switching)	C	1	0	(M) May be inoperative provided: a) AC ESS Feed Control is verified operative once each flight-day, b) AC ESS Feed Fault Light is verified operative once each flight-day, and c) DMC 1 and DMC 3 are operative.	
3)	DMC 3					
a)	Aircraft without Mod. 34571/MP P8671 (EIS2 S4-2) and without Mod. 36725/MP P9824 (EIS2 S7)	C	1	0	May be inoperative provided DMC 1 and DMC 2 are operative.	
b)	Aircraft with Mod. 34571/ MP P8671 (EIS2 S4-2), or Mod. 36725/MP P9824 (EIS2 S7)	C	1	0	(O) May be inoperative provided DMC 1 and DMC 2 are operative.	
63-03	ECAM Memo Display	C	-	0	Indications may be inoperative.	
63-04	ECAM Permanent Data Display	C	-	0	Indications may be inoperative provided TAT or SAT temperature is available.	

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-00	CLASS II MAINTENANCE MESSAGE DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
11-01 ***	Torque Link Dampers	A	2	0	May be inoperative provided repairs are made within 7 flight-legs.	
12-01	MAIN GEAR DOORS					
1)	Ground Opening Cables	C	2	0	(M) May be broken or missing.	
31-00	Landing Gear Retraction System	B	1	0	(M)(O) Except for ER operations, may be inoperative provided the airplane is operated with landing gear down in accordance with the AFM supplement for gear down flight.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Landing Gear Control and Interface Unit No. 2 (LGCIU 2) (A318/A319ceo/ A320ceo/A321ceo)	A	1	0	(M)(O) LGCIU No. 2 may be inoperative provided: a) Both radio altimeter systems operate normally, b) Both FCU channels operate normally, c) All ELACs, SECs, ADIRs, SFCCs, and FACs operate normally, d) Flex takeoff is not used, e) Reverser No. 2 is considered inoperative, f) LGCIU No. 2 is deactivated, g) Alternate procedures are established and used to account for inoperative systems/functions related to the deactivated No. 2 LGCIU, and h) Repairs are made within 1 flight-day. NOTE: As a result of a deactivated LGCIU 2, multiple systems are affected. (Continued)	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Landing Gear Control and Interface Unit No. 2 (LGCIU 2) (Cont'd)					
	(A319neo/A320neo/ A321neo)	A	1	0	(M)(O) LGCIU No. 2 may be inoperative provided: a) Both radio altimeter systems operate normally, b) Both FCU channels operate normally, c) All ELACs, SECs, ADIRs, SFCCs, and FACs operate normally, d) Flex takeoff is not used, e) Reverser No. 2 is considered inoperative, f) LGCIU No. 2 is deactivated, g) Alternate procedures are established and used to account for inoperative systems/functions related to the deactivated No. 2 LGCIU, h) Repairs are made within 1 flight-day, and i) The OAT is below ISA+35°C. NOTE: As a result of a deactivated LGCIU 2, multiple systems are affected. (Continued)	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Landing Gear Control and Interface Unit No. 2 (LGCIU 2) (Cont'd)					
	(A321 with Mod. 163213/ MP J4530)	A	1	0	(M)(O) LGCIU No. 2 may be inoperative provided: a) Both radio altimeter systems operate normally, b) Both FCU channels operate normally, c) All ELACs, SECs, ADIRs, SFCCs, and FACs operate normally, d) Flex takeoff is not used, e) Reverser No. 2 is considered inoperative, f) LGCIU No. 2 is deactivated, g) Alternate procedures are established and used to account for inoperative systems/functions related to the deactivated No. 2 LGCIU, h) Repairs are made within 1 flight-day, i) The OAT is below ISA+35°C, and j) The ACT vent valve is considered inoperative. NOTE: As a result of a deactivated LGCIU 2, multiple systems are affected.	
33-01	Landing Gear Gravity Extension System	B	1	0	(M)(O) Except for ER operations, may be inoperative provided the airplane is operated with landing gear down in accordance with the AFM supplement for gear down flight.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Wheel Tie Bolts	A	-	-	(M) One bolt may be broken or missing provided: a) Affected wheel is removed, checked for broken parts or damage, and replaced if broken parts or damage is found, b) For the main wheel, associated brake is checked for broken parts or damage and is replaced or deactivated if broken parts or damage is found, c) After each landing, wheel is inspected for additional broken or missing tie bolts, and d) Repairs are made within 5 flight-legs.	
42-01	Main Wheel Braking Systems	C	4	3	(M)(O) One brake may be inoperative provided: a) Minimum runway width is 148 ft. (45 meters), b) Antiskid system operates normally, c) Nose wheel steering operates normally, d) Affected brake is removed or deactivated, e) Both reversers operate normally, f) Green and yellow systems on operative brakes operate normally, g) AFM performance penalties are applied, h) Approach minimums do not require its use, and i) The AUTO/BRK Function is considered inoperative.	|

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
42-02	Green Braking System					
1)	Without Mod. 25410	C	1	1	(M)(O) Braking on one wheel may be inoperative provided: a) Minimum runway width is 148 ft. (45 meters), b) Green hydraulic supply to affected brake is deactivated, c) Antiskid system operates normally, d) Nose wheel steering operates normally, e) Both reversers operate normally, f) Wheel tachometers are verified to operate normally before each flight, and g) AFM performance penalties are applied.	
2)	With Mod. 25410	C	1	1	(M)(O) Braking on one wheel may be inoperative provided: a) Minimum runway width is 148 ft. (45 meters), b) Green hydraulic supply to affected brake is deactivated, c) Antiskid system operates normally, d) Nose wheel steering operates normally, e) Both reversers operate normally, f) Wheel tachometers are operative, and g) AFM performance penalties are applied.	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
42-03	Braking/Steering Control Unit (BSCU) Channels/Systems					
1)	Channel 1/System 1					
a)	Aircraft without Mod. 36853/MP P9655 (BSCU STD L4.9) or with Mod. 36853/MP P9655 and Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	(M)(O) May be inoperative provided: a) Alternate brake system is verified to operate normally before each departure, b) Brake pressure indicators operate normally, c) The affected channel/system is deactivated, d) Prior to each flight, the CFDS does not indicate an L/G SYS DISAGREE caution, e) Channel 2/System 2 is operative, and f) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL lights and the AUTO/BRK (LO, MED, MAX) pb-sw ON lights are considered inoperative. NOTE: These provisos apply to all BSCU standards except L4.9 only. (Continued)	

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
42-03	Braking/Steering Control Unit (BSCU) Channels/Systems (Cont'd)					
1)	Channel 1/System 1 (Cont'd)					
b)	Aircraft with Mod. 36853/ MP P9655 (BSCU STD L4.9) and without Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	(M)(O) May be inoperative provided: a) Alternate brake system is verified to operate normally before each departure, b) Brake pressure indicators operate normally, c) The A/S SKD and N/W STRG switch is cycled to OFF and back to ON after the landing gear is down and locked prior to landing, d) The affected channel/system is deactivated, e) Prior to each flight, the CFDS does not indicate an L/G SYS DISAGREE caution, f) Channel 2/System 2 is operative, and g) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL lights and the AUTO/BRK (LO, MED, MAX) pb-sw ON lights are considered inoperative. NOTE: These provisos apply to BSCU standard L4.9 only.	

(Continued)

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
42-03	Braking/Steering Control Unit (BSCU) Channels/Systems (Cont'd)					
2)	Channel 2/System 2					
a)	Aircraft without Mod. 36853/MP P9655 (BSCU STD L4.9) or with Mod. 36853/MP P9655 and Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	(M)(O) May be inoperative provided: a) Alternate brake system is verified to operate normally before each departure, b) Brake pressure indicators operate normally, c) The affected channel/system is deactivated, d) Prior to each flight, the CFDS does not indicate an L/G SYS DISAGREE caution, and e) Channel 1/System 1 is operative. NOTE: These provisos apply to all BSCU standards except L4.9.	
b)	Aircraft with Mod. 36853/ MP P9655 (BSCU STD L4.9) and without Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	(M)(O) May be inoperative provided: a) Alternate brake system is verified to operate normally before each departure, b) Brake pressure indicators operate normally, c) The A/S SKD and N/W STRG switch is cycled to OFF and back to ON after the landing gear is down and locked prior to landing, d) The affected channel/system is deactivated, e) Prior to each flight, the CFDS does not indicate an L/G SYS DISAGREE caution, and f) Channel 1/System 1 is operative. NOTE: These provisos apply to BSCU standard L4.9 only.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
42-04	AUTO/BRK Function	C	1	0	(O) May be inoperative provided: a) Approach minimums do not require its use, and b) Normal braking is not affected.	
1)	AUTO/BRK Panel Mode Lights (LO, MED, MAX)					
a)	ON	C	3	0	May be inoperative provided Autobrake Indications on ECAM WHEEL page normally.	
		C	3	0	May be inoperative provided associated Autobrake Mode is not used.	
b)	DECEL	C	3	0	May be inoperative provided Autobrake indications on ECAM WHEEL page operate normally.	
		C	3	0	May be inoperative provided associated Autobrake Mode is not used.	

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
42-05	Tachometer (Aircraft with Mod. 157591/MP J4030 (BSCU STD L4.10))	C	4	3	(O) One may be inoperative provided: a) Both LGCIU are operative, b) Crosswind component is below 10 kt at departure airport and below 15 kt at arrival airport, c) Takeoff runway state is no more than wet, d) Airplane Flight Manual (AFM) performance penalties are applied, e) BSCU L4.9B (P/Ns E21327006/ E21327106) has not been installed by interchangeability, and f) Affected brake is considered inoperative. NOTE: BSCU standard P/N can be checked by BITE Test of BSCU – LRU Identification.	
42-06	Nose Wheel Brake Pads (Without Mod. 28482)	C	2	0	(M) May be inoperative provided brake pads are removed.	
44-01	Yellow Brake System	C	1	1	(M) Braking on one wheel may be inoperative provided: a) Yellow hydraulic supply of affected brake is deactivated, and b) Both reversers operate normally.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
44-02	ACCU PRESS Indicator					
1)	Without Mod. 31441	C	1	0	(M) May be inoperative provided: a) Both brake pressure indicators operate normally, and b) Pressure on both brake pressure indicators is verified with parking brake on.	
2)	With Mod. 31441	C	1	0	(M) May be inoperative provided: a) Both brake pressure indicators operate normally, and b) Pressure on both brake pressure indicators is verified with parking brake on.	
		C	1	0	(O) May be inoperative provided: a) ACCU PRESS/ACCU ONLY indication is available on ECAM WHEEL page, and b) Hydraulic pressure of the brake accumulator is checked on ECAM WHEEL page before each flight.	
44-03	BRAKES Pressure Indicators	C	2	1	(O) One may be inoperative provided both BSCU channels/systems operate normally.	
45-02	Parking Brake External Light	C	1	0	May be inoperative provided parking brake status is verified before moving aircraft.	
47-01	Brake Temperature Monitoring Unit	C	2	0	(M)(O) May be inoperative provided brake ground cooling time is applied.	
48-01 ***	Brake Fan System	D	1	0		
1)	Brake Fan	D	4	0	(M) May be inoperative provided affected pair of fans is deactivated.	

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2. NO. INSTALLED
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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
48-02 ***	BRAKE FAN HOT Light	D	1	0		
48-03 ***	BRK FAN ON Light	D	1	0	NOTE: Brake Fan operation may be checked through the brake fan ECAM MEMO.	
49-01 ***	ECAM Tire Pressure Indications	D	6	0		
49-02 ***	Tire Pressure Monitoring System	D	1	0	(M) May be inoperative on one or more wheels provided the tire pressure on affected wheel(s) is checked every 3 days.	
49-03	Warning and Caution on ECAM EWD					
1) ***	WHEEL TYRE LO PR Caution on ECAM EWD	D	1	0	(M) May be inoperative on one or more wheels provided: a) Associated pressure monitoring channel is deactivated if the WHEEL TYRE LO PR caution was triggered erroneously, and b) Tire pressure on affected wheel is checked to be within limits before the first flight and then every 3 calendar-days.	
		D	1	0	(M) May be inoperative on all wheels provided: a) The Tire Pressure Indicating Computer (TPIC) is deactivated if the WHEEL TYRE LO PR Caution was triggered erroneously, and b) The tire pressure on each wheel is checked to be within the limits before the first flight and then every 3 calendar-days.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
51-02	PEDALS DISC pb	C	2	0	(O) May be inoperative in the released position (no disconnection possible and NWS still available by rudder pedals).	
51-03	Nose Wheel Steering Control System Deactivation Device (For A/C Towing)	C	1	0	(O) May be inoperative (no towing Mode when lever in TOWING position).	
		C	1	0	(M)(O) May be inoperative provided the NWS electrical deactivation box is deactivated.	
60-01	LDG Gear Indicator Panel (UNLK and/or Down and Locked Triangle Indications)	B	1	0	(O) May be inoperative provided: a) Both landing gear position indications (on ECAM wheel page) for all three landing gear operate normally, and b) Upper and lower ECAM display units operate normally.	
60-02	Gear Not Down Indication					
1)	Red DOWN Arrow Light	B	1	0	(M) May be inoperative provided GEAR NOT DOWN caution on ECAM operates normally.	
60-03	ECAM Wheel Page Indications					
1)	UP LOCK	C	3	0		
2)	L/G Doors	C	3	0	May be inoperative provided MAX SPEED is limited to 250 kts/M .60.	
3)	L/G CTL	C	1	0		
4)	REL	C	4	0		

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
60-03	ECAM Wheel Page Indications (Cont'd)					
5)	ANTI SKID/ANTI SKID [1,2]	C	-	0	(M) May be inoperative provided antiskid system operates normally.	
6)	AUTO BRK	C	1	0	(O) May by inoperative provided Autobrake Mode Lights operate normally.	
		C	1	0	May be inoperative provided AUTO/BRK Function is not used.	
7)	Brakes Temperatures	C	4	0	(M)(O) May be inoperative provided ground brake cooling time is applied.	
8)	L/G Position	C	6	3	May be inoperative provided gear position indications are available on landing gear indicator panel.	
9)	[Y] N/W STEERING (With Mod. 31441)	C	2	0		
10)	[G] NORM BRK (With Mod. 31441)	C	2	0		
11)	[Y] ALTN BRK (With Mod. 31441)	C	2	0		
12)	ACCU PRESS/ACCU ONLY (With Mod. 31441)	C	1	0		

AIRCRAFT:
Airbus A320

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
60-04	Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM EWD					
1)	A318/A319ceo/A320ceo/ A321ceo with Mod. 26925/MP P4576 (Alt. Braking) and without Mod. 38973/ MP P10891 (BSCU STD L4.9B)	B	-	-	(M)(O) May be inoperative provided: a) Caution BRAKES N/WS MINOR FAULT is confirmed to be caused by a fault on an alternate braking system pressure transducer by troubleshooting, b) BSCU system 1 and system 2 operate normally, and c) It is checked prior to each departure that the following CFDS failure messages related to BRAKES N/WS MINOR FAULT are not displayed: • A fault on the Alternate Braking Control Unit (ABCU), • A fault on the Alternate Braking Selector Valve, • A fault on the Alternate Braking Servo-valve, or • A degraded pressure on an Alternate Servo-valve. (Continued)	

AIRCRAFT:
Airbus A320

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
60-04	Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM EWD (Cont'd)					
1)	A318/A319ceo/A320ceo/ A321ceo with Mod. 26925/MP P4576 (Alt. Braking) and without Mod. 38973/ MP P10891 (BSCU STD L4.9B) (Cont'd)					
		B	-	-	(M)(O) May be inoperative provided: a) BRAKES pressure indicators operate normally, b) Alternate braking system is checked operative before the first flight of each day, and c) It is checked prior to each departure that the following CFDS failure messages related to BRAKES N/WS MINOR FAULT are not displayed: • A fault on the Alternate Braking Control Unit (ABCU), • A fault on the Alternate Braking Selector Valve, • A fault on the Alternate Braking Servo-valve, • A fault on the Alternate Pressure Transducer, or • A degraded pressure on an Alternate Servo-valve. (Continued)	

AIRCRAFT:
Airbus A320

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
60-04	Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM EWD (Cont'd)					
2)	A318/A319ceo/A320ceo/ A321ceo with Mod. 26925/MP P4576 (Alt Braking) and with Mod. 38973/ MP P10891 (BSCU STD L4.9B) and A319neo/A320neo/ A321neo	B	-	-	May be inoperative provided: a) Caution BRAKES N/WS MINOR FAULT is confirmed to be caused by a fault on an alternate braking system pressure transducer by troubleshooting, and b) BSCU system 1 and system 2 operate normally.	
		B	-	-	(M)(O) May be inoperative provided: a) BRAKES pressure indicators operate normally, b) Alternate braking system is checked operative before the first flight of each day, and c) It is checked prior to each departure that the following CFDS failure message related to BRAKES N/WS MINOR FAULT is not displayed: • A fault on an Alternate Pressure Transducer, or • A fault on a Normal Pressure Transducer.	
60-07 ***	Integral Tire Pressure Indicators	D	-	0		

AIRCRAFT:
Airbus A320

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cockpit and Instrument Panel Lighting System					
1)	Aircraft with Mod. 27620/ MP P5638 (ISIS)	C	-	-	Individual lights may be inoperative provided: a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lights are positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, and d) RH dome light is operative. NOTE 1: RH dome light is considered operative with a minimum of three bulbs illuminated in each assembly. The bulbs can be checked by selecting the DOME toggle switch from DIM to BRT and ensure both functions operate. NOTE 2: Individual button/switch lights and/or annunciations and indications are excluded from this relief. NOTE 3: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. (Continued)	

AIRCRAFT:
Airbus A320

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cockpit and Instrument Panel Lighting System (Cont'd)					
2)	Aircraft with Mod. 27140/ MP P4801 (EEPGS) or with Mod. 37329/ MP P10166 or with Mod. 37330/MP P10167 and without Mod. 27620/MP P5638 (ISIS)	C	-	-	Individual lights may be inoperative provided: a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lights are positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, d) RH dome light is operative, and e) The left section of the center main panel flood light operates normally. NOTE 1: RH dome light is considered operative with a minimum of three bulbs illuminated in each assembly The bulbs can be checked by selecting the DOME toggle switch from DIM to BRT and ensure both functions operate. NOTE 2: Individual buttons/switch lights and/or annunciations and indications are excluded from this relief. NOTE 3: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. (Continued)	

AIRCRAFT:
Airbus A320

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Cockpit and Instrument Panel Lighting System (Cont'd)					
3)	Aircraft without Mod. 27140/MP P4801 (EEPGS) or without Mod. 27620/MP P5638 (ISIS) or without Mod. 37329/MP P10166 or without Mod. 37330/MP P10167	C	-	-	Individual lights may be inoperative provided: a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lights are positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flightcrew, d) Both dome lights are operative, and e) The left section of the center main panel flood light operates normally. NOTE 1: Dome lights are considered operative with a minimum of three bulbs illuminated in each assembly. The bulbs can be checked by selecting the DOME toggle switch from DIM to BRT and ensure both functions operate. NOTE 2: Individual buttons/switch lights and/or annunciations and indications are excluded from this relief. NOTE 3: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	

AIRCRAFT:
Airbus A320

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Annunciator Lights					
1)	Test Function	B	1	0		
2)	Dim Function	C	1	0	May be inoperative for non-night operations.	
3)	Bright Function	C	1	0	May be inoperative: a) For night operations, and b) Non-night operations are not conducted.	
20-01	Cabin Light System					
1)	Passenger Configurations without Photoluminescent Escape Path Marking System	C	-	-	(O) Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.	
2)	Passenger Configurations with Photoluminescent Escape Path Marking System	C	-	-	(O) Individual lights may be inoperative provided: a) Remaining lighting is sufficient for cabin attendants to perform their duties, and b) Minimum acceptable lighting levels specified in one of the following documents are maintained: 1) FAA engineering approval letter, 2) FAA-approved report or the Type Design holder, 3) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or 4) An FAA-approved report incorporated in the Master Drawing List for the applicable STC.	

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
20-02	Passenger Lighted Information Signs	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded "DO NOT OCCUPY". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	
1)	All-Cargo, Supernumerary/Courier Area Lighted Information Signs	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed on or off.	
20-04	Passenger Lighted Information Signs AUTO Function	C	1	0	(O) May be inoperative provided Manual function operates normally.	
30-01	Cargo and Service Compartment Lighting System	D	1	0		

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Navigation Lights Systems					
1)	Aircraft Equipped with One Navigation Light System	C	1	0	Must be operative between sunset and sunrise.	
a)	Forward Navigation Lights LEDs (With Mod. 150780/ MPJ3140)	C	-	-	One LED in each Nav Light Assembly may be inoperative.	
2) ***	Aircraft Equipped with Two Navigation Light Systems	C	2	1	NAV 1 or NAV 2 system may be inoperative.	
		C	2	0	Must be operative between sunset and sunrise.	
a)	Forward Navigation Lights LEDs (With Mod. 150780/ MP J3140)	C	-	-	One LED in each Nav Light Assembly may be inoperative.	
3) ***	Navigation Light System (STC ST10742SC)	C	1	0	Must be operative between sunset and sunrise.	
a)	Forward Navigation Lights LEDs	C	8	6	One LED in each Nav Light Assembly may be inoperative.	
b)	Tail Navigation Light Bulbs	C	2	1	One bulb may be inoperative.	
4) ***	Forward Navigation Lights - Aircraft Equipped With One Navigation Lights System (STC ST03975NY)	C	1	0	Must be operative between sunset and sunrise.	

(Continued)

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Navigation Lights Systems (Cont'd)					
5) ***	Forward Navigation Lights - Aircraft Equipped With Two Navigation Lights Systems (STC ST03975NY)	C	2	1	NAV 1 or NAV 2 system may be inoperative.	
6) ***	Forward Navigation Lights – Aircraft Equipped With Two Navigation Lights Systems (STC ST03975NY)	C	2	0	Must be operative between sunset and sunrise.	
40-02	Landing Lighting System					
1)	Landing Lights	C	2	1	One may be inoperative provided taxi and takeoff lights operate normally.	
		C	2	0	May be inoperative for non-night operations.	
2)	Extension/ Retraction Systems	C	2	0	(O) May be inoperative in the extended position provided a 1% fuel penalty is applied for each extended light.	
		C	2	0	May be inoperative in the retracted position provided that the associated light is considered inoperative.	
40-03	Runway Turn-Off Light Systems	C	2	0		
40-04	Taxi and Takeoff Light Systems	C	2	0		
40-05 ***	Logo Lights	D	2	0		

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
40-06	Anticollision/ Strobe Lighting					
1)	Beacon Lights	C	2	0	(O) May be inoperative provided: a) Strobe lights operate normally, and b) Alternate procedures are established and used.	
2)	Strobe Lights	C	3	0	(O) May be inoperative provided: a) Beacon Lights operate normally, and b) Alternate procedures are established and used.	
40-07	Wing Scan Lights	C	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.	
40-08	Wing/Tail Strobe Light System				Moved to item 33-40-06 2).	
50-01	Exit Signs	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
1)	Wall Mounted Exit (Marking) Signs	C	-	-	Up to three non-adjacent Bulbs or LEDs may be inoperative in individual signs.	
2)	Main Aisle Overhead Exit (Location) Signs	C	-	-	Up to three non-adjacent LEDs may be inoperative in individual signs. NOTE: For main aisle overhead Exit (Location) Signs with Bulbs, all Bulbs must be operative.	

AIRCRAFT:
Airbus A320

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Overhead Emergency Lights					
1)	A318/A319	C	11	9	A maximum of two non-adjacent overhead emergency lights may be inoperative.	
2)	A320					
a)	Without Mod. 24399/ MP K3756	C	14	11	A maximum of three non-adjacent overhead emergency lights may be inoperative.	
b)	With Mod. 24399/ MP K3756	C	12	9	A maximum of three non-adjacent overhead emergency lights may be inoperative.	
3)	A321	C	19	15	A maximum of four non-adjacent overhead emergency lights may be inoperative.	
50-03	Floor Proximity Emergency Escape Path Marking System	C	-	-	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	

(Continued)

AIRCRAFT:
Airbus A320

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
50-03	Floor Proximity Emergency Escape Path Marking System (Cont'd)					
1)	Individual Incandescent Bulbs, LEDs, Electroluminescent Lights, or Photoluminescent Components	C	-	-	May be inoperative provided minimum acceptable lighting levels (specified in one of the following documents) are maintained: a) FAA engineering approval letter, b) FAA-approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List of the applicable STC.	
50-04 ***	Overwing Escape Route Lighting					
1)	Overwing Emergency Light	C	-	-	May be inoperative for non-night operations.	
2)	Overwing Exit Handle Light	B	-	0		
50-05	Escape Slide Lighting	B	-	0	May be inoperative for non-night operations.	
50-06	Lavatory Auxiliary Lights	C	-	0		
50-07	EMER LIGHT TEST					
1)	SYS TEST				Moved to item 23-73-07 1).	
50-08	EMER EXIT LT OFF Light on SIGNS Overhead Panel	C	-	0		

AIRCRAFT:
Airbus A320

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
50-09	Interior and Exterior Emergency Lighting Systems	C	-	0	(O) May be inoperative or missing provided: a) No passengers are carried, b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and c) Alternate procedures are established and used.	
51-12	BAT TEST pb on the PTP	C	1	0	(M) May be inoperative provided that the batteries are verified correctly charged. NOTE: Battery tests required by the carrier's maintenance program cannot be exceeded.	

AIRCRAFT:
Airbus A320

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by ADR	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
2)	Fault(s) Indicated by IR	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
3)	Fault(s) Indicated by RA 1(2)	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
00-01	Autotune Systems	C	2	1		

AIRCRAFT:
Airbus A320

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-01	ADIRS					
1)	IR 1					
a)	Aircraft without Honeywell FMS2 (P1A or Release 1A Standard) or without any of the Following Mods: • 35526/MP P9126 (FMGC Standard P1I10), or • 37311/MP P9823 (FMGC Standard P1I11), or • 37934/MP P10439 (FMGC Standard P1C12), or • 150370/MP P11613 (FMGC Standard P1C12A), or • 38779/MP P10763 (FMGC Standard H2I11), or • 38778/MP P10762 (FMGC Standard H2C12)	C	1	0	(O) NAV Mode of IR 1 may be inoperative provided: a) NAV Mode of IR 2 and NAV Mode of IR 3 are operative, and b) Approach minimums do not require its use. NOTE: The GPWS Terrain System is inoperative. (Continued)	

AIRCRAFT:
Airbus A320

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-01	ADIRS (Cont'd)					
b)	Aircraft with Honeywell FMS2 (P1A or Release 1A standard) and with any of the following Mods: • 35526/MP P9126 (FMGC Standard P1I10), or • 37311/MP P9823 (FMGC Standard P1I11), or • 37934/MP P10439 (FMGC Standard P1C12), or • 150370/MP P11613 (FMGC Standard P1C12A), or • 38779/MP P10763 (FMGC Standard H2I11), or • 38778/MP P10762 (FMGC Standard H2C12)	A	1	0	(O) NAV Mode of IR 1 may be inoperative provided: a) NAV Mode of IR 2 and NAV Mode of IR 3 are operative, b) Approach minimums do not require its use, c) The FMGC 1 is considered inoperative, and d) Repairs are made within 3 flight-legs. NOTE: The GPWS Terrain System is inoperative. (Continued)	

AIRCRAFT:
Airbus A320

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-01	ADIRS (Cont'd)					
2)	IR 2					
a)	Aircraft without Honeywell FMS2 (P1A or Release 1A Standard) or without any of the Following Mods: • 35526/MP P9126 (FMGC Standard P1I10), or • 37311/MP P9823 (FMGC Standard P1I11), or • 37934/MP P10439 (FMGC Standard P1C12), or • 150370/MP P11613 (FMGC Standard P1C12A), or • 38779/MP P10763 (FMGC Standard H2I11), or • 38778/MP P10762 (FMGC Standard H2C12)	C	1	0	(O) NAV Mode of IR 2 may be inoperative provided: a) NAV Mode of IR 1 and NAV Mode of IR 3 are operative, and b) Approach minimums do not require its use.	
		C	1	0	(M)(O) May be inoperative provided: a) IR 1 and 3 are operative, b) Both FCU channels operate normally, c) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, d) All flight control accelerometers are verified operative, e) Takeoff in CONF 1+F is prohibited, and f) Approach minimums do not require its use. (Continued)	

AIRCRAFT:
Airbus A320

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-01	ADIRS (Cont'd)					
2)	IR 2 (Cont'd)					
b)	Aircraft with Honeywell FMS2 (P1A or Release 1A Standard) and with any of the Following Mods: • 35526/MP P9126 (FMGC Standard P1I10), or • 37311/MP P9823 (FMGC Standard P1I11), or • 37934/MP P10439 (FMGC Standard P1C12), or • 150370/MP P11613 (FMGC Standard P1C12A), or • 38779/MP P10763 (FMGC Standard H2I11), or • 38778/MP P10762 (FMGC Standard H2C12)	A	1	0	(O) NAV Mode of IR2 may be inoperative provided: a) NAV Mode of IR 1 and NAV Mode of IR 3 are operative, b) Approach minimums do not require its use, c) The FMGC 2 is considered inoperative, and d) Repairs are made within 3 flight-legs.	

(Continued)

AIRCRAFT:
Airbus A320

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-01	ADIRS (Cont'd)					
2)	IR 2 (Cont'd)					
b)	Aircraft with Honeywell FMS2 (P1A or Release 1A Standard) and with any of the Following Mods: • 35526/MP P9126 (FMGC Standard P1I10), or • 37311/MP P9823 (FMGC Standard P1I11), or • 37934/MP P10439 (FMGC Standard P1C12), or • 150370/MP P11613 (FMGC Standard P1C12A), or • 38779/MP P10763 (FMGC Standard H2I11), or • 38778/MP P10762 (FMGC Standard H2C12)	A	1	0	(M)(O) May be inoperative provided: a) IR 1 and 3 are operative, b) Both FCU channels operate normally, c) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, d) All flight control accelerometers are verified operative, e) Takeoff in CONF 1+F is prohibited, f) Approach minimums do not require its use, g) The FMGC 2 is considered inoperative, and h) Repairs are made within 3 flight-legs. (Continued)	

AIRCRAFT:
Airbus A320

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-01	ADIRS (Cont'd)					
3)	IR 3	C	1	0	(O) NAV Mode of IR 3 may be inoperative provided: a) NAV Mode of IR 1 and NAV Mode of IR 2 are operative, and b) Approach minimums do not require its use.	
		C	1	0	(M)(O) May be inoperative provided: a) IR 1 and 2 are operative, b) Both FCU channels operate normally, c) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, d) All flight control accelerometers are verified operative, and e) Approach minimums do not require its use.	
a)	Aircraft with any of the Following (Honeywell) ADIRU P/Ns: • HG1150AC05 (Mod. 21206/ MP P1488/ SB A320-34-1010), or • HG1150AC06 (Mod. 24349/ MP P3510/ SB A320/34-1084), or • HG1150AC07 (Mod. 30652/ MP P6739/ SB A320-34-1231	B	1	0	(M)(O) May be inoperative provided: a) IR 1 and 2 are operative, b) Both FCU channels operate normally, c) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, d) All flight control accelerometers are verified operative, and e) Approach minimums do not require its use.	

(Continued)

AIRCRAFT:
Airbus A320

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-01	ADIRS (Cont'd)					
4)	ADR 2 or 3 (IAE Engines, CFM Engines or PW 6000 Engines)	C	2	1	(M)(O) Except where enroute operations require its use, one may be inoperative provided: a) Both FCU channels operate normally, b) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, c) All flight control accelerometers are verified operative, d) Takeoff in CONF 1+F is prohibited with ADR 2 inoperative, and e) Approach minimums do not require its use. NOTE: Without Mod. 30416/ MP P6635 or 31528/ MP P7268, ADR 2 must be operative for RVSM operations.	
	(PW 1100G Engines)	C	2	1	(M)(O) Except where enroute operations require its use, ADR 3 may be inoperative provided: a) Both FCU channels operate normally, b) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally, c) All flight control accelerometers are verified operative, d) Takeoff in CONF 1+F is prohibited with ADR 2 inoperative, and e) Approach minimums do not require its use.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-02	ADIRS CDU (Aircraft Pre Mod. 36743/ MP P5253)					
1)	Mode Rotary Selectors	C	3	2	(O) ADIRS 2 or 3 selector may be inoperative provided the associated ADIRS is considered inoperative.	
2)	Data Selector	C	1	0	May be inoperative provided MCDU 1 and MCDU 2 operate normally.	
3)	System Selector	C	1	0	May be inoperative provided: a) MCDU 1 and MCDU 2 operate normally, and b) IRS initialization is available through FMGS.	
4)	Display	C	1	0	May be inoperative provided MCDU 1 and MCDU 2 operate normally.	
5)	ADR Fault Lights	C	3	0	May be inoperative provided ECAM display operates normally.	
6)	ADR OFF Lights	C	3	0	May be inoperative provided ECAM display operates normally.	
7)	IR FAULT Lights	C	3	0	May be inoperative provided ECAM display operates normally.	
8)	IR ALIGN Lights	C	3	0	May be inoperative provided ECAM display operates normally.	
9)	ON BAT Light	C	1	0		
10)	Keyboard	C	1	0	May be inoperative provided MCDU 1 and MCDU 2 operate normally.	
11)	ADR 2 pb Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 2 is operative, and b) ADR 1, ADR 3, IR1, and IR3 are operative.	
12)	ADR 3 pb Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 3 is operative, and b) ADR 1, ADR 2, IR1, and IR2 are operative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
10-03	ADIRS MSU (Aircraft Post Mod. 36743/MP P5253)					
1)	Mode Rotary Selectors	C	3	2	(O) ADIRS 2 or 3 selector may be inoperative provided the associated ADIRS is considered inoperative.	
2)	IR 2 pb Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 2 is operative, and b) ADR 1, ADR 3, IR1, and IR3 are operative.	
3)	IR 3 pb Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 3 is operative, and b) ADR 1, ADR 2, IR1, and IR2 are operative.	
4)	IR FAULT Lights	C	3	0	May be inoperative provided ECAM display operates normally.	
5)	IR OFF Lights	C	3	0	May be inoperative provided ECAM display operates normally.	
6)	ADR 2 pb Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 2 is operative, and b) ADR 1, ADR 3, IR1, and IR3 are operative.	
7)	ADR 3 pb Switch	C	1	0	(O) May be inoperative provided: a) Mode Rotary Selector 3 is operative, and b) ADR 1, ADR 2, IR 1, and IR 2 are operative.	
8)	ADR FAULT Lights	C	3	0	May be inoperative provided ECAM display operates normally.	
9)	ADR OFF Lights	C	3	0	May be inoperative provided ECAM display operates normally.	
10)	ON BAT Light	C	1	0		

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TABLE KEY
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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
12-01	BKUP SPD/ALT pb-sw ON light (With Mod. 159281/ MP P15825)	C	2	0		
12-02	BKUP SPD/ALT pb-sw (With Mod. 159281/ MP P15825)	C	2	0	(O) May be inoperative provided Back Up Speed Scale is not used.	
13-02	Mach Numbers on PFD	C	2	1		
		C	2	0	(O) May be inoperative provided: a) MMO black and red strips operate normally on both PFDs, and b) Airplane remains at or below FL 250.	
	(Aircraft with Mod. 27620)	C	2	0	May be inoperative provided ISIS Mach Number function is operative.	
13-05	Vertical Speed Indications on PFD					
1)	Inertial Mode	C	2	0	(O) One or both may be inoperative.	
13-07	Ground Speed Indications on ND	C	2	0	(O) One or both may be inoperative.	
13-08	True Airspeed Indications on ND (IAE, CFM, PW 6000 Engines)	C	2	0	(O) One or both may be inoperative.	
13-09	Wind Indications on ND	C	2	0	(O) One or both may be inoperative.	
13-10	Radio Navaids Indications on PFD	C	-	0	May be inoperative provided operations or procedures do not require its use.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
13-11	Radio Navaids Indications on ND	C	-	0		
14-02	EIS Heading	C	4	3	(O) One may be inoperative.	
14-04	Navigation Station Information	C	-	0		
14-05	Chrono	C	2	0		
15-01 ***	Angle of Attack Indicator	D	-	0	May be inoperative provided operations/procedures do not require its use.	
15-02	NORTH REF pb-sw (With Mod. 35891/ MP P9351)					
1)	Outside Polar area	D	1	0	May be inoperative provided operations are conducted outside Polar area.	
2)	Inside Polar area	C	1	0	(O) May be inoperative.	
21-01	Standby Airspeed Indicator					
1)	Airspeed Bugs	D	-	0		
21-02	Standby Altimeter					
1)	Altitude Bugs	D	-	-		
21-03 ***	Standby Metric Altimeter	D	1	0		
22-01	Standby Horizon (Attitude) (Aircraft with Honeywell ADIRUs or Aircraft with Litton ADIRUs P/N 465020-0303-0316 and Mod. 30650 or 30872)	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22-02	Non-Stabilized Magnetic Compass (Standby) (Aircraft Equipped with Honeywell ADIRUs or Aircraft Equipped with Litton ADIRUs P/N 465020-0303-316 and Mod. 30650 or 30872)	B	1	0	(O) May be inoperative provided: a) Three IRs operate normally, and b) ATT/HDG, EIS DMS, and PFD/ND switching capabilities.	
		B	1	0	May be inoperative provided: a) Three IRs operate normally, and b) DDRMI operates normally.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two IRs are operative, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.	
1)	Lighting (Aircraft Equipped with Honeywell or Litton ADIRUs)	C	1	0		

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22-03	Integrated Standby Instrument System					
1)	Horizon (Attitude) Function	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
2)	ILS Function	D	1	0		
3)	Mach Number Function	D	1	0		
4)	Bugs Function	D	1	0		
30-01 ***	Head-Up Display (HUD)	D	-	0		
30-03	GNSS Landing System (GLS) Function (Mod. 39327/MP P8500)	D	2	0	(O) May be inoperative provided approach minimums do not require the use of GLS.	
36-01	ILS Navigation Systems	C	2	-	As required by 14 CFR. NOTE: GPWS Glideslope Deviation Light(s) will be inoperative with the loss of the ILS 1.	
37-01 ***	FMS Landing System (FLS)	C	2	0	(O) May be inoperative.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
40-07	GPWS – G/S pb-sw or PULL UP – GPWS pb-sw or PULL UP – G/S pb-sw	C	2	1	(O) One may be inoperative provided aural and visual warnings associated with the GPWS Modes 1-5 and the GPWS Terrain System are checked operative.	
		A	2	0	Both may be inoperative provided: a) GPWS Modes 1-5 and GPWS Terrain System are considered inoperative, and b) Repairs are made within 2 flight-days.	
40-09 ***	Runway End Overrun Warning/Runway End Overrun Protection (ROW/ROP) (Mod. 155269/ MP P12511)	D	1	0		

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-01	Weather Radar Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Transceiver (Aircraft with Dual Transceivers)	D	2	1	May be inoperative.	
2)	Map Mode	C	-	0		
3)	Automatic Gain Control (CAL)	C	-	0	May be inoperative provided radar gain can be manually tuned to receive satisfactory radar returns.	
4)	Turbulence Detection Mode	C	1	0		
5)	Ground Clutter Suppression	C	1	0		
6)	AUTO TILT Control	C	1	0	May be inoperative provided manual tilt function operates normally.	
7) ***	Predictive Windshear Detection and Avoidance System	B	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.	

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2. NO. INSTALLED
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-01	Radio Altimeter (RA) Systems	A	2	1	(M)(O) One may be inoperative provided: a) Approach minimums do not require its use, b) Both FCU channels operate normally, c) All ELACs, SECs, ADIRS, SFCC, LGCIU, and FACs operate normally, and d) Repairs are made within 2 flight-days for RA 1 and within 3 flight-days for RA 2. NOTE: For aircraft equipped with TCAS or T2CAS, inoperative RA 1 renders GPWS Modes 1-5 inoperative.	
42-02	Automatic Callout System	C	1	0	May be inoperative provided approach minimums do not require its use.	
42-04	Altitude Alerting System	A	-	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
		C	-	1		
1)	Aural Alert	C	-	0	May be inoperative provided: a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-04	Altitude Alerting System (Cont'd)					
2)	Visual Alert	C	-	0	May be inoperative provided: a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.	
43-01	Traffic Alert and Collision Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. NOTE 1: For aircraft equipped with Mod. 34637/MP P8454 (T2CAS), GPWS Modes 1-5 and GPWS Terrain System are also inoperative. NOTE 2: For aircraft equipped with Mod. 150896/MP P11422, ADS-B In function (ATSAW) is considered inoperative. (Continued)	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
		C	1	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. NOTE 1: For aircraft equipped with Mod. 34637/MP P8454 (T2CAS), GPWS Modes 1-5 and GPWS Terrain System are also inoperative. NOTE 2: For aircraft equipped with Mod. 150896/MP P11422, ADS-B In function (ATSAW) is considered inoperative.	
1)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
43-01	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
2)	Resolution Advisory (RA) Display System(s)	C	2	1	(O) One may be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) All Traffic Alert (TA) visual display and audio functions are operative, b) TA only Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
4)	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) ***	Airspace Selection Function	C	-	0		
48-01	Ground Proximity Warning System (GPWS)	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days. NOTE: For aircraft equipped with Mod. 155269/MP P12511, ROW/ROP function is considered inoperative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
48-01	Ground Proximity Warning System (GPWS) (Cont'd)					
1)	Modes 1–4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
2)	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
3)	Glideslope Deviation (Mode 5)	C	2	1		
		B	2	0		
4) ***	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
5)	Windshear Mode				Deleted, Revision 18 (see item 22-66-03).	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
48-01	Ground Proximity Warning System (GPWS) (Cont'd)					
6) ***	Terrain Awareness and Warning System (TERR)					
a)	Terrain System-Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA Functions)	B	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: For aircraft equipped with Mod. 155269/MP P12511, ROW/ROP function is considered inoperative.	
b)	Terrain Displays (TERR ON ND)	C	2	1		
		B	2	0		
7) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
48-02	GPWS FAULT Light	C	1	0	May be inoperative provided GPWS is verified to operate normally before each flight.	
		A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
51-01	DME	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-01	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
2) ***	ADS-B Squitter Transmissions				Moved to item 34-57-02.	
52-03	Windshear Detection and Guidance System				Moved to item 22-66-03 in Revision 13.	
53-01	ADF System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
55-01	VOR Navigation	C	-	-	As required by 14 CFR.	
55-02	Marker Beacon	D	-	0	May be inoperative provided approach minimums do not require its use.	
55-03	Long Range Navigation Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
55-04 ***	MLS				Deleted, Revision 28.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
57-01	DDRMI (Without Mod. 33503)					
1)	Compass Card	C	1	0		
2)	VOR Pointers	C	-	-	As required by 14 CFR.	
3)	DME Counters	C	-	0	As required by 14 CFR.	
4)	ADF Pointers	D	-	0	As required by 14 CFR.	
57-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
57-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
57-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
58-01 ***	Global Positioning System					
1)	Aircraft not equipped with ADS-B Out Function	C	2	1	(O) May be inoperative provided alternate procedures are established and used.	
		C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) One DME is operative.	
		D	2	0	May be inoperative provided procedures do not require its use.	
2)	Aircraft equipped with ADS-B Out Function compliant with DO260 or DO260B	C	2	1	(O) May be inoperative provided alternate procedures are established and used.	
		C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) One DME is operative. NOTE: If no GPS is available, ADS-B Transmissions are considered inoperative.	
		D	2	0	May be inoperative provided procedures do not require its use. NOTE: If no GPS is available, ADS-B Transmissions are considered inoperative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
58-01 ***	Global Positioning System (Cont'd)					
3)	Aircraft equipped with ADS-B Out Function compliant with DO260A	C	2	1	(O) May be inoperative provided alternate procedures are established and used. NOTE: If GPS 1(2) and FMGC 2(1) are inoperative, ADS-B Transmissions are considered inoperative.	
		C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) One DME is operative. NOTE: If GPS 1(2) and FMGC 2(1) are inoperative, ADS-B Transmissions are considered inoperative.	
		D	2	0	May be inoperative provided procedures do not require its use. NOTE: If GPS 1(2) and FMGC 2(1) are inoperative, ADS-B Transmissions are considered inoperative.	

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Quick Donning Cockpit Oxygen Mask and Mic				Deleted, Revision 4. Item now covered under item 25-11-06, First Observer's Sliding Seat.	
10-02	Indications on DOOR/ OXY ECAM Page				Moved to item 35-13-01, Revision 20.	
10-04	Exterior Oxygen Overpressure Indicator Disc (Green Disc)	C	1	0	(O) May be damaged or missing.	
10-05	CREW SUPPLY pb Switch				Moved to item 35-13-02, Revision 20.	
13-01	Indications on DOOR/OXY ECAM Page					
1)	OXY High Pressure Indication					
	A318/A319/A320/A321 without Mod. 161337/ MP K17059	C	1	0	(M)(O) May be inoperative provided: a) The oxygen pressure is verified by direct reading before each departure, b) The oxygen pressure is sufficient for the intended flight, and c) The REGUL LO PR indication is operative.	
	A318/A319/A320/A321 with Mod. 161337/ MP K17059	C	2	0	(M)(O) May be inoperative provided: a) The oxygen pressure is verified by direct reading before each departure, b) The oxygen pressure is sufficient for the intended flight, and c) The REGUL 1(2)(1+2) LO PR indication is operative.	

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
13-01	Indications on DOOR/OXY ECAM Page (Cont'd)					
2)	REGUL LO PR Indication					
	A318/A319/A320/A321 without Mod. 161337/ MP K17059	C	1	0	(M)(O) May be inoperative provided the oxygen pressure is verified before each departure.	
3)	REGUL 1(2)(1+2) LO PR Indication					
	A318/A319/A320/A321 with Mod. 161337/ MP K17059	C	3	0	(M)(O) One or more may be inoperative provided the oxygen pressure is verified before each departure.	
13-02	Crew Supply pb Switch					
1)	OFF Light	C	1	0		
20-01	Automatic Control System				Moved to item 35-23-02, Revision 20.	
20-02	Manual Control System				Moved to item 35-23-01, Revision 20.	
20-03	Passenger Oxygen Storage				Moved to item 35-21-01, Revision 20.	
20-04	Lavatory Module				Moved to item 35-21-02, Revision 20.	
20-05	PASSENGER SYS ON Light				Moved to item 35-23-03, Revision 20.	
20-06	Portable Oxygen Units (Bottle and Mask)				Moved to item 35-31-01, Revision 20.	
20-07	Protective Breathing Equipment (PBE)				Moved to item 35-32-01, Revision 20.	

AIRCRAFT:
Airbus A320

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Oxygen Storage					
1)	Passenger Oxygen Modules	B	-	-	May be inoperative provided associated seats are placarded “DO NOT OCCUPY”.	
		B	-	-	(O) Modules may be inoperative provided airplane remains at or below FL 250.	
2)	Flight Attendant Oxygen Module	B	-	-	May be inoperative provided associated flight attendant seat(s) is considered inoperative.	
		B	-	-	(O) Modules may be inoperative provided airplane remains at or below FL 250.	
3) ***	Galley Modules	B	-	-	(O) May be inoperative and associated galley occupied provided airplane remains at or below FL 250.	
		B	-	-	May be inoperative and associated galley occupied provided a portable oxygen bottle and mask are available for the associated galley occupant.	
21-02	Lavatory Oxygen Module	B	-	-	(M) May be inoperative provided lavatory is placarded “INOPERATIVE – DO NOT OCCUPY”.	
23-01	Passenger Oxygen Manual Control System	C	1	0	(O) May be inoperative provided airplane remains at or below FL 250.	

AIRCRAFT:
Airbus A320

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
23-02	Passenger Oxygen AUTO Control System	C	1	0	(M)(O) May be inoperative provided: a) Airplane remains at or below FL 300, and b) Passenger oxygen manual control system is verified to operate normally.	
		C	1	0	(O) May be inoperative provided airplane remains at or below FL 250.	
23-03	PASSENGER SYS ON Light	C	1	0		
23-04 ***	HI ALT LANDING pb-sw ON Light	C	1	0		
23-05 ***	HI ALT LANDING pb-sw	C	1	0	(M)(O) May be inoperative provided that the passenger oxygen AUTO control is verified operative.	
		C	1	0	May be inoperative provided that the passenger oxygen AUTO control is considered inoperative.	

AIRCRAFT:
Airbus A320

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Portable Oxygen Units (Bottle and Mask)	D	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout the aircraft, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	
32-01	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by AIR BLEED					
a)	A318/A319ceo/A320ceo/ A321ceo Aircraft with Mod. 36595/ MP P9594 and without Mod. 161397/ MP P14826	C	-	-	(M) May be displayed provided it is verified that the CFDS does not report a fault on APU Leak detection loop.	
		C	-	-	May be displayed provided APU Leak detection loop is considered inoperative. NOTE: Dispatch with this maintenance status message displayed on ECAM is permitted without CFDS interrogation.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd)					
1)	Fault(s) Indicated by AIR BLEED (Cont'd)					
b)	A318/A319ceo/A320ceo/ A321ceo without Mod. 36595/MP P9594	C	-	-	(M) May be displayed provided it is verified that the CFDS does not report a fault on BMC, pylon leak detection loop, or APU Leak detection loop.	
		C	-	-	(M) May be displayed provided: a) Verify CFDS does not report faults on BMC 1, LH pylon leak detection loop, or the APU Leak detection loop, b) If CFDS reports a fault on BMC 2, BMC 2 is considered inoperative, and c) If CFDS reports a fault on RH pylon leak detection loop, RH pylon leak detection loop is considered inoperative.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd)					
1)	Fault(s) Indicated by AIR BLEED (Cont'd)					
b)	A318/A319ceo/A320ceo/ A321ceo without Mod. 36595/MP P9594 (Cont'd)	C	-	-	(M) May be displayed provided: a) Verify CFDS does not report faults on BMC 2 or RH pylon leak detection loop, b) If CFDS reports a fault on BMC 1, BMC 1 is considered inoperative, c) If CFDS reports a fault on LH pylon leak detection loop, LH pylon leak detection loop is considered inoperative, and d) If CFDS reports a fault on APU leak detection loop, APU leak detection loop is considered inoperative.	
c)	A319neo/A320neo/ A321neo or A318/A319ceo/ A320ceo/A321ceo aircraft with Mod. 36595/MP P9594 and Mod. 161397/ MP P14826	C	-	-	NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.	

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Bleed Air Supply Systems					
1)	A318/A319ceo/A320ceo/ A321ceo Aircraft with or without Mod. 31283/ MP P7125 or A319neo/A320neo/ A321neo	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated ENG BLEED pb-sw is selected OFF, b) The aircraft is not operated in known or forecast icing conditions, c) Airplane remains at or below FL 310, and d) The X-BLEED valve selector switch is selected OPEN.	
2)	A318/A320ceo/A321ceo with Mod. 31283/ MP P7125 or A320neo/A321neo	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated ENG BLEED pb-sw is selected OFF, b) The aircraft is not operated in known or forecast icing conditions, c) The speedbrakes are operative, and d) The X-BLEED valve selector switch is selected OPEN.	
3)	A319ceo with Mod. 31283/MP P7125 or A319neo	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated ENG BLEED pb-sw is selected OFF, b) The aircraft is not operated in known or forecast icing conditions, c) Airplane remains at or below FL 370, d) The speedbrakes are operative, and e) The X-BLEED valve selector switch is selected OPEN.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Bleed Air Supply Systems (Cont'd)					
4)	A318 with Mod. 31283/ MP P7125	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated ENG BLEED pb-sw is selected OFF, b) The aircraft is not operated in known or forecast icing conditions, c) Airplane remains at or below FL 350, d) The speedbrakes are operative, and e) The X-BLEED valve selector switch is selected OPEN.	
11-02	Bleed Valves (PRV)	C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided associated bleed air supply system is considered inoperative.	

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Overpressure Valves					
1)	A318/A319ceo/A320ceo A321ceo	C	2	1	(O) One may be inoperative closed provided associated bleed air supply system is considered inoperative.	
		C	2	0	May be inoperative in open position provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.	
2)	A319neo/A320neo/ A321neo with PW 1100G Engines	C	2	1	(O) One may be inoperative in the open position provided associated bleed air supply system is considered inoperative.	
		C	2	0	May be inoperative in open position provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.	
3)	A319neo/A320neo/ A321neo with CFM LEAP-1A Engines	C	2	1	(O) One may be inoperative in open position provided associated bleed air supply system is considered inoperative.	
		C	2	0	May be inoperative in open position provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Overpressure Valves (Cont'd)					
3)	A319neo/A320neo/ A321neo with CFM LEAP-1A Engines (Cont'd)	C	2	1	(M) One may be inoperative provided: a) Affected valve is deactivated in open position, and b) Associated bleed air supply system is considered inoperative.	
11-04	Fan Air Valves (FAV)	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided associated bleed air supply system is not used.	
11-05	Bleed Air Precooler Exchangers	C	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided associated bleed air supply system is not used.	
11-06	Intermediate Pressure Check Valves (IP)	C	2	1	(O) One may be inoperative provided associated bleed air supply system is considered inoperative.	
		C	2	1	(M)(O) One may be inoperative in open position provided: a) Associated HP valve is secured closed, and b) Opposite bleed air supply system is operative.	
11-07	High Pressure Valves (HPV)	C	2	1	(O) One may be inoperative in closed position provided associated bleed air supply system is considered inoperative.	
		C	2	1	(M)(O) One may be inoperative provided: a) Affected HP valve is secured closed, and b) Opposite bleed air supply system is operative.	

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-08	Bleed Monitoring Computer (BMC)					
1)	A318/A319ceo/A320ceo/ A321ceo Aircraft Fitted with Mod. 33844/ MP P8341 or Mod. 33847/ MP P8340 or Mod. 33687/ MP P8297 or A319neo/A320neo/ A321neo					
a)	BMC 1	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 2 is operative, and b) APU leak detection loop is considered inoperative.	
		C	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 2 is operative, b) Associated Bleed air supply system is considered inoperative, c) APU check valve is removed and replaced by a blanking cap, and d) APU air supply system is considered inoperative.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-08	Bleed Monitoring Computer (BMC) (Cont'd)					
1)	A318/A319ceo/A320ceo/ A321ceo Aircraft Fitted with Mod. 33844/ MP P8341 or Mod. 33847/ MP P8340 or Mod. 33687/ MP P8297 or A319neo/A320neo/ A321neo (Cont'd)					
a)	BMC 1 (Cont'd)	B	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 2 is operative, b) Associated Bleed air supply system is considered inoperative, c) APU check valve is checked operative, d) AIR APU BLEED LEAK alert was not displayed during the previous flight, and e) APU air supply system is considered inoperative.	
b)	BMC 2	C	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 1 is operative, and b) Associated Bleed air supply system is considered inoperative.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-08	Bleed Monitoring Computer (BMC) (Cont'd)					
2)	A318/A319ceo/A320ceo/ A321ceo Aircraft Fitted without Mod. 33844/ MP P8341 or Mod. 33847/ MP P8340 or Mod. 33687/MP P8297					
a)	BMC 1	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 2 is operative, b) Associated BLEED pb-sw is set to OFF, c) Associated PACK pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU bleed leak detection loop is considered inoperative, f) Aircraft is not operated in known or forecast icing conditions, and g) Airplane remains at or below FL 310.	
b)	BMC 2	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 1 is operative, b) Associated BLEED pb-sw is set to OFF, c) Associated PACK pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) Aircraft is not operated in known or forecast icing conditions, and f) Airplane remains at or below FL 310. (Continued)	

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-08	Bleed Monitoring Computer (BMC) (Cont'd)					
3)	A320ceo/A321ceo Aircraft Fitted with Mod. 31283/ MP P7125 and without Mod. 33844/ MP P8341 or Mod. 33847/MP P8340					
a)	BMC 1	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 2 is operative, b) Associated BLEED pb-sw is set to OFF, c) Associated PACK pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU bleed leak detection loop is considered inoperative, f) Aircraft is not operated in known or forecast icing conditions, and g) Speedbrakes are operative.	
b)	BMC 2	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 1 is operative, b) Associated BLEED pb-sw is set to OFF, c) Associated PACK pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) Aircraft is not operated in known or forecast icing conditions, and f) Speedbrakes are operative.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-08	Bleed Monitoring Computer (BMC) (Cont'd)					
4)	A319ceo Aircraft Fitted with Mod. 31283/ MP P7125 and without Mod. 33844/ MP P8341 or Mod. 33847/MP P8340					
a)	BMC 1	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 2 is operative, b) Associated BLEED pb-sw is set to OFF, c) Associated PACK pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU bleed leak detection loop is considered inoperative, f) Aircraft is not operated in known or forecast icing conditions, g) Airplane remains at or below FL 370, and h) Speedbrakes are operative.	
b)	BMC 2	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 1 is operative, b) Associated BLEED pb-sw is set to OFF, c) Associated PACK pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) Aircraft is not operated in known or forecast icing conditions, f) Airplane remains at or below FL 370, and g) Speedbrakes are operative.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-08	Bleed Monitoring Computer (BMC) (Cont'd)					
5)	A318 Aircraft Fitted with Mod. 31283/MP P7125 and without Mod. 33844/ MP P8341 or Mod. 33687/MP P8297					
a)	BMC 1	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 2 is operative, b) Associated BLEED pb-sw is set to OFF, c) Associated PACK pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU bleed leak detection loop is considered inoperative, f) Aircraft is not operated in known or forecast icing conditions, g) Airplane remains at or below FL 350, and h) Speedbrakes are operative.	
b)	BMC 2	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) BMC 1 is operative, b) Associated BLEED pb-sw is set to OFF, c) Associated PACK pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) Aircraft is not operated in known or forecast icing conditions, f) Airplane remains at or below FL 350, and g) Speedbrakes are operative.	

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-01	APU Bleed Air Supply System	C	1	0	(O) May be inoperative provided APU BLEED switch remains OFF. NOTE: APU can be used for electrical power.	
12-02	APU Bleed Valve					
1)	A318/A319/A320/A321 without Mod. 163213/MP J4530	C	1	0	(M)(O) May be inoperative deactivated in the closed position provided APU bleed switch is selected OFF. NOTE: APU can be used for electrical power.	
		C	1	0	(O) May be inoperative in the open position provided APU is not used in flight.	
2)	A321 with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335	C	1	0	(M)(O) May be inoperative deactivated in the closed position provided APU bleed switch is selected OFF. NOTE: APU can be used for electrical power.	
		C	1	0	(O) Except for ER operations, may be inoperative in the open position provided: a) APU is not used in flight, and b) FWD ACT is empty or not installed.	
		A	1	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative in the open position provided: a) APU is not used in flight, b) FWD ACT is empty or not installed, and c) Repairs are made within 4 flight-legs.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-02	APU Bleed Valve (Cont'd)					
3)	A321 with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335	C	1	0	(M)(O) May be inoperative deactivated in the closed position provided APU bleed switch is selected OFF. NOTE: APU can be used for electrical power.	
		C	1	0	(O) Except for ER operations, may be inoperative in the open position provided: a) APU is not used in flight, and b) AFT 2 ACT is empty or not installed.	
		A	1	0	(M)(O) Except for ER operations beyond 120 minutes, may be inoperative in the open position provided: a) APU is not used in flight, b) AFT 2 ACT is empty or not installed, and c) Repairs are made within 4 flight-legs.	
12-03	APU Bleed Check Valve	C	1	0	(O) May be inoperative closed provided APU bleed switch is selected OFF.	
		C	1	0	(O) May be inoperative open and APU used provided: a) Airplane remains at or below FL 200, and b) X BLEED selector is selected SHUT and ENG 1 bleed is selected OFF if engine bleed is used.	
		C	1	0	(O) May be inoperative open provided APU is not used.	

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
12-04	Cross Bleed Valve					
1)	Automatic Control	C	1	0	(O) May be inoperative provided manual control operates normally.	
2)	Manual Control	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) Automatic control is verified to operate normally before each flight, b) APU bleed is operative for engine start, c) Aircraft is not operated in known or forecast icing conditions, d) Both bleed air supply systems operate normally, and e) Both air conditioning packs operate normally.	
20-01	ENG BLEED pb Switch					
1)	FAULT Lights	C	2	0	May be inoperative provided alternate procedures are established and used.	
2)	OFF Lights	C	2	0		
20-02	APU BLEED pb Switch					
1)	FAULT Light	C	1	0		
2)	On Light	C	1	0		
20-03	ECAM BLEED Page Indications					
1)	ENG BLEED Pressure	C	2	0		
2)	ENG BLEED Temperature	C	2	0		
3)	ENG BLEED Valve	C	2	0		
4)	ENG HP Valve	C	2	0		

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
20-03	ECAM BLEED Page Indications (Cont'd)					
5)	APU BLEED Valve	C	1	0	May be inoperative provided the Cross Bleed valve automatic control is considered inoperative.	
6)	X BLEED Valve	C	1	0		
22-15	Pylon Leak Detection Loops					
1)	A318/A319ceo/A320ceo/ A321ceo Aircraft Fitted with Mod. 33844/MP P8341 or Mod. 33847/MP P8340, or Mod. 33687/MP P8297	C	2	1	(M) One may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The caution AIR ENG 1(2) BLEED LEAK is confirmed to be false by troubleshooting, and c) The affected bleed air supply system is considered inoperative.	
2)	A318/A319ceo/A320ceo/ A321ceo Aircraft without Mod. 33844/MP P8341, or Mod. 33847/MP P8340 or Mod. 33687/MP P8297	C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The associated BLEED pb-sw is set to OFF, c) The associated PACK pb-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED pb-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, and g) Airplane remains at or below FL 310.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
22-15	Pylon Leak Detection Loops (Cont'd)					
3)	A318/A320ceo/A321ceo Aircraft Fitted with Mod. 31283/MP P7125 and without Mod. 33844/MP P8341 or Mod. 33847/MP P8340	C	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The associated BLEED pb-sw is set to OFF, c) The associated PACK pb-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED pb-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, and g) The speedbrakes are operative.	
4)	A319ceo Aircraft Fitted with Mod. 31283/MP P7125 and without Mod. 33844/MP P8341 or Mod. 33847/MP P8340	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The associated BLEED pb-sw is set to OFF, c) The associated PACK pb-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED pb-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, g) The speedbrakes are operative, and h) Airplane remains at or below FL 370.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
22-15	Pylon Leak Detection Loops (Cont'd)					
5)	A318 Aircraft Fitted with Mod. 31283/MP P7125 and Mod. 33844/MP P8341 or Mod. 33847/MP P8340, or Mod. 33687/MP P8297	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) The associated pylon leak detection loop is deactivated, b) The associated BLEED pb-sw is set to OFF, c) The associated PACK pb-sw is set to OFF, d) The X-BLEED selector is set to SHUT, e) The APU BLEED pb-sw is set to OFF if LH side is affected, f) The aircraft is not operated in known or forecast icing conditions, g) The speedbrakes are operative, and h) Airplane remains at or below FL 350.	
6)	A319neo/A320neo/ A321neo				Incorporated into item 36-36-00.	
22-16	Wing Leak Detection Loops				Deleted, Revision 20. Incorporated into item 36-36-00.	

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
22-17	APU Leak Detection Loop	C	1	0	(M) May be inoperative provided: a) APU check valve is removed and replaced by a blanking cap, b) APU air supply system is considered inoperative, and c) The BMC 1 is operative.	
		B	1	0	(M) May be inoperative provided: a) APU check valve is checked operative, b) AIR APU BLEED LEAK alert was not displayed during the previous flight, c) APU air supply system is considered inoperative, and d) BMC 1 is operative.	
		C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) AIR APU BLEED LEAK alert was not displayed during the previous flight, b) ENG 1 BLEED pb-sw is set to OFF, c) PACK 1 pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU BLEED pb-sw is set to OFF, f) Aircraft is not operated in known or forecast icing conditions, and g) Airplane remains at or below FL 310. (Continued)	

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
22-17	APU Leak Detection Loop (Cont'd)					
1)	A320ceo/A321ceo with Mod. 31283/MP P7125 or A320neo/A321neo	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) AIR APU BLEED LEAK alert was not displayed during the previous flight, b) ENG 1 BLEED pb-sw is set to OFF, c) PACK 1 pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU BLEED pb-sw is set to OFF, f) Aircraft is not operated in known or forecast icing conditions, and g) Speedbrakes are operative.	
2)	A319ceo with Mod. 31283/MP P7125 or A319neo	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) AIR APU BLEED LEAK alert was not displayed during the previous flight, b) ENG 1 BLEED pb-sw is set to OFF, c) PACK 1 pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU BLEED pb-sw is set to OFF, f) Aircraft is not operated in known or forecast icing conditions, g) Speedbrakes are operative, and h) Airplane remains at or below FL 370.	

(Continued)

AIRCRAFT:
Airbus A320

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
22-17	APU Leak Detection Loop (Cont'd)					
3)	A318 with Mod. 31283/MP P7125	C	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative provided: a) AIR APU BLEED LEAK alert was not displayed during the previous flight, b) ENG 1 BLEED pb-sw is set to OFF, c) PACK 1 pb-sw is set to OFF, d) X-BLEED selector is set to SHUT, e) APU BLEED pb-sw is set to OFF, f) Aircraft is not operated in known or forecast icing conditions, g) Speedbrakes are operative, and h) Airplane remains at or below FL 350.	
4)	A318/A319ceo/A320ceo/ A321ceo				Deleted, Revision 28.	
5)	A320neo/A321neo				Deleted, Revision 28.	
6)	A319neo				Deleted, Revision 28.	
7)	A319neo/A320neo/ A321neo				Deleted, Revision 28.	

AIRCRAFT:
Airbus A320

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Potable Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
30-01	Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers. (Continued)	

AIRCRAFT:
Airbus A320

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Lavatory Waste Systems (Cont'd)					
1)	Vacuum Generator Systems (Toilet)	C	2	0	(M)(O) May be inoperative provided: a) Vacuum generator is deactivated, and b) Procedures are established and used to only allow use of the associated lavatory at or above 16,000 ft. MSL.	

AIRCRAFT:
Airbus A320

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-01 ***	Electronic Flight Bag Systems (EFBs)					
1) ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3) ***	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
4) ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

AIRCRAFT:
Airbus A320

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
21-01 ***	Air Traffic Service Unit System (ATSU)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
21-02 ***	Data Link Control Display Units (DCDU)	C	2	1		
		C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	(O) May be inoperative provided procedures do not require its use.	
21-03 ***	ATC Msg. pb	C	2	1		
		C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	(O) May be inoperative provided procedures do not require its use.	
1)	ATC MSG Lights	D	2	0		
21-04 ***	ATC Datalink	C	1	0	(O) May be inoperative provided alternate procedures are established and used for ATC communication.	
		D	1	0	May be inoperative provided procedures do not require its use.	
21-05 ***	COMPANY Datalink	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:
Airbus A320

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

47. Inert Gas System

Sequence No.	Item	1	2	3	4	Change Bar
47-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Faults Indicated by FUEL INERT (A318/A319/A320/A321 Aircraft Fitted with Mod. 38062/MP J2879)	A	-	-	May be displayed provided repairs are made within 20 flight-days. NOTE: Dispatch with associated MAINT STS message displayed on ECAM is permitted without CFDS interrogation.	
10-01	Fuel Tank Inerting System (A318/A319/A320/A321 Aircraft Fitted with Mod. 38062/MP J2879 and Mod. 151269/ MP P11819)	A	1	0	May be inoperative provided repairs are made within 20 flight-days.	

AIRCRAFT:
Airbus A320

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by APU	C	-	-	NOTE: Dispatch with this maintenance status message displayed on ECAM is permitted without CFDS interrogation.	
10-01	APU System	C	1	0	(O) Except for ER operations, may be inoperative.	
1)	A318/A319/A321 (A320 with Mod. 27189 or Mod. 33972)	A	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative for 4 flights.	
2)	A321 with Mod. 163213/MP J4530 and without Mod. 162739/MP J4335	C	1	0	(O) Except for ER operations, may be inoperative provided FWD ACT is empty or not installed.	
		A	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative for 4 flights provided FWD ACT is empty or not installed.	
3)	A321 with Mod. 163213/MP J4530 and with Mod. 162739/MP J4335	C	1	0	(O) Except for ER operations, may be inoperative provided AFT 2 ACT is empty or not installed.	
		A	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative for 4 flights provided AFT 2 ACT is empty or not installed.	

AIRCRAFT:
Airbus A320

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
10-02	APU Air Intake Flap	A	1	0	(M) May be inoperative secured open and APU used provided repairs are made within 10 flight-days.	
		C	1	0	May be inoperative closed or partially closed provided APU is considered inoperative.	
30-01	APU Fuel Pump	C	1	0	Except for ER operations, may be inoperative provided both engine driven generators are operative.	
1)	A318/A319/A321 (A320 with Mod. 27189 or Mod. 33972)	A	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative for 4 flights. NOTE: APU may be started using A.C. boost pump feeding the left fuel manifold.	
30-02	APU LP Valve	C	1	0	(M) May be inoperative secured closed provided APU is considered inoperative.	
		C	1	0	(O) May be inoperative in closed position provided: a) Valve is indicated closed on ECAM, and b) APU is considered inoperative.	

AIRCRAFT:
Airbus A320

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
70-01	MASTER Switch ON Light	C	1	0		
70-02	MASTER Switch FAULT Light	C	1	0	May be inoperative provided N and EGT indications are available on ECAM APU page.	
70-03	START ON Light	C	1	0		
70-04	START/AVAIL Light	C	1	0	May be inoperative provided N indication is available on ECAM APU page.	
70-05	ECAM APU Page Indications					
1)	APU Indications	C	-	0	May be inoperative provided procedures do not require their use.	
2)	APU GEN Parameters	C	-	0	Except for ER operations, may be inoperative provided both Engine Driven Generators are operative.	
3)	LOW OIL LEVEL Message	B	-	0	(M) May be inoperative provided: a) Oil level is verified before each refueling, and b) There is no evidence of abnormal consumption or leakage.	

AIRCRAFT:
Airbus A320

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
10-03	Passenger Exit Stop Fitting	C	-	-	(O) One per exit may be inoperative provided the airplane is flown in an unpressurized configuration.	
10-04	Emergency Operation Cylinder Damper Functions	C	-	0		
10-05 ***	Door Bottle Pressure Indication (On PTP/FAP)				Moved to items 23-73-07 3) for aircraft without Mod. 30354 and 23-73-08 7) for aircraft with Mod. 30354.	
10-06 ***	Overwing Emergency Exit Flight Lock Actuator	C	-	0	(O) May be inoperative in the unlocked position provided a cabin attendant in excess of the minimum required number of cabin attendants, or other briefed person employed by the operator is designated to remain seated in the passenger seat nearest the affected exit when the cabin differential pressure is below 4 psi.	
		C	-	0	(M)(O) May be inoperative provided: a) Affected flight lock actuator is deactivated, and b) A cabin attendant in excess of the minimum required number of cabin attendants, or other briefed person employed by the operator is designated to remain seated in the passenger seat nearest the affected exit when the cabin differential pressure is below 4 psi.	

AIRCRAFT:
Airbus A320

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Cargo Door Actuators					
1)	Without Mod. 25044/MP K4160	A	4	2	(M) One per door may be inoperative provided: a) Integrity of Yellow hydraulic system is not affected, b) Wind velocity does not exceed 30 knots, c) Operation of the door with a single actuator is limited to seven flight cycles, and d) Inspection Service Bulletin ISB 52-1070 has been successfully performed.	
		A	4	2	(M) One per door may be inoperative provided: a) Affected actuator is deactivated, b) Integrity of Yellow hydraulic system is not affected, c) Wind velocity does not exceed 30 knots, d) Operation of the door with a single actuator is limited to seven flight cycles, and e) Inspection Service Bulletin ISB 52-1070 has been successfully performed.	

(Continued)

AIRCRAFT:
Airbus A320

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Cargo Door Actuators (Cont'd)					
1)	Without Mod. 25044/MP K4160 (Cont'd)	C	4	0	(M) May be inoperative provided: a) Integrity of Yellow hydraulic system is not affected, and b) Door(s) is manually closed and locked.	
2)	With Mod. 25044/MP K4160	A	4	2	(M) One per door may be inoperative provided: a) Integrity of yellow hydraulic system is not affected, b) Wind velocity does not exceed 30 knots, and c) Operation of the door with a single actuator is limited to 75 flight cycles.	
		A	4	2	(M) One per door may be inoperative provided: a) Affected actuator is deactivated, b) Integrity of yellow hydraulic system is not affected, c) Wind velocity does not exceed 30 knots, and d) Operation of the door with a single actuator is limited to 75 flight cycles.	
		C	4	0	(M) May be inoperative provided: a) Integrity of yellow hydraulic system is not affected, and b) Door(s) is manually closed and locked.	
30-02	Cargo Door Locking Hooks and Spools System	C	-	-	(M)(O) One locking hook or one spool per door may be inoperative provided: a) The remainder are normal, and b) The airplane is flown in an unpressurized configuration.	

AIRCRAFT:
Airbus A320

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Hand Pump	C	1	0	(M) May be inoperative provided the integrity of the yellow hydraulic system is not affected.	
30-04	Cargo Doors Electrical Control	C	-	0	(O) May be inoperative provided affected cargo door(s) is verified closed on ECAM door page prior to each departure. NOTE: Hand pump may be used to operate cargo door(s). Ensure cargo door(s) are fully open during loading and unloading.	
		C	-	0	(M) May be inoperative provided: a) Hand pump operates normally, and b) Cargo doors are fully open during loading and unloading. NOTE: Any cargo door control function that operates normally may be used.	
1)	Open and Locked (Green) Lights	D	2	0	(O) May be inoperative and associated cargo compartment used provided cargo door is fully open during loading and unloading.	

AIRCRAFT:
Airbus A320

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
33-01 ***	Bulk Cargo Door Balance mechanism	C	1	0	(M) May be inoperative or damaged provided: a) A safety hold device is used to maintain the door in the open position, and b) A visual check is made to confirm that the door is correctly closed and locked after each use.	
50-01	Flight Deck Door Lock Solenoid	C	1	0	(M) May be inoperative provided: a) Door can be locked and unlocked manually, and b) Latch shearing function is not impaired.	
50-02	Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) 14 CFR Part 25, § 25.795 Compliant	A	1	0	(M)(O) May be inoperative provided: a) Automatic locking system is deactivated, b) Door deadbolt operates normally and is used to lock the door, c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and d) Repairs are made within 2 flight-days.	
1)	Cockpit Door Toggle Switch					
a)	UNLOCK Function	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
b)	LOCK Function	C	1	0	(M)(O) May be inoperative provided: a) The cockpit door locking system keypad is deactivated, and b) Alternate procedures are established and used.	
2)	OPEN Light	C	1	0		

(Continued)

AIRCRAFT:
Airbus A320

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
50-02	Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) 14 CFR Part 25, § 25.795 Compliant (Cont'd)					
3)	FAULT Light	C	1	0	(O) May be inoperative provided all LEDs on CKPT DOOR CONT Panel are operative.	
4)	Buzzer	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
5)	Keypad	C	1	0	(M)(O) May be inoperative provided: a) Keypad is deactivated, and b) Alternate procedures are established and used.	
a)	Green and Red LEDs	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
6)	Pressure Rate Sensors	C	2	1		
		A	2	0	May be inoperative provided repairs are made within 2 flight-days.	
7)	Door Release Strikes (Catch Spring, Solenoid, Bolt)	C	3	2	One may be inoperative provided that the associated door release strike is failed in the open/unlocked position.	
		C	3	2	(M) One may be inoperative provided associated door release strike is deactivated or removed.	
8)	Control Unit LEDs	C	5	0	(O) May be inoperative provided associated FAULT light is verified to operate normally.	

AIRCRAFT:
Airbus A320

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
50-03	Cockpit Door Secondary Locking System (Deadbolt) (Mod. 33777) 14 CFR Part 25, § 25.795 Compliant	C	1	0	May be inoperative provided automatic lock controls operate normally.	
60-01 ***	Entrance Stairs (With Mod. 23308)	D	1	0		
70-01	ECAM DOOR Page Indications					
1)	Passenger Doors					
a)	Open Indication	C	-	-	(O) May be inoperative provided: a) A visual check is made before each departure to ensure that the affected door(s) is closed and locked, and b) White SLIDE ARMED light on the affected door does not illuminate when the door is closed and locked and slide armed.	
		C	-	-	(O) May be inoperative for non-night operations provided a visual check is made before each departure to ensure that the affected door(s) is closed and locked.	
		B	-	-	(O) May be inoperative provided: a) A visual check is made before each departure to ensure that the affected door(s) is closed and locked, and b) White SLIDE ARMED light on the door remains illuminated when the door is closed and locked and slide armed.	

(Continued)

AIRCRAFT:
Airbus A320

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-01	ECAM DOOR Page Indications (Cont'd)					
1)	Passenger Doors (Cont'd)					
b)	Closed Indication	C	-	-	(M)(O) May be inoperative provided: a) A visual check is made before each departure to ensure that the affected door(s) is closed and locked, and b) Control circuit of affected door slide lighting system is verified to operate normally.	
		C	-	-	(O) May be inoperative for non-night operations provided a visual check is made before each departure to ensure that the affected door(s) is closed and locked.	
2) ***	Overwing Emergency Exits					
a)	Open Indication	C	-	-	(M)(O) May be inoperative provided: a) A visual check is made before each departure to ensure that the affected exit(s) is closed and locked, and b) SLIDE Indication on ECAM DOOR page illuminates white when the exits are closed and locked.	
		C	-	-	(M)(O) May be inoperative for non-night operations provided a visual check is made before each departure to ensure that the affected exit(s) is closed and locked.	

(Continued)

AIRCRAFT:
Airbus A320

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-01	ECAM DOOR Page Indications (Cont'd)					
2) ***	Overwing Emergency Exits (Cont'd)					
b)	Closed Indication	C	-	-	(M)(O) May be inoperative for non-night operations provided a visual check is made before each departure to ensure that the affected exit(s) is closed and locked.	
3)	Cargo Door	C	-	-	(M)(O) Indications may be inoperative provided a visual check is made before each departure to confirm that doors are closed and locked.	
4)	Avionics Compartment Access Door	C	-	-	(M)(O) Indications may be inoperative provided a visual check is made before each departure to confirm that doors are closed and locked.	
5) ***	Airstairs Door	C	1	0	(M)(O) Indication may be inoperative provided a visual check is made before each departure to confirm that door is closed and locked.	
70-02	CABIN PRESSURE Light (On Doors)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:
Airbus A320

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

56. Windows

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Front Windshields				Deleted, Revision 21. NOTE: Refer to Aircraft Maintenance Manual (AMM), Structural Repair Manual (SRM), or Airplane Flight Manual (AFM).	
11-02	Fixed Lateral Windows				Deleted, Revision 21. NOTE: Refer to Aircraft Maintenance Manual (AMM), Structural Repair Manual (SRM), or Airplane Flight Manual (AFM).	
12-01	Sliding Windows				Deleted, Revision 21. NOTE: Refer to Aircraft Maintenance Manual (AMM), Structural Repair Manual (SRM), or Airplane Flight Manual (AFM).	
21-01	Cabin Windows				Deleted, Revision 21. NOTE: Refer to Aircraft Maintenance Manual (AMM), Structural Repair Manual (SRM), or Airplane Flight Manual (AFM).	

AIRCRAFT:
Airbus A320

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

71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
71-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
1)	Fault(s) Indicated by ENG (1 and/or 2) FADEC					
a)	Except for CFM56-5B Affected by CFM VSB 73-0241	A	-	-	May be inoperative for 10 consecutive calendar-days. NOTE: Dispatch with maintenance status messages displayed on ECAM is permitted without CFDS interrogation.	
b)	For CFM 56-5B Affected by CFM VSB 73-0241 Only	A	-	-	(M) May be inoperative for 10 consecutive calendar-days provided it is verified before the first flight of each day that the CFDS does not report any fault on a T12 sensor. NOTE: Dispatch with maintenance status messages displayed on ECAM is permitted without CFDS interrogation.	
		A	-	-	May be inoperative for 25 flight-hours or 3 flight-days, whichever occurs first. NOTE: Dispatch with maintenance status messages displayed on ECAM is permitted without CFDS interrogation.	

(Continued)

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

71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
71-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd)					
1)	Fault(s) Indicated by ENG (1 and/or 2) FADEC (Cont'd)					
c)	For PW 1100G Engines	A	-	-	(M) May be inoperative for 10 consecutive calendar-days provided it is verified before each flight that the CFDS does not report a fault on the LPC 2.5 BLEED valve. NOTE: Dispatch with maintenance status messages displayed on ECAM is permitted without CFDS interrogation.	
2)	Fault(s) Indicated by ENG (1 and/or 2) EIU	C	2	-	NOTE: Dispatch with maintenance status messages displayed on ECAM is permitted without CFDS interrogation.	
3)	Fault(s) Indicated by EVMU	C	2	-	NOTE: Dispatch with maintenance status messages displayed on ECAM is permitted without CFDS interrogation.	

AIRCRAFT:
Airbus A320

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

71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
10-01	ENG 1(2) FAN COWL NOT CLSD Alert (A319neo/A320neo/ A321neo)	C	2	0	(O) May be inoperative provided associated fan cowl door latches are checked closed before each flight.	
13-01	Fan Cowl Loss Prevention Mechanical System (A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	C	2	0	(M)(O) May be inoperative provided: a) The Fan Cowl Loss Prevention Mechanical system is inhibited, and b) The associated fan cowl latches are checked closed before each flight.	

AIRCRAFT:
Airbus A320

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Fuel Switches (V2500 Engines Only)				Incorporated into item 71-00.	
10-02	Fuel Return-to-Tank Valves (V2500 Engines Only)				Incorporated into item 71-00.	
11-01	Fuel Recirculation System (CFM 56-5B Engines and CFM LEAP-1A Engines)					
1)	Valves	C	2	1	One may be inoperative in the closed position on one engine provided that the APU generator is operative.	
		C	2	0	One or both may be inoperative in the open position provided that the four wing tank pumps are operative.	
2)	Solenoids				Incorporated into item 73-20-01.	
3)	Oil Temperature Sensors				Incorporated into item 73-20-01.	
11-02	Burner Staging Valve System (CFM Engines Only)					
1)	Valves (Without Mod. 25887, 26338, 26577, 27725, or 28307)	C	2	0	(M) May be inoperative open.	
2)	Valves (With Mod. 25887, 26338, 26577, 27725, or 28307)				Incorporated into item 73-20-01.	
3)	Solenoid Wraps				Incorporated into item 73-20-01.	

AIRCRAFT:
Airbus A320

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Fuel Metering Valve System					
1)	Feedback System				Incorporated into item 73-20-01.	
20-01	Engine FADEC System				Incorporated into item 71-00, sub-item 1).	
20-02	RESERVED				DELETED, Revision 1.	
20-03	Minimum Idle on Ground	C	2	0	(O) May be inoperative provided the Airplane Flight Manual (AFM) performance penalties are applied. NOTE: Continuous ignition is permanently ON (IAE Engines only).	
20-04	EPR Control Modes (IAE Engines Only)	C	2	0	(O) May be inoperative provided: a) N_1 rated control Mode operates normally on both engines, b) Approach minimums do not require their use, and c) AFM performance penalties are applied. NOTE: Autothrust and alpha floor are inoperative.	

AIRCRAFT:
Airbus A320

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
20-05	Flex Temp Function	C	2	0	May be inoperative provided takeoff is performed in TOGA or de-rated Mode.	
20-06 ***	De-Rated Takeoff Mode	D	2	0	May be inoperative on one or both engines provided takeoff is performed in TOGA or FLX Mode.	
20-09	Aircraft 28V Power Supply (IAE Engines Only)	C	4	2	Channel B power supply may be inoperative on one or both engines.	
20-10 ***	Engine Bump	C	2	0	May be inoperative provided benefit of bump is not utilized for determination of takeoff performance.	
20-11	Engine Overthrust Protection System (A318 or A319neo/ A320neo/A321neo)	A	2	1	One may be inoperative for 6 flights.	
30-02	Fuel Used Indications					
	Aircraft without Mod. 30368/MP P6578	C	2	0	(M) May be inoperative provided: a) Associated tank fuel quantity indication system operates normally, and b) Fuel on Board indication operates normally.	
	Aircraft with Mod. 30368/MP P6578	C	2	0	(M) May be inoperative provided: a) Associated tank fuel quantity indication system operates normally, b) Fuel on Board indication operates normally, and c) F. USED 1+2 indication is considered inoperative.	

AIRCRAFT:
Airbus A320

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Fuel Filter Clog Cautions on ECAM E/WD					
1)	IAE Engines and CFM Engines with Mod. 28397 or Mod. 28398 and CFM LEAP-1A Engines	C	2	1	(M) One may be inoperative provided associated filter is changed before the next flight and then once each flight-day.	
2)	PW 6000 Engines	C	2	1	(M) One may be inoperative provided associated filter is changed before the next flight and then once each flight-day or every 15 flight-hours, whichever occurs first.	
3)	PW 1100G Engines	C	2	1	(M) One may be inoperative provided: a) Associated filter is changed before the next flight and then every 50 flight-hours, b) ENG 1(2) FUEL FILTER DEGRAD or ENG 1(2) FUEL FILTER PARTLY CLOGGED alert is not displayed on the EWD for the opposite engine, and c) ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine.	
30-04	Fuel Filter Clog Indication on ECAM System Display	C	2	0		
30-05	MINOR FAULT Cautions on ECAM EWD (A319neo/A320neo/ A321neo)	C	2	1	One may be inoperative.	

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
30-06	FUEL FILTER DEGRAD or FUEL FILTER PARTLY CLOGGED Cautions on ECAM EWD					
	(A319neo/A320neo/ A321neo with PW 1100G Engines)	C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 50 flight-hours, b) ENG 1(2) FUEL FILTER CLOG alert is not displayed on the EWD for the opposite engine, and c) ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine.	
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	A	2	1	One may be inoperative for a maximum of 3 flights or 6 flight-hours, whichever occurs first, provided ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine.	
		A	2	1	(M) One may be inoperative provided associated filter is replaced before the next flight and then every 100 flight-hours.	

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
30-07	FUEL SENSOR FAULT Cautions on ECAM EWD					
	(A319neo/A320neo/ A321neo with PW 1100G Engines)	C	2	1	(M) One may be inoperative provided: a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and b) Associated filter is replaced before the next flight and then every 50 flight-hours.	
		C	2	0	May be inoperative provided associated IDG FOC SENSOR subtitle is displayed on the EWD.	
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	A	2	1	One may be inoperative for a maximum of 3 flights or 6 flight-hours, whichever occurs first, provided: a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and b) Associated ENG 1(2) FUEL FILTER DEGRAD or ENG 1(2) FUEL FILTER PARTLY CLOGGED alert was not displayed on the previous flight.	

(Continued)

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
30-07	FUEL SENSOR FAULT Cautions on ECAM EWD (Cont'd)					
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines) (Cont'd)	C	2	1	(M) One may be inoperative provided: a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and b) Associated filter is replaced before the next flight and then every 100 flight-hours.	
		A	2	1	One may be inoperative for a maximum of 3 flights or 6 flight-hours, whichever occurs first, provided: a) Associated FUEL STRAINER SENSOR subtitle is displayed on the EWD, b) Associated ENG 1(2) FUEL STRAINER CLOG alert was not displayed on the previous flight, and c) ENG 1(2) FUEL FILTER DEGRAD or ENG 1(2) FUEL FILTER PARTLY CLOGGED alert and ENG 1(2) FUEL SENSOR FAULT alert are not displayed on the opposite engine.	
		C	2	1	(M) One may be inoperative provided: a) Associated FUEL STRAINER SENSOR subtitle is displayed on the EWD, and b) Associated filter is replaced.	
		C	2	0	One or both may be inoperative provided: a) Associated TEMP SENSORS subtitle is displayed on the EWD, and b) Four wing tank pumps are operative.	

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
30-08	HEAT SYS DEGRAD Cautions on ECAM E/WD					
	(A319neo/A320neo/ A321neo with PW 1100G Engines)	A	2	0	May be inoperative for 2 flights provided APU and APU generator are operative.	
	(A319neo/A320neo/ A321neo with PW 1100G Engines)	C	2	1	(M) One may be inoperative provided: a) APU and APU generator are operative, and b) CFDS does not report an ENGXD-0720-BDCV TEST ABORT COUNT message.	
	(A319neo/A320neo/ A321neo with PW 1100G Engines)	C	2	0	Except for ER operations, may be inoperative provided APU and APU generator are operative.	
30-09	FUEL STRAINER CLOG Cautions on ECAM EWD (A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	A	2	1	One may be inoperative for 10 consecutive calendar-days provided: a) Associated ENG 1(2) FUEL FILTER DEGRAD or ENG 1(2) FUEL FILTER PARTLY CLOGGED alert is not displayed on the EWD, and b) ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD on the opposite engine.	
30-10	HP FUEL VALVE Cautions on ECAM E/WD (A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	C	2	1	One may be inoperative provided: a) Associated HP FUEL VALVE NOT OPEN subtitle is displayed on the EWD, and b) Affected engine can be started.	

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
30-11	FADEC IDENT FAULT Cautions on ECAM E/WD (A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	C	2	0	(M) One or both may be inoperative provided there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.	

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Ignition Systems					
1)	CFM Engines					
a)	System A	C	2	2	(M) NOTE: A and B input or output from the exciter boxes may be swapped in order to restore System A operative.	
b)	System B (CFM 56-5A Engines with Mod. 22333 or CFM 56-5B Engines or CFM LEAP-1A Engines)	C	2	0	(O) May be inoperative provided System A is operative.	
c)	System B (CFM 56-5A Engines without Mod. 22333	C	2	0	(O) May be inoperative provided: a) Engine relight envelope with System B inoperative is observed, and b) System A operates normally.	
2)	IAE Engines and PW Engines					
a)	System A	C	2	1	(O) Except for ER operations, may be inoperative on one engine only.	
b)	System B	C	2	0	(O) May be inoperative provided System A operates normally.	
c)	System A and B	C	4	2	(O) Except for ER operations, two igniters may be inoperative provided they are not on the same engine. NOTE: On IAE and PW engines, system A must be considered inoperative on both engines if the common power supply line from 401XP 115VAC ESS BUS is inoperative as a result of either a loss of electrical continuity or a short circuit (C/B Engine/1 AND 2 IGN/SYS A (49VUA03) tripped).	

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
31-02	ECAM Indications (Lower Display)					
1)	Selected Igniter	C	4	0	(M) May be inoperative provided IGN FAULT warning is verified to operate normally on ECAM.	
31-03	IGN FAULT Caution on ECAM					
1)	CFM Engines	C	4	3	(M) One may be inoperative provided associated ignition system is verified to operate normally once each flight-day.	
		C	4	2	(M) Two may be inoperative provided associated ignition system is verified to operate normally before each departure.	
2)	IAE Engines and PW Engines	C	4	2	One or two may be inoperative.	

AIRCRAFT:
Airbus A320

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
21-01	HP Turbine Active Clearance Control System (CFM 56 Engines Only)					
1)	HPTC Valves				Incorporated into item 73-20-01.	
2)	Feedback Systems				Incorporated into item 73-20-01.	
3)	HPTC Torque Motor Wraps				Incorporated into item 73-20-01.	
4)	HPTC Thermocouples				Incorporated into item 73-20-01.	
21-01	HP Turbine Active Clearance Control System (CFM LEAP-1A Engines Only)	C	2	0	(M) One or both may be inoperative provided the affected HPTACC valve is deactivated in the closed position.	
21-02	Active Clearance Controls Actuators (V2500 Engines Only)				Incorporated into item 73-20-01.	
22-01	LP Turbine Active Clearance Control (CFM Engines Only)					
1)	LPTC Valves				Incorporated into item 73-20-01.	
2)	Feedback Systems				Incorporated into item 73-20-01.	
3)	LPTC Torque Motors				Incorporated into item 73-20-01.	
22-02	Buffer Air Check Valve (A319neo/A320neo/ A321neo with PW 1100G Engines)	C	2	1	One may be inoperative in open position.	

AIRCRAFT:
Airbus A320

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Rotor Active Clearance Control (CFM Engines Only)					
1)	RACC Valves				Incorporated into item 73-20-01.	
2)	Feedback Systems				Incorporated into item 73-20-01.	
3)	RACC Torque Motors				Incorporated into item 73-20-01.	
25-01	TCC/TACC Valve					
a)	A318 with PW 6000 Engines	B	2	1	(O) One may be inoperative in closed position provided the affected engine takeoff EGT margin is greater than 18 °C.	
b)	A319neo/A320neo/ A321neo with PW 1100G Engines	B	2	1	(O) One may be inoperative in closed position provided the affected engine takeoff EGT margin is greater than 16 °C.	
25-02	TCA Valve (PW 6000 Engines Only)	C	4	3	(M) One may be failed closed provided TCA pipes are verified to have no cracks.	
25-03	FADEC Blower (A319neo/A320neo/ A321neo with CFM LEAP-1A Engines and Mod. 163105/ MP P20228)	A	2	1	One may be inoperative for a maximum of 10 consecutive calendar-days or 150 flight-hours, whichever occurs first.	
30-01	Compressor Control System					
1)	VSV (V2500 Engines Only)				Incorporated into item 73-20-01.	
2)	VSV (CFM Engines Only)					
a)	Torque Motors				Incorporated into item 73-20-01.	
b)	Feedback System				Incorporated into item 73-20-01.	

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

75. Bleed Air

Sequence No.	Item	1	2	3	4	Change Bar
30-02	Compressor Control System VBV (CFM Engines Only)					
1)	Feedback Systems				Incorporated into item 73-20-01.	
2)	Torque Motors				Incorporated into item 73-20-01.	

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

76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Thrust Lever Position Sensor	A	4	3	One may be inoperative on one engine provided: a) The A/THR is operative, b) Both LGCIUs are operative, and c) Repairs are made within 3 flight-days.	

AIRCRAFT:
Airbus A320

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
00-01	ECAM Indications					
1)	Fuel Flow (Upper Display)					
a)	Aircraft without Mod. 30368/MP P6578	B	2	1		
b)	Aircraft with Mod. 30368/MP P6578	B	2	1	May be inoperative provided the total fuel flow indication is considered inoperative.	
2)	Total Fuel Flow Indication (Fuel Page) (With Mod. 30368/ MP P6758)	B	1	0	May be inoperative or replaced by XX.	
3)	Bleed Configuration Indication on the EWD (PACKS, NAI, WAI) (A319neo/A320neo/ A321neo)	C	3	0	May be inoperative.	
		D	3	0	May be inoperative provided procedures do not require its use.	
00-02	ECAM Indications (Lower Display)					
1)	Nacelle Temperature	C	2	0		
2)	N_1 Vibration	C	2	1		
3)	N_2 Vibration	C	2	1		

AIRCRAFT:
Airbus A320

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
11-09	T/R Door Tertiary Lock					
1)	A318 with PW 6000 Engines	C	8	4	One or more may be failed locked provided the associated T/R is considered inoperative.	
2)	A319neo/A320neo/ A321neo with PW 1100G Engines	C	4	2	One or both on the same engine may be failed locked provided the associated T/R is considered inoperative.	
		C	4	0	(M)(O) One or more may be inoperative provided the associated thrust reverser door tertiary lock is secured in the open position.	
3)	A319neo/A320neo/ A321neo with CFM LEAP-1A Engines	C	2	1	One may be failed locked provided the associated T/R is considered inoperative.	
		C	2	0	(M)(O) One or both may be inoperative provided: a) Associated thrust reverser door tertiary lock is secured in the open position, and b) ENG 1(2) REV LOCKED alert associated with the affected thrust reverser is not displayed on the EWD after deactivation.	
11-10	T/R Tertiary Lock Valve (PW 6000 Engines Only)	C	2	0	One or both may be failed open.	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser Systems (A318/A319ceo/ A320ceo/A321ceo)	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is deactivated and secured in the stowed position and no operations or procedures require its use, b) All stow and deploy switches on the inoperative reverser operate normally (CFM 56 only), c) Both LVDT on the inoperative reverser are checked operative (IAE only), d) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation (PW 6000 only), e) ENG 1(2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation (PW 6000 only), f) ENG 1(2) REV PRESSURIZED caution is not present on ECAM E/WD after deactivation, g) Wheel brake tachometers operate normally, h) Main wheel braking system operates normally, (Continued)	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser Systems (Cont'd)					
	(A318/A319ceo/ A320ceo/A321ceo) (Cont'd)	C	2	1	i) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure, etc.): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both thrust levers to reverse when applying reverse thrust", and j) Appropriate performance adjustments are applied.	
	(A319neo/A320neo/ A321neo)	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is deactivated and secured in the stowed position and no operations or procedures require its use, b) ENG 1(2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation, c) ENG 1(2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation, d) ENG 1(2) REV PRESSURIZED caution is not present on ECAM E/WD after deactivation, e) Wheel brake tachometers operate normally, f) Main wheel braking system operates normally, (Continued)	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser Systems (Cont'd)					
	(A319neo/A320neo/ A321neo) (Cont'd)	C	2	1	g) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure, etc.): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both thrust levers to reverse when applying reverse thrust", and h) Appropriate performance adjustments are applied.	
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	C	2	1	(M)(O) One may be inoperative provided: a) Inoperative reverser is deactivated and secured in the stowed position and no operations or procedures require its use, b) ENG 1(2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation, c) ENG 1(2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation, d) The ICV is checked closed before each flight, e) Wheel brake tachometers operate normally, f) Main wheel braking system operates normally, (Continued)	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Thrust Reverser Systems (Cont'd)					
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines) (Cont'd)	C	2	1	g) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure, etc.): "For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both thrust levers to reverse when applying reverse thrust", and h) Appropriate performance adjustments are applied.	
30-02	Thrust Reverser Inhibition Relay Contacts (CFM) (Thrust Reverser Permission Switches (V2500))	C	4	2	(M) Two contacts may be inoperative provided they are on the same engine and the associated reverser is deactivated.	
30-03	T/R Directional Valve Solenoid Wraps (CFM Engines Only)				Incorporated into item 73-20-01.	
30-04	T/R Pressure Switches (CFM Engines Only)				Incorporated into item 73-20-01.	
30-05	T/R Stow Switches (CFM Engines Only)				Incorporated into item 73-20-01.	
30-06	T/R Deploy Switches (CFM Engines Only)				Incorporated into item 73-20-01.	
30-07	T/R INDICATIONS (IAE, CFM, and PW Engines)	C	2	1	One may be inoperative provided the associated T/R is considered inoperative.	

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-08	Thrust Reverser Stow and Lock Sensors (V2500 Engines Only)				Incorporated into item 73-20-01.	
30-09	T/R Pressurizing Valve Solenoid Wraps (CFM Engines Only)				Incorporated into item 73-20-01. (Formerly 30-02), Revision 10.	
31-01	REVERSER CTL FAULT Caution on ECAM EWD (A319neo/A320neo/ A321neo)	C	2	1	(O) One may be inoperative provided: a) Wheel brake tachometers operate normally, b) Main wheel braking system operates normally, and c) Appropriate performance adjustments are applied. NOTE: Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure, etc.): “For a landing conducted with REVERSER CTL FAULT on one side, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both thrust levers to reverse when applying reverse thrust”.	
31-02	REV MINOR FAULT Caution on ECAM EWD (A319neo/A320neo/ A321neo)	C	2	0	May be inoperative.	

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Air Exchanger Air Valves (V2500 Engines Only)	C	2	1	(O) One may be inoperative open provided the tank fuel temperature is above -20 °C at takeoff.	
20-02 ***	EMCD Visual Pop-Out Indicator (CFM-5B)	D	2	0		
20-03	Air Oil Cooler Valve (PW 6000 Engines Only)	C	2	1	(O) One may be inoperative in the open position provided: a) The associated IDG operates normally, b) The inner tank fuel temperature on the affected side is checked above -20 °C before each flight, and c) Appropriate performance adjustments are applied.	
		C	2	1	(O) One may be inoperative in the open position provided: a) The inner tank fuel temperature on the affected side is checked above -10 °C before each flight, and b) Appropriate performance adjustments are applied.	
23-01	ENG 1(2) BEARING 4 OIL SYS Alert					
	(IAE Engines with Mod. 24871/ MP P3704)	A	2	0	May be inoperative provided: a) HI PRESS message is not displayed under ENG 1(2) BEARING 4 OIL SYS caution on ECAM E/WD, and b) Repairs are made within 3 flight-days.	

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Oil Quantity Indications	B	2	1	(M) One may be inoperative provided: a) Associated oil quantity is verified before each departure, b) There is no evidence of abnormal consumption or leakage, and c) Associated ENG OIL PRESS, OIL TEMP indications operate normally.	
33-02	OIL LO PR Warning on ECAM (IAE or CFM 56 Engines Only)	C	2	1		
		C	2	0	May be inoperative provided RCDR GND CTL is verified ON after engines are started.	
35-01	OIL FILTER CLOG Indications on ECAM Engine System Page					
1)	CFM or IAE Engines Excluding Those with S/Ns V10600 to V11304 and V11315, V11330, V11335 (Not Including V11280, V11302)	C	2	1		
2)	IAE Engines S/Ns V10600 to V11304 and V11315, V11330, V11335 (Not Including V11280, V11302) without #3 FAG Bearing P/N 2A1165 Installed	C	2	1		

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-01	OIL FILTER CLOG Indications on ECAM Engine System Page (Cont'd)					
3)	IAE Engines S/N V10600 to V11304 and V11315, V11330, V11335 (Not Including V11280 V11302) with #3 FAG Bearing P/N 2A1165 Installed	C	2	1	(M) One may be inoperative provided oil filter screen and chip detector on associated engine are checked and verified clear of contaminants once each flight-day.	
4)	PW Engines	C	2	1		
35-02	OIL FILTER CLOG Caution on ECAM EWD					
1)	CFM 56-5A Engines	C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced once each flight-day, and b) Chip detectors are inspected when the filter is replaced and do not reveal the presence of metal chips or other contaminants.	
2)	CFM 56-5B Engines	C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced once each flight-day, and b) Visual indicator (pop-out) on the electrical master chip detector is inspected when the filter is replaced and does not reveal the presence of metal chips or other contaminants.	

(Continued)

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-02	OIL FILTER CLOG Caution on ECAM EWD (Cont'd)					
3)	PW 6000 Engines	C	2	1	(M) One may be inoperative provided: a) The associated filter is changed within the first day and every 7 calendar-days, and b) The associated master chip detector is inspected when the filter is replaced and does not reveal the presence of magnetic chips.	
4)	PW 1100G and CFM LEAP-1A Engines	C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, and b) Associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.	
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.	

(Continued)

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-02	OIL FILTER CLOG Caution on ECAM EWD (Cont'd)					
4)	PW 1100G and CFM LEAP-1A Engines (Cont'd)	A	2	1	(M) One may be inoperative for a maximum of 3 calendar-days or 30 flight-hours, whichever occurs first, provided: a) Associated ENG 1(2) OIL FILTER DEGRAD or ENG 1(2) OIL FILTER PARTLY CLOGGED was not displayed on the EWD during the previous flight, and b) Associated magnetic chip detectors are inspected and do not reveal the presence of chips.	
		A	2	1	(M) One may be inoperative for a maximum of 3 calendar-days or 30 flight-hours, whichever occurs first, provided: a) Associated ENG 1(2) OIL FILTER DEGRAD or ENG 1(2) OIL FILTER PARTLY CLOGGED was not displayed on the EWD during the previous flight, b) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight, and c) Associated Oil Debris Monitoring System is verified operative.	

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-03	OIL FILTER DEGRAD or OIL FILTER PARTLY CLOGGED Caution on ECAM EWD					
	(PW 1100G and CFM LEAP-1A Engines)	A	2	1	One may be inoperative for a maximum of 3 calendar-days or 30 flight-hours, whichever occurs first.	
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, and b) Associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.	
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.	

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-04	OIL SENSOR FAULT Caution on ECAM EWD					|
1)	CFM LEAP-1A Engines	A	2	1	One may be inoperative for a maximum of 3 calendar days or 30 flight-hours, whichever occurs first, provided associated ENG 1(2) OIL FILTER DEGRAD or ENG 1(2) OIL FILTER PARTLY CLOGGED was not displayed during the previous flight on the EWD.	|
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, and b) Associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.	
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.	

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-04	OIL SENSOR FAULT Caution on ECAM EWD (Cont'd)					
2)	PW 1100G without Mod. 167244/MP P21270 (FCS 6.0)	A	2	1	One may be inoperative for a maximum of 3 calendar days or 30 flight-hours, whichever occurs first, provided associated ENG 1(2) OIL FILTER DEGRAD or ENG 1(2) OIL FILTER PARTLY CLOGGED was not displayed during the previous flight on the EWD.	|
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, and b) Associated magnetic chip detectors are inspected when the filter is replaced and are confirmed to be within the limits defined in the AMM.	|
		C	2	1	(M) One may be inoperative provided: a) Associated filter is replaced before the next flight and then every 150 flight-hours, b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.	|

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-04	OIL SENSOR FAULT Caution on ECAM EWD (Cont'd)					
3)	PW 1100G with Mod. 167244/MP P21270 (FCS 6.0)	A	2	1	One may be inoperative for a maximum of 3 calendar days or 30 flight-hours, whichever occurs first, provided associated ENG 1(2) OIL FILTER DEGRAD or ENG 1(2) OIL FILTER PARTLY CLOGGED was not displayed during the previous flight on the EWD.	|
		C	2	1	(M) One may be inoperative provided: a) It is verified before the next flight that the CFDS does not report any fault related to ODM or PHMU electrical failure, b) Associated filter is replaced before the next flight and then every 150 flight-hours, and c) Associated magnetic chip detectors are inspected and are confirmed to be within the limits defined in the AMM.	|
		C	2	1	(M) One may be inoperative provided: a) It is verified before the next flight that the CFDS does not report any fault related to ODM or PHMU electrical failure, b) Associated filter is replaced before the next flight and then every 150 flight-hours, and c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.	|

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-04	OIL SENSOR FAULT Caution on ECAM EWD (Cont'd)					
3)	PW 1100G with Mod. 167244/MP P21270 (FCS 6.0) (Cont'd)					|
		C	2	1	(M) One may be inoperative provided: a) It is verified before the next flight that the CFDS does not report an oil filter sensor related fault, and b) Associated magnetic chip detectors are inspected before next flight and then every 75 flight-hours and are confirmed to be within the limits defined in the AMM.	|
35-05	OIL CHIP DETECTED Caution on ECAM EWD					
1)	CFM LEAP-1A Engines	A	2	1	One may be inoperative on the EWD for 10 flight-hours.	
		A	2	1	(M) One may be inoperative on the EWD for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, provided associated magnetic chip detectors are inspected and do not reveal the presence of chips.	

(Continued)

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-05	OIL CHIP DETECTED Caution on ECAM EWD (Cont'd)					
2)	PW 1100G Engines without Mod. 167244/MP P21270 (FCS 6.0)	A	2	1	One may be inoperative on the EWD for a maximum of 5 flights or 10 flight-hours, whichever occurs first.	|
		A	2	1	(M) One may be inoperative on the EWD for a maximum of 3 calendar days or 30 flight-hours, whichever occurs first, provided it is verified before the next flight and then once each flight-day, that the CFDS does not report any fault related to oil debris overlimit detection.	|
		C	2	1	(M) One may be inoperative on the EWD provided: a) It is verified before the next flight and then once each flight-day, that the CFDS does not report any fault related to oil debris overlimit detection, and b) Associated magnetic chip detectors are inspected before the next flight and then every 75 flight-hours, and are confirmed to be within the limits defined in the AMM.	|
3)	PW 1100G Engines with Mod. 167244/MP P21270 (FCS 6.0)	A	2	1	One may be inoperative on the EWD for a maximum of 5 flights or 10 flight-hours, whichever occurs first.	|

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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Start Valve System					
1)	Valves					
a)	CFM/IAE Engines	C	2	1	(M)(O) One may be inoperative provided: a) Valve is manually closed after engine start, and b) Associated igniter system operates normally.	
b)	PW 6000 Engines	C	2	1	(M)(O) One may be inoperative provided: a) Valve is manually closed after engine start, b) Associated igniter system operates normally, and c) Associated ENG 1(2) START VALVE FAULT START VALVE NOT CLOSED caution is not displayed on ECAM E/WD after engine start.	
c)	PW 1100G Engines	C	2	1	(M)(O) One may be inoperative provided: a) The required shutdown time is checked before the start of the affected engine, and b) Valve is manually closed after engine start.	
2)	Solenoids				Incorporated into item 73-20-01.	
11-02	ENG MAN START Controls	C	2	0		
11-03	FAULT Light on ENGINE MASTER Panel	C	2	0		

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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
11-04	ECAM Start Valve Position Indicators (Lower Display)	C	2	0	(M) May be inoperative provided start valve is verified closed after engine start.	
11-05	AUTOSTART Controls	C	2	0	(O) May be inoperative provided manual start procedures are used.	
11-06	DUAL COOLING Control (A319neo/A320neo/ A321neo with PW 1100G Engines and Mod. 161854/ MP P15967)	D	1	0		