



Transport  
Canada

Transports  
Canada

**TRANSPORT CANADA**

**MMEL SUPPLEMENT**

**TO**

**AIRBUS INDUSTRIE A319/A320/A321**

**MASTER MINIMUM EQUIPMENT LIST**

DocuSigned by:  
*Jason Christopher Randall*  
043E458EB4D44B5...

**Chief, Flight Test**  
**National Aircraft Certification**  
**for Minister of Transport**

**November 27, 2023**  
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	25-1	Revision 40	Apr. 12, 2019
	25-2	Revision 40	Apr. 12, 2019
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	27-1	Revision 45	Jul. 09, 2021
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	27-5	Revision 44	June 01, 2020
	28-1	Revision 20	Jan. 22, 2014
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	33-4	Revision 40	Apr. 12, 2019
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	35-1	Revision 45	Jul. 09, 2021
	35-2	Revision 45	Jul. 09, 2021
	35-3	Revision 46	Aug. 05, 2022
	35-4	Revision 44	June 01, 2020
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	46-1	Revision 35	Feb. 13, 2018
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	56-1	Revision 35	Feb. 13, 2018
	73-1	Revision 46	Aug. 05, 2022
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Original	Jan. 02, 1990	All	N/A
01	Jan. 19, 1990	L-1, L-3, L-4, 23-1, 23-2, 25-1, 33-1, 73-1, 77-1	
02	Apr. 12, 1991	All	
03	Jun. 21, 1991	L-1, 23-3, 23-4, 23-5	
04	Jun. 27, 1991	L-1, L-5 34-2	
05	Dec. 12, 1991	L-1, L-5 52-1	
06	May 14, 1992	L-1, L-2, L-3 L-4, L-5, L-6 52-1, 52-2	
07	Jan. 12, 1993	All	
08	Sep. 24, 1993	All	
09	Feb. 02, 1995	I, II, III, IV, V, VI, VII, VIII, IX, X, 21-1, 22-1, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 26-1, 28-1, 28-2, 28-3, 28-4, 31-1, 34-1, 34-2, 34-3, 35-1, 35-2, 35-3, 49-1, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10, 75-1, 77-1	
10	Feb. 01, 2001	All	
11	Dec. 07, 2001	I, II, III, IV, V, VI, VII, 21-1, 22-1, 22-2, 23-2, 23-5, 23-6, 25-2, 25-3, 25-4, 26-2, 31-1, 31-2, 33-4, 34-5, 35-5	
12	Sep. 20, 2002	I, II, III, IV, V, VI, VII, VIII, IX, X, 22-1, 23-1, 23-2, 23-3, 23-7, 23-9, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 26-1, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 26-8, 26-9, 26-10, 26-11, 27-2, 28-1, 28-2, 28-3, 28-4, 30-1, 31-2, 32-1, 33-4, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 35-1, 35-2, 35-3, 35-4, 35-5, 38-1, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10, 52-11, 52-12, 52-13	

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13	Jan. 29, 2003	I, II, III, IV, V, VI, VII, VIII, 22-1, 22-2, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 24-1, 25-11, 28-1, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 75-1	
14	Jan. 19, 2004	I, II, III, IV, V, VI, VII, VIII, 21-1, 22-1, 22-2, 22-3, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 35-7, 25-8, 25-9, 25-10, 25-11, 25-12, 26-1, 26-3, 26-4, 26-7, 26-8, 27-2, 27-3, 28-4, 30-1, 32-1, 33-3, 34-1, 34-2, 34-3, 34-7, 35-1, 35-4, 38-1, 49-1, 52-1, 52-2, 52-3, 52-4, 52-5, 52-6, 52-7, 52-8, 52-9, 52-10, 52-11, 52-12	
15	Aug. 04, 2004	I, II, III, IV, V, VI, VII, VIII, 21-1, 23-1, 23-9, 25-8, 25-9, 26-3, 26-4, 26-7, 26-8, 35-1, 35-1, 35-2, 35-3, 35-4, 35-5, 35-6	
16	Nov. 15, 2004	I, II, III, IV, V, VI, VII, VIII, 25-8, 25-9, 26-1, 77-1	
17	Dec. 15, 2006	I, II, III, IV, V, VI, VII, VIII, IX, X, 22-1, 22-2, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 23-8, 23-9, 23-10, 23-11, 23-12, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 25-7, 25-8, 25-9, 25-10, 25-11, 25-12, 26-2, 26-3, 26-4, 26-5, 26-6, 26-7, 26-8, 26-9, 26-10, 26-11, 26-12, 27-1, 27-2, 28-1, 28-2, 28-3, 30-1, 31-1, 32-1, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 35-1, 35-2, 35-3, 35-4, 35-5, 35-6, 35-7, 35-8, 38-1, 49-1, 52-5, 52-7, 52-11, 52-12, 78-1	
18	Nov. 13, 2009	I, II, III, IV, V, VI, VII, VIII, 23-6	
19	Jan. 22, 2010	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, 21-1, 22-1, 22-2, 22-3, 23-1 thru 23-15, 24-1, 25-1 thru 25-14, 26-5, 26-6, 26-7, 26-11, 26-12, 28-4, 30-1, 31-1, 32-1, 33-1 thru 33-5, 34-1, 34-2, 34-3, 34-5, 34-6, 34-7, 34-8, 34-9, 35-1 thru 35-7, 38-1, 38-2, 46-1, 46-2, 49-1, 52-1 thru 52-12, 77-1, 78-1	



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22	Mar. 20, 2014	I, II, III, IV, V, VI, VII, VIII, IX, X, 21-1, 21-2, 21-3, 21-4, 21-5, 23-1, 23-10, 25-3, 25-8, 30-1, 34-5	
23	Jul. 07, 2014	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, 21-1 thru 21-5, 22-2, 23-5, 23-6, 24-1, 25-4 thru 25-21, 26-2, 30-1, 31-1, 33-3, 34-1, 34-3, 34-7	
24	Jul. 25, 2014	I, II, III, IV, V, VI, VII, VIII, IX, X, 34-6, 52-34	
25	Apr. 08, 2015	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, XII, 21-2 thru 6, 23-2, 23-8, 23-10, 23-11, 23-12, 25-11, 25-12, 25-15, 25-20, 26-1, 26-2, 26-5, 26-7, 26-8, 26-9, 28-2, 30-1, 31-2, 33-1, 33-3, 33-4, 34-2, 34-5, 52-2, 52-34, 73-1	
26	Apr. 20, 2015	I, II, III, IV, V, VI, VII, VIII, IX, X	
27	May 05, 2015	I, II, III, IV, V, VI, VII, VIII, IX, X	
28	May 27, 2015	I, II, III, IV, V, VI, VII, VIII, IX, X, 52-3	
29	Jun. 18, 2015	I, II, III, IV, V, VI, VII, VIII, IX, X, 31-2	
30	Aug. 11, 2015	I, II, III, IV, V, VI, VII, VIII, IX, X	
31	Sep. 10, 2015	I, II, III, IV, V, VI, VII, VIII, IX, X, 23-4, 23-6 to 23-13, 25-1, 25-15 to 25-18, 33-4 to 33-6, 52-2 to 52-12	
32	Oct. 26, 2015	I, II, III, IV, V, VI, VII, VIII, IX, X, 52-10	
33	Dec. 17, 2015	I, II, III, IV, V, VI, VII, VIII, IX, 25-1, 25-2, 34-3, 34-7	
34	May 18, 2017	I, II, III, IV, V, VI, VII, VIII, IX, 30-1	
35	Feb. 13, 2018	I to XI, 22-2, 22-3, 23-2 to 23-14, 25-3, 25-7 to 25-10, 25-17 to 25-22, 26-8, 31-1, 34-3 to 34-8, 35-1 to 35-6, 38-1, 38-2, 46-1, 52-1, 52-6 to 52-11, 56-1	
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38	Nov. 21, 2018	I to X, 23-13, 23-14	
39	Feb. 04, 2019	I to X	
40	Apr. 12, 2019	I to XI, 25-1 to 25-22, 26-1, 27-2 to 27-5, 33-1, 33-4 to 33-6, 34-5, 34-6, 52-2 to 52-8, 73-1, 75-1, 78-1	
41	Aug. 19, 2019	I to X, 25-8, 25-9, 25-10, 25-17, 25-18, 52-8	
42	Jan. 14, 2020	I to X, 25-8, 25-17, 34-5, 52-6	
43	Mar. 17, 2020	I to X, 21-2 to 21-7, 23-14, 25-15, 26-3 to 26-10, 52-7, 52-8	
44	June 01, 2020	I to X, 21-1 to 21-8, 27-5, 34-4, 35-4	
45	Jul. 09, 2021	I to X, 21-1 to 21-8, 22-3, 23-2, 23-3, 23-10, 23-11, 23-13, 23-14, 25-3 to 25-20, 26-3 to 26-8, 26-10, 27-1, 30-1, 30-2, 33-1 to 33-3, 33-5, 34-2, 34-3, 34-5, 34-6, 35-1 to 35-3, 38-1, 38-2	
46	Aug 05, 2022	I to X, 25-12, 26-4, 31-2, 34-6, 35-3, 73-1, 78-1	
47	June 09, 2023	I to X, 30-2, 52-8, 52-9, 52-10	
48	Aug. 16, 2023	I to X, 22-3, 25-12 to 25-20, 26-3, 33-3, 34-5	
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**Reasons for Changes**

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<b>General</b>	Alignment with: <ul style="list-style-type: none"><li>➤ EASA MMEL (TSC) dated Sep. 18, 2023</li><li>➤ EASA MMEL (ACA) dated Oct. 02, 2023</li><li>➤ EASA MMEL (ACA) dated Oct. 09, 2023</li></ul>
<b>22-10-01</b>	Added Note to second relief case.
<b>22-10-02</b>	Deleted Note from first relief. Revised Note of second relief.
<b>23-51-04</b>	Revised to permit both loudspeakers to be inoperative in alignment with the latest EASA MMEL amendment.
<b>25-65-09</b>	New item as per GB item 25-60-1.
<b>33-01-02-03</b>	Added "NO PORTABLE/ELEC DEVICE" to title.
<b>33-40</b>	Added as per EASA MMEL. Missing from previous versions of the TC MMEL Supplement.
<b>33-40-09</b>	Revised item title as per EASA MMEL.

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## **Introduction**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the EASA Approved MMEL for the Airbus Industrie 319/320/321.

This MMEL Supplement must be used in conjunction with the applicable EASA Approved MMEL for the operator:

- EASA Approved MMEL (ACA) dated Oct. 09, 2023
- EASA Approved MMEL (CJL) dated Nov. 16, 2022
- EASA Approved MMEL (TSC) dated Sep. 18, 2023

The information contained herein supersedes the existing EASA Approved MMEL only for those items listed herein. For items not contained in this supplement, consult the EASA Approved MMEL.

Operating and/or maintenance procedures referred to in this supplement are the same as those supporting the EASA Approved MMEL unless otherwise indicated. Where there are no procedures provided by the manufacturer, it will be the responsibility of the operator to develop adequate procedures.

The EASA MMEL has entries where the “Remarks or Exceptions” column states “as required by regulations”. Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.

This MMEL Supplement uses the four-column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155E). The same definitions and symbols as are used in the EASA Approved MMEL are applicable. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

The Rectification Interval Extension Process established by the operator in conjunction with its approving authority supersedes that process on MMEL Page MI-00-06

Comments and inquiries should be directed to:

Transport Canada  
Chief, Flight Test - AARDC  
National Aircraft Certification

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					4.	Remarks or Exceptions	
21 AIR CONDITIONING							
31 Pressure Control and Monitoring							
01	Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)	C	2	1	(O)	No change from EASA MMEL.	
		C	2	1	(O)	No change from EASA MMEL.	
		C	2	0		Both may be inoperative provided that: 1) The manual cabin pressure control system is operative, 2) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, and 3) Cargo compartments are empty or do not contain combustible materials.	

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					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
21 AIR CONDITIONING						
51 Pack Flow Control						
01	Pack Flow Control Valve (Aircraft without Mod 30626)	C	2	1	(M)	No change from EASA MMEL.
		C	2	0		Both may be inoperative provided that: 1) The manual cabin pressure control system is operative, 2) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, and 3) Cargo compartments are empty or do not contain combustible materials.

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					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
21 AIR CONDITIONING						
52 Air Cooling System						
01	Air Conditioning Pack	C	2	1	(O)	No change from EASA MMEL.
	(A320/A321 with Mod 31283, without Mod 30626)	C	2	1	(O)	No change from EASA MMEL.
		C	2	1	(O)	No change from EASA MMEL.
		D	2	0		Both may be inoperative provided: 1) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, 2) Both cabin fans operate normally, and 3) Cargo compartments are empty or do not contain combustible materials.

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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
21 AIR CONDITIONING					
52 Air Cooling System (cont'd)					
01	Air Conditioning Pack	C	2	1	(O)(M) No change from EASA MMEL.
	(A321 with Mod 31283, with Mod 30626)	C	2	1	(O)(M) No change from EASA MMEL.
		C	2	1	(O) No change from EASA MMEL.
		D	2	0	Both may be inoperative provided: 1) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, 2) Both cabin fans operate normally, and 3) Cargo compartments are empty or do not contain combustible materials.



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					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
21 AIR CONDITIONING						
52 Air Cooling System (cont'd)						
01	Air Conditioning Pack	C	2	1	(O)	No change from EASA MMEL.
	(A319 with Mod 31283, without Mod 30626)	C	2	1	(O)	No change from EASA MMEL.
		B	2	1	(O)	No change from EASA MMEL.
		C	2	1	(O)	No change from EASA MMEL.
		D	2	0		Both may be inoperative provided: 1) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, 2) Both cabin fans operate normally, and 3) Cargo compartments are empty or do not contain combustible materials.

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Aircraft:				Revision No. 45		Page:	
AIRBUS INDUSTRIE A319/A320/A321				Date: Jul. 09, 2021		21-6	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
21 AIR CONDITIONING							
52 Air Cooling System (cont'd)							
02 Air Conditioning Pack		C	2	0	(M)	No change from EASA MMEL.	
Ram Air Inlet Flap		C	2	1		No change from EASA MMEL.	
		C	2	0		Both may be inoperative in the closed position provided: 1) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, 2) Both cabin fans operate normally, and 3) Cargo compartments are empty or do not contain combustible materials.	

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System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
21 AIR CONDITIONING						
52 Air Cooling System (cont'd)						
03	Air Conditioning Pack	C	2	0	(M)	No change from EASA MMEL.
	Ram Air Outlet Flap	C	2	1		No change from EASA MMEL.
	(A320-211 and A319-114 only)					
		C	2	0		Both may be inoperative in the closed position provided:
						1) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL,
						2) Both cabin fans operate normally, and
						3) Cargo compartments are empty or do not contain combustible materials.

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System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
21 AIR CONDITIONING						
55 Emergency Ram Air Inlet						
01	Emergency Ram Air Inlet	C	1	0	(M)	No change from EASA MMEL.
		C	1	0		May be inoperative in the open position provided: 1) ETOPS and flights over water more than 400 nm from a suitable emergency landing site are not conducted, 2) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, 3) Both cabin fans operate normally, and 4) Cargo compartments are empty or do not contain combustible materials.

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
22 AUTO FLIGHT							
10 Autopilot/Flight Director (AP/FD)							
01	Autopilot (AP)	C	2	1	(O)	No change from EASA MMEL.	
		B	2	0	(O)	Except for ER operations, both may be inoperative provided enroute operations and approach minimums do not require their use.  NOTE: For some MSNs, the AP/FD TCAS function is considered inoperative (Refer to EASA MMEL).	
02	Flight Director (FD)	C	2	1	(O)	Except where enroute operations require its use, one may be inoperative provided: 1) Approach procedures are not dependent on its use, and 2) Associated autopilot is considered inoperative.	
		C	2	0	(O)	Except where enroute operations require their use, both may be inoperative provided: 1) Approach procedures are not dependent on their use, 2) Autopilots are considered inoperative, and 3) Windshear escape guidance is considered inoperative.  NOTE: For some MSNs, the AP/FD TCAS function is considered inoperative (Refer to EASA MMEL).	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
22 AUTO FLIGHT					
10 Autopilot/Flight Director (AP/FD)					
04 Take-over pb AP Disconnection Function	C	2	1	(O)	One may be inoperative provided: 1) The autopilot is not used below 1,500 ft AGL, 2) Approach minimums do not require the use of the autopilot, and 3) The pilot flying has the operative disconnect.
	B	2	0	(O)	Except for ER operations, both may be inoperative provided autopilot is not used.
06 AP Disengagement Warning	B	1	0		No change from EASA MMEL.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
22 AUTO FLIGHT					
60 Flight Augmentation (FAC)					
03 Reactive Windshear Detection Function		C	1	0	(O) May be inoperative provided: 1) Alternate procedures are established and used, and 2) Windshear Detection and Avoidance System (Predictive) operates normally.
		B	1	0	(O) May be inoperative provided: 1) Alternate procedures are established and used, and 2) Takeoffs and landings are not conducted in known or forecast windshear conditions.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
23 COMMUNICATIONS					
01 Overhead Panels					
02 CALLS Overhead Panel					
32 CALLS EMER pb, CALLS FWD pb, CALLS MID (if installed) pb, CALLS EXIT (if installed) pb, CALLS PURS (if installed) pb, CALLS AFT pb		B	-	1	(O) May be inoperative provided: 1) An operative flight deck/cabin interphone system (two way) is at an operative cabin attendant seat, 2) The public address system is verified operative prior to each flight, and 3) Alternate communications procedures are established and used.
		A	-	0	(O) May be inoperative for non-passenger carrying operations for one flight day provided: 1) Crew members are the only occupants of the aircraft, and 2) Alternate procedures are established and used.



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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
23 COMMUNICATIONS					
10 Speech Communication					
01 HF Voice		D	-	0	Any in excess of those required by regulations may be inoperative. NOTE: For ETOPS, if HF is required, HF 1 voice mode must be operative.
		C	2	1	(O) May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: 1) SATVOICE or Data Link operates normally, 2) SATVOICE or Data Link services are available over the intended route of flight, and 3) Alternate procedures are established and used. NOTE: For ETOPS, if HF is required, HF 1 voice mode must be operative.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
23 COMMUNICATIONS					
10 Speech Communication (cont'd)					
02 VHF Voice	-	2	2		Both must be operative.
	D	3	2	(O)	Any in excess of those required by regulations may be inoperative provided: <ul style="list-style-type: none"> <li>1) It is not powered by a standby or emergency bus, and</li> <li>2) It is not required for emergency purposes.</li> </ul> NOTES: <ul style="list-style-type: none"> <li>1. For ETOPS, VHF 1 must be operative.</li> <li>2. If ACARS is installed, VHF 3 may be used as one of the VHF's required by regulations, provided that the ACARS is deactivated.</li> <li>3. If VHF Datalink is installed, VHF 3 may be used as one of the VHF's required by regulations, provided that the VHF Datalink is considered inoperative.</li> </ul>
20 Data Transmission and Automatic Calling					
01 ACARS (if installed)	C	1	0	(O)	May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.
	D	1	0		May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
23 COMMUNICATIONS					
26 Automated Flight Information Reporting System (AFIRS) (LSTC C-LSA-06-353/D1)					
01 AFIRS		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 portion of the system that operates normally may be used.

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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
23 COMMUNICATIONS				
31 Passenger Address System				
01 Passenger Address System	-	1	1	Must be operative. NOTES: 1. In the case of partial failure of the passenger address system, refer to the item(s) of the affected system(s). 2. Total failure of the passenger address system (indicated by the COM CIDS 1+2 FAULT alert displayed on the EWD) is not permitted.
	A	1	0	(O) May be inoperative for non-passenger carrying operations for one flight day provided: 1) Crew members are the only occupants of the aircraft, and 2) Alternate procedures are established and used.

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System & Sequence Numbers	1.	2.	3. Number Installed	4. Number Required for Dispatch
				4. Remarks or Exceptions
23 COMMUNICATIONS				
36 Video System (if installed)				
51 LCD Screen				
01 Retractable				
01 Monitor stuck in down position	C	-	-	If video monitor is within two seat rows fore or aft of an overwing exit, then the video monitor must be repaired or removed before the flight.
	C	-	-	If video monitor is not within two seat rows fore or aft of an overwing exit, then the center and outboard seats immediately fore and aft of the video monitor must be blocked off.
02 Monitor stuck in up position	C	-	-	(M)(O) May be inoperative provided: 1) Alternate procedures are established and used, 2) Latch Mechanism operates normally, and 3) Affected screen(s) is manually latched up and electrically deactivated.
02 Bulkhead	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
52 Retractable LCD Screen Latch Mechanism	C	-	-	One or two may be inoperative provided the spring retract mechanism operates normally.
53 Retractable LCD Screen Electrical Retract System	C	-	-	Up to four may be inoperative provided: 1) Screen(s) with inoperative electrical retract system are stowed manually immediately after use, and 2) Spring retract mechanism operates normally.

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System & Sequence Numbers		1.	2.	Number Installed				
				3.	Number Required for Dispatch			
					4.	Remarks or Exceptions		
23 COMMUNICATIONS								
36	Video System (if installed) (cont'd)							
54	Retractable LCD Spring Retract Mechanism (System Power Off)	C	-	-	(M)	One or more may be inoperative provided affected screen(s) is manually latched up and electrically deactivated.		
		C	-	-	(O)	One or more may be inoperative provided the video system is not used.		
55	System Control Unit (SCU)	C	1	-	(O)	May be inoperative provided alternate procedures are established and used.		
56	Video Tape Reproducer (VTR)	C	2	1		One may be inoperative.		
		C	2	0	(O)	Both may be inoperative provided alternate procedures are established and used.		
38	Aircell Broadband System (if installed)							
51	ABS WiFi Connectivity System (STC SA14-38)	C	1	0	(M)	May be inoperative.		
-01	ABS Control Processor Unit (ACPU or ACPU-2)	C	1	0		May be inoperative.		
-02	ABS Air-To- Ground Communications Unit (AACU)	C	1	0		May be inoperative.		

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System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
23 COMMUNICATIONS						
38 Aircell Broadband System (if installed) (cont'd)						
51 ABS WiFi Connectivity System (STC SA14-38) (cont'd)						
-03 ATG4000 Unit C			-	0	May be inoperative.	
-04 Cabin Wireless Access Points (CWAP / NWAP) C			3	0	May be inoperative.	
-05 Cabin Discrete Antennas C			9	0	May be inoperative.	
-06 Air-To-Ground Antenna (ATG) C			2	0	May be inoperative.	
-07 Fractal Antenna (Sidemount) C			2	0	May be inoperative.	
-08 Gogo Cabin Handset C			-	0	May be inoperative.	
-09 Gogo Flight Deck Handset C			1	0	May be inoperative.	
-10 PCS / Timing Antenna C			-	0	May be inoperative.	
-11 WiFi Antenna (4G) C			-	0	May be inoperative.	
-12 Content Loader C			1	0	May be inoperative.	

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System & Sequence Numbers		1.	2.	Number Installed				
				3.	Number Required for Dispatch			
					4.	Remarks or Exceptions		
23 COMMUNICATIONS								
40 Interphone								
01	Ground External Horn	C	1	0	(O)	May be inoperative provided alternate procedures are established and use.		
		D	1	0		May be inoperative provided procedures are not dependent on its use.		
03	Flight Crew to Ground Communication System	C	1	0	(O)	May be inoperative provided alternate procedures are established and use.		
		D	1	0		May be inoperative provided procedures are not dependent on its use.		
51 Audio Management								
01	SELCAL Function	C	1	0	(O)	May be inoperative provided alternate procedures are established and use.		
		D	1	0		May be inoperative provided procedures are not dependent on its use.		
	Channels	C	-	0	(O)	May be inoperative provided alternate procedures are established and use.		
		D	-	0		May be inoperative provided procedures are not dependent on its use.		



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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
			4.	Remarks or Exceptions	
23 COMMUNICATIONS					
51 Audio Management					
02 Headset / Boomset					
Headset Function	C	-	0	Headset function may be inoperative on any boomset provided alternate headset is installed, operative and used.	
Mike Function	A	-	0	May be inoperative for three flight days provided hand microphone operates normally.	
03 Hand Microphone	C	-	0	(O) May be inoperative provided: 1) Flight deck to cabin communication operates normally, and 2) Alternate procedures are established and used.	
04 Cockpit Loudspeaker	C	2	0	May be inoperative provided: 1) Procedures are not dependent on their use, 2) Headsets are installed and used by each person on flight deck duty, and 3) A spare headset must be readily available for crew use.	

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
23 COMMUNICATIONS							
52 Audio Control Panel (ACP)							
01	CAPT and F/O ACP	B	2	1	(O)	One may be inoperative provided: 1) ACP 3 and AUDIO SWITCHING selector operates normally, and 2) Forward observer seat is not occupied by any person in an official capacity.	
	01 ATT Call Lights	B	2	0		May be inoperative provided the flight deck aural alert (buzzer) is operative.	
	02 ACP 3	D	1	0		May be inoperative provided procedures do not require its use.	
71 Cockpit Voice Recorder (CVR)							
01	Cockpit Voice Recorder (CVR)	A	1	0		May be inoperative provided: 1) DFDR operates normally, and 2) Repairs are made within three flight days.	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
23 COMMUNICATIONS					
72 Cockpit Door Surveillance System (CDSS)					
01 Cockpit Door Surveillance System (CDSS)	A	1	0	(O)	May be inoperative provided: 1) Alternate procedures are established and used, and 2) Repairs are made within three flight days.
	C	1	0	(O)	May be inoperative provided: 1) A flight deck door viewing port is installed and operates normally, and 2) Alternate procedures are established and used.
	D	1	0		May be inoperative provided procedures do not require its use.
73 Cabin Intercommunication Data System					
03 Cabin DEU B					
01 Cabin DEU B	C	-	-	(O)	One or more may be inoperative provided that: 1) No change from EASA MMEL, 2) No change from EASA MMEL, and 3) If inoperative DEU B is linked to the lavatory smoke detector, then the associated lavatory is considered inoperative.

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System & Sequence Numbers		1.	2.	Number Installed				
				3.	Number Required for Dispatch			
					4.	Remarks or Exceptions		
23 COMMUNICATIONS								
73 Cabin Intercommunication Data System (cont'd)								
06 Handset								
01	Cockpit Handset	C	1	0	(O)	May be inoperative provided: 1) Flight deck to cabin communication operates normally, and 2) Alternate procedures are established and used.		
		D	1	0		May be inoperative provided procedures do not require its use.		
02	Cabin Handset	B	-	-	(O)	May be inoperative provided: 1) Fifty percent of cabin handsets operate normally, 2) Operative handset(s) is/are located at an operative cabin attendant seat, and 3) Alternate communications procedures are established and used. NOTES: 1. An operative handset at an inoperative cabin attendant seat shall not be counted to satisfy the fifty percent requirement. 2. Any handset(s) function that operates normally may be used.		
07	Prerecorded Announcement and Music Reproducer (PRAM) (if installed)	C	1	0	(O)	May be inoperative provided alternate procedures are established and used. NOTE: No change from EASA MMEL		

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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
24 ELECTRICAL				
24 AC Emergency Generation				
03 RAT Extension Manual Control	1	1	1	Must be operative.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING					
07 Indications on the DOOR/OXY SD page					
02 Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page		C	-	0	(O) No change from EASA MMEL.
		-	-	-	One may be permanently indicated in the not armed position provided that the associated door is considered inoperative. Refer to 52-10-01.
04 Cabin Overwing Exit Slide Permanently Indicated Not Armed on the DOOR/OXY SD page		C	-	0	(M) No change from EASA MMEL.
		-	-	-	One may be permanently indicated in the not armed position provided that the associated cabin overwing exit (or both associated cabin overwing exits on the same side) is considered inoperative. Refer to 52-10-02.
					NOTE: When an overwing exit slide is permanently indicated not armed, both overwing exits on the same side are considered inoperative.

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System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING						
11 Pilot Seats						
01	Pilot Seat Manual Horizontal Adjustment	B	2	0	(M)	May be inoperative provided: 1) Seat is secured in fore/aft position acceptable to affected crew member, and 2) Egress is not impaired.
02	Pilot Seat Manual Vertical Adjustment	C	2	0		No change from EASA MMEL.
		B	2	0	(M)	May be inoperative provided: 1) Seat is secured in a position acceptable to affected crew member, and 2) Egress is not impaired.
03	Pilot Seat Recline Adjustment	B	2	0	(M)	May be inoperative provided backrest is secured in position acceptable to affected crew member.
06	Pilot Seat Shoulder Harness (and Seat Belt)		2	2		Must be operative.
07	Pilot Seat Fifth Strap		2	2		Must be operative.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING					
12 Third and Fourth Occupant Seats					
01	Third Occupant Seat (Including Associated Equipment)	D	1	0	May be inoperative provided: 1) Procedures do not require its use, and 2) The seat is stowed or secured in the retracted position.
		D	1	0	(M) May be inoperative provided: 1) Procedures do not require its use, and 2) The seat is removed.
02	Third Occupant Seat Shoulder Harness	D	1	0	May be inoperative provided the Third Occupant Seat is considered inoperative.
03	Third Occupant Seat Abdominal Belt	D	1	0	May be inoperative provided the Third Occupant Seat is considered inoperative.
04	Third Occupant Seat Fifth Strap	D	1	0	May be inoperative provided the Third Occupant Seat is considered inoperative.



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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
<b>25 EQUIPMENT FURNISHING</b>				
12 Third and Fourth Occupant Seats (cont'd)				
05 Third Occupant Seat Armrest	D	2	0	No change from EASA MMEL.
06 Fourth Occupant Seat (Including Associated Equipment)	D	1	0	May be inoperative provided procedures do not require its use.
07 Fourth Occupant Seat Shoulder Harness	D	1	0	May be inoperative provided procedures do not require its use.
08 Fourth Occupant Seat Abdominal Belt	D	1	0	May be inoperative provided procedures do not require its use.
09 Fourth Occupant Seat Fifth Strap	D	1	0	May be inoperative provided procedures do not require its use.

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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING				
20 Cabin Seats				
01 Passenger Seat	D	-	-	May be inoperative provided: 1) Seat does not block an Emergency Exit, 2) Seat does not restrict any passenger from access to the main aircraft aisle, and 3) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".  NOTES: 1. A seat with an inoperative safety belt or shoulder harness is considered inoperative. 2. Affected seat(s) may include the seat behind and/or the adjacent outboard seats.
02 Passenger Seat Backrest	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing position.

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25 EQUIPMENT FURNISHING					
20 Cabin Seats					
05 Passenger Seat Armrest					
01	Armrest with Positioning Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: 1) Armrest does not block an emergency exit, 2) Armrest does not restrict any passenger from access to the main aircraft aisle, and 3) If armrest is missing, seat is secured in the full upright position.
02	Armrest without Positioning Controls	D	-	-	May be inoperative or missing and seat occupied provided: 1) Armrest does not block an emergency exit, and 2) Armrest does not restrict any passenger from access to the main aircraft aisle.
06	Underseat Baggage Restraining Bar	C	-	-	(O) May be inoperative or missing provided: 1) Baggage is not stowed under the associated seat or seat assembly, 2) Associated seat or seat assembly is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and 3) Procedures are established to alert crew members of inoperative or missing restraining bar.

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25 EQUIPMENT FURNISHING						
20 Cabin Seats						
07 Passenger Seat Meal Table			D	-	0	(M) One or more may be inoperative provided that the meal table of the associated seat is secured in the stowed position or removed.
			D	-	0	(O) One or more may be inoperative provided that: 1) The meal table of the associated seat does not block the access to a cabin door or a cabin overwing exit, and 2) The seats with restricted access to the main aisle are considered inoperative.
			-	-	-	(O) One or more meal tables affecting the access to any cabin door or cabin overwing exit may be inoperative provided: 1) The affected cabin door or cabin overwing exit is considered inoperative, and 2) The seats with restricted access to the main aisle are considered inoperative.

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25 EQUIPMENT FURNISHING					
20 Cabin Seats					
09 Cabin Attendant Seat					
01 Excess Cabin Attendant Seats		D	-	-	(M) Seats/assemblies in excess of requirements and not assigned to a flight attendant may be inoperative provided they are not occupied, are placarded and are:
					1) Properly stowed, or
					2) Secured in the retracted position, or
					3) Removed.
					NOTES:
					1. An automatic folding seat that will not stow automatically is considered inoperative.
					2. A seat position with a missing or inoperative restraint system is considered inoperative.

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25 EQUIPMENT FURNISHING				
20 Cabin Seats				
09 Cabin Attendant Seat				
02 Required Cabin Attendant Seats	B	-	-	(O)(M) One seat position or assembly (dual position) may be inoperative provided: 1) Affected seat position or seat assembly is not occupied, 2) Cabin attendant(s) displaced by inoperative seat(s) occupies either an adjacent cabin attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties, 3) Alternate procedures are established and used as published in crewmember manuals, 4) Folding type seat stows automatically or is secured in the retracted position, and 5) Passenger seat assigned to cabin attendant is placarded "FOR CABIN ATTENDANT USE ONLY". NOTES: 1. An automatic folding seat that will not stow automatically is considered inoperative. 2. A seat position with a missing or inoperative restraint system is considered inoperative.

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25 EQUIPMENT FURNISHING					
23 Storage					
51	Overhead Storage Bin(s) / Cabin and Galley Storage Compartment(s) / Closets	C	-	-	(M) May be inoperative provided:
					1) Procedures are established and used to secure bins/compartments/closets CLOSED,
					2) Associated bin/compartment/closet is prominently placarded DO NOT USE,
					3) Any emergency equipment located in affected bin/compartment/closet is considered inoperative, and
					4) Affected bin/compartment/closet is not used for storage of any item(s) except for those permanently affixed.
					NOTES:
					1. If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment.
					2. An inoperative lid/door latch renders the lid/door inoperative.

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25 EQUIPMENT FURNISHING				
23 Storage				
51 Overhead Storage Bin(s) / Cabin and Galley Storage Compartment(s) / Closets (cont'd)	C	-	-	(O)(M) May be inoperative provided: 1) Affected bin/compartments/closet door(s) is/are removed, 2) Associated bin/compartments/closet is not used for storage of any items, except those permanently affixed, 3) Associated bin/compartments/closet is prominently placarded DO NOT USE, 4) Procedures are established and used to alert crew members and passengers of inoperative bins/compartments/closets, and 5) Passengers are briefed that associated bin/compartments/closet is not used. <b>NOTES:</b> 1. If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. 2. Any emergency equipment located in the associated compartment (permanently affixed) is available for use. 3. An inoperative lid/door latch renders the lid/door inoperative.



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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING				
25 Non-Essential Equipment and Furnishings (NEF)				
01 Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ashtrays are not considered NEF items.
27 Cabin				
01 Heating Function of Heated Floor Panels (Passenger / Crew Doors, Emergency Exits, and Galley Areas) (Expires on February 24, 2025)		D -	0	(M) May be inoperative provided the heating elements of the affected area heated floor panel are deactivated.

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			4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING				
40 Lavatories				
02 Exterior Lavatory Ashtray	A	-	-	Up to and including 50 percent may be missing or inoperative for 10 calendar days.
	A	-	-	More than 50 percent may be missing or inoperative for 3 calendar days.
				NOTE: Crew lavatories are included in the total aircraft exterior lavatory door ashtray count.
10 Lavatory NO SMOKING Placards	B	-	-	May be missing provided the associated lavatory smoke detection system is operative.

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System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
25 EQUIPMENT FURNISHING				
62 Cabin Escape Facilities				
01 Cabin Door Slide or Slide Raft	-	-	-	One may be inoperative provided that the associated door is considered inoperative. Refer to 52-10-01.
	-	-	-	(M) One may be removed provided that the associated door is considered inoperative. Refer to 52-10-01.
02 Cabin Overwing Exit Slide or Slide Raft	-	2	1	One may be inoperative provided that the associated cabin overwing exit (or both cabin overwing exits on the same side) is considered inoperative. Refer to 52-10-02. NOTE: When an overwing escape slide is inoperative, both overwing exits on the same side are considered inoperative.
	-	2	1	(M) One may be removed provided that the associated cabin overwing exit (or both cabin overwing exits on the same side) is considered inoperative. Refer to 52-10-02. NOTE: When an overwing escape slide is inoperative, both overwing exits on the same side are considered inoperative.

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				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING					
62 Cabin Escape Facilities					
05	Survival Kit (if installed)	D	4	0	One or more may be incomplete or missing provided flight is not conducted over water more than 400 nautical miles from a suitable emergency landing site.
		-	4	3	One may be incomplete provided the associated door is considered inoperative. Refer to 52-10-01.
06	Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page / FAP	D	-	0	(O) No change from EASA MMEL.
		-	-	-	One may be inoperative provided the associated exit is considered inoperative. Refer to 52-10-01.
07	Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page / FAP	D	2	0	(M) No change from EASA MMEL.
		-	2	1	One message may be displayed provided that the associated cabin overwing exit (or both cabin overwing exits on the same side) is considered inoperative. Refer to 52-10-02.
NOTE: When a SLIDE PRESS LOW or CHECK SLIDE PRESS is indicated, both overwing exits on the same side are considered inoperative.					

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			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
25 EQUIPMENT FURNISHING				
62 Cabin Escape Facilities				
08 Overwing Escape Life Line (if installed)	-	-	-	One may be inoperative or missing provided that the associated cabin overwing exit is considered inoperative. Refer to 52-10-02.
	C	-	0	One or more may be inoperative or missing provided that flight is not conducted over water more than 400 nm from a suitable emergency landing site.

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				4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING					
64 First Aid Equipment					
01 First Aid Kit	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: 1) Required distribution is maintained, and 2) Procedures are established and used to alert crew members of missing or incomplete kits.
01 First Aid Kit Seal (Required First Aid Kits)	A	-	-	(O)	The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: 1) First aid kit is fully equipped or the kit has a maximum of one missing item, 2) Kit includes a list of its contents, 3) An inventory is taken on the contents of the kit prior to departure, and 4) Procedures are established and used to alert crew members of: a) The missing or broken seal, and b) The need to perform an inventory under proviso 3).
02 Emergency Medical Kit	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided procedures are established and used to alert crew members of missing or incomplete kits.
	A	-	0	(O)	May be incomplete or missing provided: 1) The kit is sealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and 2) Replacements are made within one flight.

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					4.	Remarks or Exceptions	
25 EQUIPMENT FURNISHING							
64 First Aid Equipment							
02 Emergency Medical Kit							
01 Emergency Medical Kit Seal	B	-	-	(O)	The seal affixed on the exterior of the emergency medical kit may be missing or broken provided: 1) The emergency medical kit is fully equipped, 2) The kit includes a list of its contents, 3) An inventory is taken on the content of the kit prior to departure, and 4) Procedures are established and used to alert crew members of: a) The missing or broken seal, and b) The need to perform an inventory under proviso 3).		
65 Emergency Equipment							
02 Cabin Flashlight							
01 Flashlights	C	-	0	(O)	May be inoperative or missing provided each inoperative or missing flight attendant flashlight is replaced with a flashlight of equivalent characteristics and is readily available.		
02 Holders	C	-	0	(O)(M)	May be inoperative or missing provided alternate stowage provisions are provided.		
03 Crash Axe / Crowbar	D	-	1				

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			4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING				
65 Emergency Equipment				
04 Survival Emergency Locator Transmitter (ELT) (if installed)	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
05 Automatic Emergency Locator Transmitter	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
	A	-	-	(M) May be inoperative provided: 1) Placard is displayed in the flight deck indicating the date the ELT was removed, and 2) Repair or replacement is made within the time prescribed by regulations.
07 Megaphone	D	-	-	(O)(M) Any in excess of those required by regulations may be inoperative or missing provided: 1) The inoperative megaphone is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the megaphone and its installed location are placarded INOPERATIVE, 2) Required distribution is maintained, and 3) Procedures are established and used to alert crew members of inoperative or missing megaphones.



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			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
25 EQUIPMENT FURNISHING				
65 Emergency Equipment (cont'd)				
09 Emergency Locator Transmitter - Distress Tracking (ELT-DT)	D	1	-	Any in excess of those required by regulations may be inoperative or missing.
	A	1	-	(M) May be inoperative provided: 1) Placard is displayed in the flight deck indicating the date the ELT-DT was removed, and 2) Repair or replacement is made within the time prescribed by regulations.
66 Floatation and Survival Equipment				
02 Supplementary Life Raft (if installed)	D	-	0	One or more may be inoperative or missing provided flight is not conducted over water more than 400 nm from a suitable emergency landing site.

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					4.	Remarks or Exceptions
26 FIRE PROTECTION						
01 Overhead Panels						
01 FIRE Overhead Panel						
	02	ENG AGENT pb DISCH light	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.
12 Engine Fire and Overheat Detection						
	01	Engine Fire Detection Loop A on the Engine 1	C	1	0	(O) No change from EASA MMEL.
	02	Engine Fire Detection Loop A on the Engine 2	C	1	0	(O) May be inoperative provided that: 1) ETOPS beyond 120 min is not conducted, 2) The associated detection loop B is operative, and 3) The engine fire test is made before each flight.

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System & Sequence Numbers		1.	2.	Number Installed			
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					4.	Remarks or Exceptions	
26 FIRE PROTECTION							
12 Engine Fire and Overheat Detection (cont'd)							
03 Engine Fire Detection Loop B on the Engine 1	C	1	0	(O)	May be inoperative provided that: 1) ETOPS beyond 120 min is not conducted, 2) The associated detection loop A is operative, and 3) The engine fire test is made before each flight.		
04 Engine Fire Detection Loop B on the Engine 2	C	1	0	(O)	May be inoperative provided that: 1) ETOPS beyond 120 min is not conducted, 2) The associated detection loop A is operative, and 3) The engine fire test is made before each flight.		
13 APU Fire and Overheat Detection							
01 APU Fire Detection Loops	C	2	1	(O)	No change from EASA MMEL.		
	C	2	1	(O)	No change from EASA MMEL.		
	C	2	0	(O)(M)	Except for ER operations, may be inoperative for ground operations only provided: 1) The APU is continuously monitored by ground personnel, 2) The APU external control system is operative, and 3) The APU is shut down before taxi.		

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System & Sequence Numbers		1.	2.	Number Installed	
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				4.	Remarks or Exceptions
26 FIRE PROTECTION					
15 Avionics Compartment Smoke Detection					
01	Avionics Smoke Detection System	A	1	0	(O) May be inoperative for one flight provided ETOPS is not conducted.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
26 FIRE PROTECTION					
16 Cargo Compartment Smoke Detection (cont'd)					
02	Smoke Detector in the AFT and the BULK Cargo Compartments (A319/A320)	C	4	0	Both detectors in one or more cavities may be inoperative provided: 1) AFT cargo ventilation is closed (if installed), and 2) AFT and BULK cargo compartments are empty or do not contain flammable or combustible materials.  NOTES: No change from EASA MMEL.
	(A321)	C	6	0	Both detectors in one or more cavities may be inoperative provided AFT and BULK cargo compartments are empty or do not contain flammable or combustible materials.  NOTES: No change from EASA MMEL.

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System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
26 FIRE PROTECTION				
17 Lavatory Smoke Detection				
01 Lavatory Smoke Detection System	C	-	-	(O)(M) For each lavatory, the lavatory smoke detection system may be inoperative provided: 1) Lavatory waste receptacle is empty, 2) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", 3) Lavatory is used only by crew members, and 4) In-flight service waste bags are not stored in the lavatory. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.

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					4.	Remarks or Exceptions	
26 FIRE PROTECTION							
17 Lavatory Smoke Detection (cont'd)							
01	Lavatory Smoke Detection System (cont'd)	C	-	0	(O)	For each lavatory, the lavatory smoke detection system may be inoperative for non-passenger carrying operations provided: 1) Crew members are the only occupants of the aircraft, 2) Crew members have been briefed as to which lavatory smoke detection system(s) is/are inoperative, and 3) In-flight service waste bags are not stored in the lavatory.  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.	
02	Smoke Detection Control Unit (SDCU)	B	1	0		No change from EASA MMEL.	
01	Channels	C	2	1		One channel may be inoperative.	
		B	2	0		Both channels may be inoperative provided the SDCU is considered inoperative.	

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			3.	Number Required for Dispatch	
			4.	Remarks or Exceptions	
26 FIRE PROTECTION					
23 Cargo Compartment Fire Extinguishing					
01 Cargo Agent Bottle	C	-	0	May be inoperative provided that the cargo compartments are empty or do not contain flammable or combustible materials.	
02 Squib of the FWD Cargo Bottle 1	C	1	0	No change from EASA MMEL.	
03 Squib of the AFT/BULK Cargo Bottle 1	C	1	0	No change from EASA MMEL.	



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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
26 FIRE PROTECTION				
23 Cargo Compartment Fire Extinguishing				
04 Squib of the FWD Cargo Bottle 2	C	1	0	May be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.
05 Squib of the AFT/BULK Cargo Bottle 2 (if installed)	C	1	0	May be inoperative provided that the AFT and BULK (if installed) cargo compartments are empty or do not contain flammable or combustible materials.

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System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
26 FIRE PROTECTION				
24 Portable Fire Extinguisher				
01 Cabin Portable Fire Extinguishers	D	-	-	(O)(M) Any in excess of those required by regulations may be inoperative or missing provided: 1) Inoperative fire extinguisher(s) is/are removed from the passenger cabin or flight deck and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded INOPERATIVE, 2) Required distribution is maintained in the passenger compartment and the flight deck, as applicable, and 3) Procedures are established and used to alert crew members of missing portable fire extinguishers.

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System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
26 FIRE PROTECTION						
25 Lavatory Fire Extinguishing						
01	Lavatory Waste Bin Fire Extinguishing System	C	-	0	(O)	For each lavatory, the lavatory fire extinguishing system may be inoperative provided the lavatory smoke detection system operates normally.
		C	-	-	(O)(M)	For each lavatory, the lavatory fire extinguishing system may be inoperative provided: 1) Lavatory waste receptacle is empty, 2) Associated lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and 3) Lavatory is used only by crew members. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crew members.
		C	-	0	(O)	For each lavatory, the lavatory fire extinguishing system may be inoperative for non-passenger carrying operations provided: 1) Crew members are the only occupants of the aircraft, and 2) Crew members have been briefed as to which lavatory fire extinguishing system(s) is/are inoperative.

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				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
27 FLIGHT CONTROLS							
07 Indications on SD pages							
02	Aileron Position Indication on the F/CTL SD page	C	2	0	(O)	One or both may be inoperative provided: 1) Ability to move associated aileron through each servo control is checked visually before each flight, and 2) A placard identifying the inoperative indication must be affixed to the instrument panel adjacent to the applicable display.	
04	Elevator Position Indication on the F/CTL SD page	C	2	0	(O)	One or both may be inoperative provided: 1) A visual check of associated elevator movement is made before each flight, and 2) A placard identifying the inoperative indication must be affixed to the instrument panel adjacent to the applicable display.	
06	Rudder Position Indication on the F/CTL SD page	C	1	0	(O)	May be inoperative provided: 1) Rudder movement is checked visually before each flight, and 2) A placard identifying the inoperative indication must be affixed to the instrument panel adjacent to the applicable display.	

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
27 FLIGHT CONTROLS					
07 Indications on SD pages					
07 Rudder Trim Position	C	1	0		No change from EASA MMEL.
Indication on the F/CTL SD page	C	1	0	(O)	May be inoperative provided:
					1) Rudder trim is visually checked for full, free and correct movement before each flight, and
					2) Rudder is checked at zero before each flight.
64 Spoiler Hydraulic Actuation					
02 Spoiler 1 or 3 (A321NEO)	C	4	2	(O)(M)	One pair of spoilers 1 or 3 may be inoperative provided that:
					1) No change from EASA MMEL,
					2) No change from EASA MMEL,
					3) No change from EASA MMEL, and
					4) Flight altitude is restricted to FL330.
03 Spoiler 2 or 4 (A321NEO)	C	4	2	(O)(M)	One pair of spoilers 2 or 4 may be inoperative provided that:
					1) No change from EASA MMEL,
					2) No change from EASA MMEL,
					3) No change from EASA MMEL,
					4) No change from EASA MMEL, and
					5) Flight altitude is restricted to FL330.

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			3.	Number Required for Dispatch	
				4. Remarks or Exceptions	
27 FLIGHT CONTROLS					
64 Spoiler Hydraulic Actuation					
04 Spoilers 1 and 2 (A321NEO)	C	4	0	(O)(M) The pairs of spoilers 1 and 2 may be inoperative provided that: 1) No change from EASA MMEL, 2) No change from EASA MMEL, 3) No change from EASA MMEL, 4) No change from EASA MMEL, and 5) Flight altitude is restricted to FL330.	
05 Spoilers 3 and 4 (A321NEO)	C	4	0	(O)(M) The pairs of spoilers 3 and 4 may be inoperative provided that: 1) No change from EASA MMEL, 2) No change from EASA MMEL, 3) No change from EASA MMEL, 4) No change from EASA MMEL, 5) No change from EASA MMEL, 6) No change from EASA MMEL, and 7) Flight altitude is restricted to FL310.	

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System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
27 FLIGHT CONTROLS						
92 Electrical Flight Control System (EFCS) Control Inputs and Power Supply						
01	Speedbrake Control System (A321NEO)	C	1	0	(O)	Speedbrake control system may be inoperative provided: 1) Flight Manual performance penalties associated with the ground spoiler control system inoperative are applied, and 2) Flight altitude is restricted to FL280.
		C	1	1	(O)	Speedbrakes 3 and 4 may be inoperative provided: 1) Flight Manual performance penalties associated with two pairs of spoilers inoperative are applied, and 2) Flight altitude is restricted to FL310.
		C	1	1	(O)	Speedbrake 2 may be inoperative provided: 1) Flight Manual performance penalties associated with one pair of spoilers inoperative are applied, and 2) Flight altitude is restricted to FL330.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
27 FLIGHT CONTROLS					
94 SEC System (Spoiler and Elevator Computer)					
01 SEC 1 (A321NEO)	C	1	0	(O)(M)	May be inoperative provided: 1) to 12) No change from EASA MMEL, and 13) Flight altitude is restricted to FL310.
03 SEC 3 (A321NEO)	C	1	0	(O)	May be inoperative provided: 1) No change from EASA MMEL, 2) No change from EASA MMEL, 3) No change from EASA MMEL, 4) No change from EASA MMEL, 5) No change from EASA MMEL, 6) No change from EASA MMEL, and 7) Flight altitude is restricted to FL330.



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Aircraft: AIRBUS INDUSTRIE A319/A320/A321		Revision No. 20 Date: Jan. 22, 2014		Page: 28-1	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
28 FUEL					
21 Main Fuel Pump System					
02 Center Tank Pump (A319 / A320)	C	2	1	(O)	One may be inoperative provided:
					1) The flight routes permit a landing at a suitable airport if the remaining center tank pump fails with fuel in the center tank,
					2) Center tank fuel is included as part of the zero fuel weight,
					3) Center tank quantity indication is operative,
					4) Effect on airplane balance, in the event fuel cannot be used, is accounted for, and
					5) The TK PUMP FAULT light on the operative pump is operative.
	C	2	0	(O)	No change from EASA MMEL.

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321			Revision No. 25 Date: Apr. 08, 2015		Page: 28-2	
System & Sequence Numbers			1.	2.	Number Installed	
					3.	Number Required for Dispatch
					4.	Remarks or Exceptions
28 FUEL						
26 Main Transfer System						
01	Center Tank Transfer Valve (A321)	C	2	1	(O)	No change from EASA MMEL.
		C	2	0	(O)(M)	Both may be inoperative in the closed position provided: 1) There is no fuel in any ACT (if installed) and the center tank or the fuel in any ACT (if installed) and the center tank is considered as not usable and as part of the ZFW and is taken into account for CG determination, 2) Center tank and ACT (if installed) quantity indications are operative, and 3) ACT transfer valve (if installed) is secured closed.
		C	2	0	(O)	One or both may be inoperative in the open position provided that there is no fuel in the center tank and any ACT (if installed).
		C	2	0	(O)(M)	One or both may be inoperative in the open position provided: 1) Center tank remains empty and fuel in any ACT (if installed) is considered as not usable and as part of the ZFW and is taken into account for CG determination, and 2) ACT transfer valve (if installed) is secured closed.

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System & Sequence Numbers		1.	2.	Number Installed		
				3.	Number Required for Dispatch	
					4. Remarks or Exceptions	
30 ICE AND RAIN PROTECTION						
31 Probe Ice Protection						
01	Probe Heat Computer (PHC)	C	3	2	(O)(M) No change from EASA MMEL.	
		B	3	2	(O)(M) No change from EASA MMEL.	
		B	3	2	(O)(M) No change from EASA MMEL.	
02	Pitot Heater	B	3	2	(O)(M) No change from EASA MMEL.	
		B	3	2	(M) No change from EASA MMEL.	
		B	3	2	(M) No change from EASA MMEL.	
42 Windshield Anti-Icing Defogging						
02	Fixed Lateral Window and Sliding Window Heating	C	4	0	(M) One or more may be inoperative provided the associated window heat is deactivated.	
03	Windshield Heating	C	2	1	(O)(M) One may be inoperative provided:	
					1) Flight is not conducted in known or forecast icing conditions, along the intended route	
					2) Associated windshield pneumatic anti-fog system (if installed) operates normally, and	
					3) Associated window heat is deactivated.	
	For SGS Windshield: 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 that the operating altitude is limited to FL230.	

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321			Revision No. 47 Date: June 09, 2023		Page: 30-2
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
30 ICE AND RAIN PROTECTION					
45 Windshield Rain Protection					
01 Windshield Wiper	C	2	0		One or both may be inoperative provided flight is not conducted in precipitation within five nautical miles of the airport of takeoff or intended landing.
81 Ice Detection					
01 Ice Detection System	C	1	0		May be inoperative provided flight is not conducted in known or forecast icing conditions.
	C	1	0	(O)	May be inoperative provided wing and engine anti-icing equipment is turned on if the OAT on the ground is below +10 degrees C, or in flight if the TAT is below +10 degrees C, with visible moisture present.

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
			4.	Remarks or Exceptions	
31 INDICATING / RECORDING SYSTEMS					
30 Centralized Fault Display System (CFDS) and Data Recording System					
03 Digital Flight Data Recorder (DFDR)	A	1	0	May be inoperative provided: 1) Cockpit Voice Recorder is operative, and 2) Repairs are made within three flight days.	
01 Digital FDR Recording Parameters required by regulations	A	-	-	Up to three digital recording parameters may be inoperative provided: 1) Cockpit Voice Recorder is operative, and 2) Repairs are made within twenty calendar days.	
02 Digital FDR Recording Parameters not required by regulations.	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.	
05 Flight Data Interface Unit (FDIU)	A	-	-	May be inoperative provided: 1) The DFDR and QAR (if installed) are considered inop, and 2) Repairs are made within three flight days.	

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321			Revision No. 46 Date: Aug. 05, 2022		Page: 31-2
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
31 INDICATING / RECORDING SYSTEMS					
53 Flight Warning Computer (FWC)					
06	Altitude Alert	D	2	1	
		A	-	0	(O) Except where enroute operations require its use, may be inoperative provided: 1) Autopilot altitude hold operates normally, and 2) Repairs are made within three flight days.
63 Display Unit (DU)					
02	PFDU 2	-	1	1	Must be operative.
03	NDU 1	-	1	1	Must be operative.
04	NDU 2	A	1	0	(O) May be inoperative provided: 1) All remaining DUs are operative, 2) Reversionary functions are verified operative, 3) Pilot Flying is designated on the side with the operative ND, and 4) Repairs are made within one flight day.
05	SDU	A	1	0	(O)(M) May be inoperative provided: 1) All remaining DUs are operative, 2) The AC ESS FEED control is checked operative every day, 3) The AC ESS FEED pb-sw FAULT light is checked operative every day, 4) The CDSS (if installed) is considered inoperative, 5) Reversionary functions are verified operative, and 6) Repairs are made within three flight days.

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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
32 LANDING GEAR				
45 Parking / Ultimate Emergency Braking				
01 Parking Brake		1	1	Must be operative.
01 Parking Brake Control Valve Electrical Motor	B	2	1 (M)	The electric motor (NORM) supplied by the service bus 601PP may be inoperative provided both thrust reversers are operative.

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
33 LIGHTS					
01 Overhead Panel					
02 SIGNS Overhead Panel					
02 AUTO Function of SEAT BELT SIGNS sw (if installed)	C	1	0		No change from EASA MMEL.
03 AUTO Function of NO SMOKING / EXIT / NO PORTABLE/ ELEC DEVICE SIGNS sw	C	1	0		No change from EASA MMEL.
10 Cockpit General Illumination					
01 Cockpit General Illumination (Center & Main Instrument Lighting, Console and Floor Lighting, Dome Lights and Lighting Strips, Instrument and Panel Integral Lighting, Map Holder Lighting, Center Pedestal Lighting, Reading Lights)	C	-	-		Individual lights may be inoperative provided remaining lights are: 1) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided, 2) Positioned so that direct rays are shielded from flight crew member's eyes, 3) Lighting configuration and intensity is acceptable to the flight crew, and 4) The RH dome light is operative, and 5) The left section of the center instrument panel flood lighting is operative (as per effectivity of EASA MMEL).
	C	-	0		May be inoperative for day operations.



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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
33 LIGHTS					
20 Cabin General Illumination					
02 Cabin Signs (No Smoking / No Electronic Devices / Fasten Seat Belt / Return to Seat)	C	-	-	(M)	May be inoperative provided: 1) Associated passenger seat, flight attendant seat from which a passenger lighted information sign is not readily legible is not occupied, and 2) Associated seat is blocked and placarded "DO NOT OCCUPY".
	C	-	-	(O)	May be inoperative and associated passenger seat or flight attendant seat may be occupied provided: 1) PA system operates normally, and 2) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.

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System & Sequence Numbers			1.	2.	3.	4.
					Number Installed	Number Required for Dispatch
						Remarks or Exceptions
33 LIGHTS						
20 Cabin General Illumination						
03	Lavatory Sign (Return to Seat)	C	-	-	(M)	May be inoperative provided: 1) Associated lavatory from which a passenger lighted information sign is not readily legible is not occupied, and 2) Associated lavatory is blocked and placarded "DO NOT OCCUPY".
		C	-	0	(O)	May be inoperative and associated lavatory may be occupied provided: 1) PA system operates normally, and 2) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
40 Exterior Lighting						
09	Wing and Engine Scan Light	C	2	0		One or both may be inoperative provided ground deicing procedures do not require their use.
		C	2	0		One or both may be inoperative for day operations.
10	Strobe Light	C	3	0		No change from EASA MMEL.

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System & Sequence Numbers	1.	2.	3.	Number Installed Number Required for Dispatch Remarks or Exceptions
33 LIGHTS				
51 Cabin Emergency Lighting				
01 Exit Marking Sign	C	-	-	No change from EASA MMEL.
	-	-	-	One may be inoperative provided that the associated exit is considered inoperative. Refer to item 52-10-01, or Refer to item 52-10-02. NOTE: For aircraft equipped with two pairs of cabin overwing exits, both cabin overwing exits on the same side must be considered inoperative if the associated EXIT marking sign is inoperative.
04 Overhead Emergency Lighting System in the Cabin Door Vicinity	-	-	-	One may be inoperative provided that the associated exit is considered inoperative. Refer to item 52-10-01.

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System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
33 LIGHTS				
51 Cabin Emergency Lighting				
05 Floor Proximity Emergency Escape Path Marking System		1	1	Must be operative.
01 Non- Photoluminescent Systems	C	-	-	Individual lights may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
02 Photoluminescent Systems	C	1	1	Specified sections of the photoluminescent system may be inoperative provided compliance is shown with minimum acceptable lighting as required by certification documents.
07 Floor Proximity Emergency Escape Path Marking System Exit Marker	-	-	-	One may be inoperative provided that the associated exit is considered inoperative. Refer to item 52-10-01, or Refer to item 52-10-02.

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				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
33 LIGHTS							
51 Cabin Emergency Lighting							
08 Overwing Emergency Light		C	4	0		No change from EASA MMEL.	
		-	4	2		One or two on the same side may be inoperative provided that the associated exit is considered inoperative. Refer to item 52-10-02. NOTE: For aircraft equipped with two pairs of cabin overwing exits, both cabin overwing exits on the same side must be considered inoperative.	
10 Escape Slide Lighting		C	-	0		No change from EASA MMEL.	
		-	-	-		One may be inoperative provided that the associated exit is considered inoperative. Refer to item 52-10-01, and Refer to item 52-10-02. NOTE: For aircraft equipped with two pairs of cabin overwing exits, both cabin overwing exits on the same side must be considered inoperative if the associated escape slide lighting is inoperative.	

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System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
34 NAVIGATION					
01 Overhead Panels					
02 GPWS Overhead Panel					
01 GPWS SYS FAULT light	C	1	0		May be inoperative provided GPWS is verified to operate normally before each flight.
	-	1	0		May be inoperative provided GPWS is considered inoperative.
05 Indications on the Primary Flight Display (PFD)					
08 Attitude Indication on the PFD		2	2		Must be operative.
06 Indications on the Navigation Display (ND)					
05 Position (Aircraft Symbol) Indication on the ND		2	2		Must be operative.
14 Attitude, Heading and Position					
01 NORTH REF pb-sw	B	1	0	(O)	True heading mode may be inoperative for flights that are entirely outside of areas of magnetic unreliability.
	B	1	0	(O)	Magnetic heading mode may be inoperative for flights that are entirely within areas of magnetic unreliability provided two IR's operate normally.

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System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
34 NAVIGATION				
22 Attitude and Heading Standby Data				
03 Standby Horizon Indicator				
Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU except P/N 465020-0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872)	1	1	1	Must be operative.
Applicable to aircraft fitted with NORTHROP GRUMMAN (LITTON) ADIRU P/N 465020- 0303-0316 or subsequent, having the shelf modified (MOD 30650/SB 25-1248, or MOD 30872) or HONEYWELL ADIRU	B	1	0	May be inoperative for day VMC. NOTE: Does not include VFR OTT.

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System & Sequence Numbers		1.	2.	Number Installed				
				3.	Number Required for Dispatch			
					4.	Remarks or Exceptions		
34 NAVIGATION								
30 Landing and Taxiing Aid								
04	Instrument Landing System (ILS)	C	2	-	(O)	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.		
40 GPWS, Radio Altimeter, TCAS, Weather Radar								
01	GPWS Basic Modes	A	1	0	(O)	May be inoperative provided: 1) Alternate procedures are established and used, and 2) Repairs are made within three flight days.		
01	Modes 1 to 4	A	4	0	(O)	May be inoperative provided: 1) Alternate procedures are established and used, and 2) Repairs are made within three flight days.		
02	Test Mode	A	1	0		May be inoperative provided: 1) The GPWS is considered inoperative, and 2) Repairs are made within three flight days.		
03	Glideslope Deviation (Mode 5)	C	-	1				
		B	-	0		May be inoperative.		
04	Advisory Callouts (Mode 6)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.		



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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
34 NAVIGATION					
40 GPWS, Radio Altimeter, TCAS, Weather Radar (cont'd)					
02 Predictive GPWS Functions					
01	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative.
02	Terrain Displays	B	2	0	May be inoperative.

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321				Revision No. 48 Date: Aug. 16, 2023		Page: 34-5	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
34 NAVIGATION							
40 GPWS, Radio Altimeter, TCAS, Weather Radar (cont'd)							
04	Radio Altimeter System	A	2	1	(O)	RA 1 may be inoperative provided: 1) RA 2 operates normally, 2) Both FCU channels, all ELACs, SECs, ADIRUs, SFCCs, LGCIUs and FACs are operative, and 3) Repairs are made within three flight days. NOTE: No change from EASA MMEL.	
		C	2	1	(O)	RA 2 may be inoperative provided: 1) RA 1 operates normally, and, 2) Both FCU channels, all ELACs, SECs, ADIRUs, SFCCs, LGCIUs and FACs are operative.	
05	Traffic Collision Avoidance System (TCAS)	B	1	0		May be inoperative provided enroute or approach procedures do not require its use. NOTE: ATSAW function (if installed) is considered inoperative.	
01	Combined TA and RA Dual Displays	C	2	1		May be inoperative on the non-flying pilot side provided TA and RA visual display and audio functions are operative on flying pilot side.	

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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 46</b> <b>Date: Aug. 05, 2022</b>		<b>Page:</b> <b>34-6</b>	
System & Sequence Numbers		1.	2.	3.	4.
				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
34 NAVIGATION					
40 GPWS, Radio Altimeter, TCAS, Weather Radar (cont'd)					
07	Predictive Windshear Detection Function (if installed)	B	-	0	(O) May be inoperative provided: 1) Alternate procedures are established and used, and 2) Takeoffs and landing are not conducted in known or forecast windshear conditions.
		C	-	0	(O) May be inoperative provided: 1) Alternate procedures are established and used, and 2) Windshear Warning and Guidance System (Reactive) operates normally.
		D	2	1	
50 ATC and Radio/GPS Navigation Systems					
01	ATC	D	2	1	(O)
		B	2	0	(O) May be inoperative provided: 1) Operations do not require its use, and 2) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.

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System & Sequence Numbers	1.	2.	3. Number Installed	4. Number Required for Dispatch
34 NAVIGATION				
50 ATC and Radio/GPS Navigation Systems (cont'd)				
03 ADF (if installed)	D	-	-	Any in excess of those required by regulations may be inoperative. NOTE: For ETOPS, if ADF is required, ADF 1 must be operative.
04 DME	D	2	-	Any in excess of those required by regulations may be inoperative. NOTE: For ETOPS, if DME is required, DME 1 must be operative.
05 VOR	C	2	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative. NOTE: For ETOPS, if VOR is required, VOR 1 must be operative.
06 MARKER	C	-	-	(O) May be inoperative provided alternate procedures are established and used.
	D	-	-	May be inoperative provided routine procedures do not require its use.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
34 NAVIGATION					
50 ATC and Radio/GPS Navigation Systems (cont'd)					
09 Global Positioning System (GPS) (if installed)	C	2	1	(O)	One may be inoperative. NOTES: 1. For ADS-B OUT Function DO260A compliant, if GPS 1 and FMGC 2 are inoperative, the ADS-B OUT Function is considered inoperative. 2. For ADS-B OUT Function DO260A compliant, if GPS 2 and FMGC 1 are inoperative, the ADS-B OUT Function is considered inoperative.
	C	-	0	(O)	Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used. NOTES: 1. For ADS-B OUT Function DO260A compliant, if GPS 1 and FMGC 2 are inoperative, the ADS-B OUT Function is considered inoperative. 2. For ADS-B OUT Function DO260A compliant, if GPS 2 and FMGC 1 are inoperative, the ADS-B OUT Function is considered inoperative. 3. If GPS 1 and GPS 2 are inoperative, the ADS-B OUT Function is considered inoperative.

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321				Revision No. 45 Date: Jul. 09, 2021		Page: 35-1	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
35 OXYGEN							
01 Overhead Panels							
01 OXYGEN Overhead Panel							
31 MANUAL Control of the MASK MAN ON pb		C	1	0	(M)	May be inoperative provided: 1) AUTO Control function is checked operative, and 2) Altitude is limited to FL 250.	
		B	1	0	(O)	Both AUTO and MANUAL may be inoperative provided: 1) Minimum enroute altitude does not exceed 13,000 ft above MSL, 2) Both air conditioning packs are operative, 2) Pressurization system is operative, 3) Flight remains at or below FL 250, 4) Portable oxygen units are provided for all crew members and 10% of the passengers for half an hour (supplemental oxygen), and 5) Passengers are appropriately briefed.	
		C	1	0		May be inoperative provided the operating altitude is limited to 10,000 ft.	
		C	1	0		Both AUTO and MANUAL may be inoperative for non-passenger carrying operations provided portable oxygen bottles are available for all crew members required to be off the flight deck.	

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321		Revision No. 45 Date: Jul. 09, 2021		Page: 35-2
System & Sequence Numbers	1.	2.	3. Number Installed	4. Remarks or Exceptions
35 OXYGEN				
20 Passenger Oxygen				
01 Passenger Oxygen Unit	D	-	-	(O)(M) May be inoperative or missing provided: 1) Affected seats or banks of seats are blocked and placarded "INOPERATIVE" to prevent occupancy, 2) No more than two consecutive banks of seats and their adjacent banks of seats have an inoperative PSU, and 3) Units at assigned cabin attendant locations are operative.
	C	-	-	(O) May be inoperative provided: 1) Minimum enroute altitude does not exceed 13,000 ft above MSL, 2) Both air conditioning packs are operative, 2) Pressurization system is operative, 3) Flight remains at or below FL 250, 4) Portable oxygen units are provided for 10% of the passengers for half an hour (supplemental oxygen), and 5) Passengers are appropriately briefed.
	C	-	0	One or more may be inoperative provided that the operating altitude is limited to 10,000 ft.

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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 46</b> <b>Date: Aug. 05, 2022</b>		<b>Page:</b> <b>35-3</b>
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
35 OXYGEN				
20 Passenger Oxygen				
02 Cabin Attendant Oxygen Unit	-	-	-	One or more may be inoperative provided that the associated cabin attendant seats are considered inoperative. Refer to 25-20-09.
	C	-	-	(O) May be inoperative provided: 1) Minimum enroute altitude does not exceed 13,000 ft above MSL, 2) Both air conditioning packs are operative, 3) Pressurization system is operative, 4) Flight remains at or below FL 250, and 5) Portable oxygen units are provided for affected crew members for half an hour (supplemental oxygen).
	C	-	0	One or more may be inoperative provided that the operating altitude is limited to 10,000 ft.
03 Lavatory Oxygen Unit	C	-	-	(O)(M) May be inoperative provided that: 1) Lavatory is not used for any purpose, and 2) Lavatory door is locked and placarded "INOPERATIVE – DO NOT ENTER". NOTE: This does not preclude storage of in-flight service waste bags in the associated lavatory.
	C	-	0	(O) May be inoperative provided aircraft is not operated above FL 250.



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Aircraft: AIRBUS INDUSTRIE A319/A320/A321		Revision No. 44 Date: June 01, 2020		Page: 35-4
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
35 OXYGEN				
20 Passenger Oxygen				
04 Galley Oxygen Unit				
	C	-	0	(O) No change from EASA MMEL.
	C	-	0	(O) No change from EASA MMEL.
	C	-	0	(O) One or more may be inoperative and the galley area occupied provided the aircraft is not operated above FL 250.
	C	-	0	No change from EASA MMEL.

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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 35</b> <b>Date: Feb. 13, 2018</b>		<b>Page:</b> <b>35-5</b>
System & Sequence Numbers	1.	2.	3. Number Installed	4. Number Required for Dispatch
35 OXYGEN				
30 Portable Oxygen				
01 Portable Oxygen Unit	D	-	-	(O)(M) Any in excess of those required by regulations may be inoperative or missing provided: 1) Required distribution of operative units is maintained throughout the aircraft, 2) The inoperative portable oxygen dispensing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the portable oxygen dispensing unit and its location are placarded INOPERATIVE, and 3) Procedures are established and used to alert crew members of inoperative or missing equipment.
02 Flight Crew Portable Protective Breathing Equipment	D	-	1	(O)(M) Any in excess of those required by regulations may be inoperative or missing provided: 1) Required distribution of operative units is maintained throughout the aircraft, 2) The inoperative protective breathing unit is removed from the flight deck and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing unit and its location are placarded INOPERATIVE, and 3) Procedures are established and used to alert crew members of inoperative or missing equipment.

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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 35</b> <b>Date: Feb. 13, 2018</b>		<b>Page:</b> <b>35-6</b>
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
35 OXYGEN				
30 Portable Oxygen				
03 Cabin Crew Portable Protective Breathing Equipment	D	-	-	(O)(M) Any in excess of those required by regulations may be inoperative or missing provided: 1) Required distribution of operative units is maintained throughout the aircraft, 2) The inoperative protective breathing unit is removed from the passenger cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the protective breathing unit and its location are placarded INOPERATIVE, and 3) Procedures are established and used to alert crew members of inoperative or missing equipment.

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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 45</b> <b>Date: Jul. 09, 2021</b>		<b>Page:</b> <b>38-1</b>
System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
38 WATER / WASTE				
10 Potable Water Systems				
01 Potable Water Systems	C	-	0	(O)(M) May be inoperative provided: 1) System is drained, and 2) Procedures are established to ensure that system is not serviced. NOTES: 1. The (O) procedure addresses other means for water provision for crew members as well as the need to advise of system status during crew changes. 2. Aviation Occupational Health & Safety (AOHS) requirements should be addressed.
	C	-	-	(M) Individual components may be inoperative provided: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used.

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System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
38 WATER / WASTE					
30 Lavatory Waste Systems					
01 Lavatory Waste Systems	C	-	-	(M)	Associated lavatory system may be inoperative provided: 1) Associated components are deactivated or isolated to prevent leaks, and 2) Associated lavatory door is secured closed and placarded "INOPERATIVE - DO NOT ENTER". NOTES: 1. These provisions are not intended to prohibit inspections by crew members. 2. Aviation Occupational Health & Safety (AOH&S) requirements should be addressed.
	C	-	-	(M)	Individual components may be inoperative provided: 1) Associated components are deactivated or isolated, and 2) Associated system components are verified not to have leaks. NOTE: Any portion of the system that operates normally may be used.

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System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
46 INFORMATION SYSTEMS							
11 Aircraft Information Network Systems							
01	Electronic Flight Bag (EFB) (if installed)	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.	
06	EFB Mounting Device (if installed)	C	-	0	(O)(M)	May be inoperative provided: 1) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and 2) Alternate procedures are established and used.	
		D	-	0	(M)	May be inoperative provided: 1) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and 2) Procedures do not require its use.	

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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 35</b> <b>Date: Feb. 13, 2018</b>		<b>Page:</b> <b>52-1</b>	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 DOORS					
01 Overhead Panels					
01 CKPT DOOR CONT Normal Overhead Panel					
01 CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel					No change from EASA MMEL.
02 STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel					No change from EASA MMEL.
03 Pressure Rate Sensor on the CKPT DOOR CONT Overhead Panel		C	2	1	(M) One may be inoperative provided that the remaining pressure rate sensor is checked operative.
		-	2	0	Both may be inoperative provided that the CDLS normal system is considered inoperative. Refer to item 52-51-01.

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321		Revision No. 40 Date: Apr. 12, 2019		Page: 52-2	
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
52 DOORS					
07 Indications on the DOOR/OXY SD page					
01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page	C	-	0	(O)	No change from EASA MMEL.
	B	-	0	(O)	No change from EASA MMEL.
	C	-	0	(O)	No change from EASA MMEL.
	-	-	-	(O)	One may be permanently indicated open when actually closed provided that: 1) No change from EASA MMEL, 2) No change from EASA MMEL, and 3) No change from EASA MMEL. Refer to 52-10-01.
02 Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page	C	-	0	(O)	No change from EASA MMEL.
	-	-	-	(O)	One may be permanently indicated closed when actually open provided that: 1) No change from EASA MMEL, and 2) No change from EASA MMEL. Refer to 52-10-01.



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Aircraft: AIRBUS INDUSTRIE A319/A320/A321		Revision No. 40 Date: Apr. 12, 2019		Page: 52-3
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
52 DOORS				
07 Indications on the DOOR/OXY SD page				
03 Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page	C	-	0	(O)(M) No change from EASA MMEL.
	B	-	0	(O)(M) No change from EASA MMEL.
	C	-	0	(O)(M) No change from EASA MMEL.
	-	-	-	(O)(M) One or two on the same side may be permanently indicated open when actually closed provided that: 1) No change from EASA MMEL, and 2) No change from EASA MMEL. Refer to 52-10-02.
04 Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page	C	-	0	(O)(M) No change from EASA MMEL.
	-	-	-	(O)(M) One or two on the same side may be permanently indicated closed when actually open provided that: 1) No change from EASA MMEL, and 2) No change from EASA MMEL. Refer to 52-10-02.

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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 40</b> <b>Date: Apr. 12, 2019</b>		<b>Page:</b> <b>52-4</b>
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
52 DOORS				
10 Cabin Door				
01 Cabin Door	-	-	-	Must be operative when carrying passengers.
	A	-	-	(O)(M) One cabin door may be inoperative for three flight days provided: 1) Only the aircraft crew are carried, 2) Affected emergency exit is verified closed, latched and locked prior to each flight, 3) Aircraft crew are advised of the nature (emergency exit and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used, 4) Conspicuous sign or placard indicating that the exit is inoperative is attached to the exit, and 5) Emergency exit signs and lights associated only with the inoperative exit are obscured (Note 3). NOTES: 1. For the purpose of this item, "aircraft crew" includes the operating crew members including the flight crew members, cabin attendants, aircraft maintenance personnel and supervisory crew members. 2. The operator's MEL must state the maximum number of aircraft crew permitted. 3. Exit locator signs and emergency aisle path marking which are shared between two exits must not be obscured.

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321		Revision No. 40 Date: Apr. 12, 2019		Page: 52-5
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
				4. Remarks or Exceptions
52 DOORS				
10 Cabin Door (cont'd)				
02 Cabin Overwing Exit	-	-	-	Must be operative when carrying passengers.
	A	-	-	(O)(M) One overwing emergency exit <u>or</u> two overwing exits on the same side may be inoperative for three flight days provided: <ul style="list-style-type: none"> <li>1) Only the aircraft crew are carried,</li> <li>2) Affected emergency exit is verified closed, latched and locked prior to each flight,</li> <li>3) Aircraft crew are advised of the nature (emergency exit and slide availability) and extent of the unserviceability and that evacuation procedures do not include affected exit, though opposite exit may be used,</li> <li>4) Conspicuous sign or placard indicating that the exit is inoperative is attached to the exit, and</li> <li>5) Emergency exit signs and lights associated only with the inoperative exit are obscured (Note 3).</li> </ul> NOTES: <ul style="list-style-type: none"> <li>1. For the purpose of this item, "aircraft crew" includes the operating crew members including the flight crew members, cabin attendants, aircraft maintenance personnel and supervisory crew members.</li> <li>2. The operator's MEL must state the maximum number of aircraft crew permitted.</li> <li>3. Exit locator signs and emergency aisle path marking which are shared between two exits must not be obscured.</li> </ul>

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321			Revision No. 42 Date: Jan. 14, 2020		Page: 52-6
System & Sequence Numbers	1.	2.	Number Installed		
			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
52 DOORS					
10 Cabin Door (cont'd)					
05 Cabin Door Emergency Opening Function	-	-	-		One may be inoperative provided that the affected door is considered inoperative. Refer to 52-10-01.
06 DOOR PRESS LOW Message on the PTP STATUS Page or CHECK DOOR PRESSURE Message on the FAP	D	-	0	(O)	No change from EASA MMEL.
	-	-	-		One may be inoperative provided that the associated exit is considered inoperative. Refer to 52-10-01.
07 Cabin Door Stay Mechanism	-	-	-		One may be inoperative provided that the affected door is considered inoperative. Refer to 52-10-01.
09 Flight Lock Actuator (NEO only)	-	-	-		One may be inoperative in the locked position provided that the associated cabin overwing exit is considered inoperative. Refer to 52-10-02.
	C	-	0	(O)	No change from EASA MMEL.
	C	-	0	(O)(M)	No change from EASA MMEL.

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321				Revision No. 43 Date: Mar. 17, 2020		Page: 52-7	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
52 DOORS							
51 Reinforced Cockpit Door (CDLS)							
01	CDLS Normal System	C	1	0	(O)	May be inoperative provided that: 1) The CDLS BK UP System is operative, 2) The LKG SYS sw on the CKPT DOOR BK UP panel is set to BK UP position, and 3) Alternate procedures are established and used to secure access to the cockpit during the flight.	
		A	1	0	(O)	May be inoperative provided: 1) The LKG SYS sw on the CKPT DOOR BK UP panel is set to OFF position, 2) The cockpit door is secured closed with the deadbolt, 3) Alternate procedures are established and used to secure access to the cockpit during the flight, and 4) Repairs are made within two flight days.	
		A	1	0	(O)(M)	May be inoperative provided: 1) The CDLS Normal System is deactivated, 2) The cockpit door is secured closed with the deadbolt, 3) Alternate procedures are established and used to secure access to the cockpit during the flight, and 4) Repairs are made within two flight days.	
03	CDLS Buzzer	C	1	0	(O)(M)	May be inoperative provided: 1) Keypad is deactivated, and 2) Alternate procedures are established and used.	

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321				Revision No. 47 Date: June 09, 2023		Page: 52-8	
System & Sequence Numbers		1.	2.	Number Installed			
				3.	Number Required for Dispatch		
					4.	Remarks or Exceptions	
52 DOORS							
51 Reinforced Cockpit Door (CDLS) (cont'd)							
06	CDLS Door Release Strike (Catch, Spring, Solenoid, Bolt)	C	3	2	(M)	No change from EASA MMEL.	
08	Cockpit Door Latch Mechanism (Mechanical Latches)	D	3	2		No change from EASA MMEL.	
	(Aircraft with CDLS BK UP System)	-	3	0		Two or more may be inoperative in disengaged/unlocked position provided that the CDLS Normal System and BK UP System are considered inoperative. Refer to 52-51-01 and 52-51-02.	
		D	3	0		No change from EASA MMEL.	
		C	3	0		No change from EASA MMEL.	
	(Aircraft without CDLS BK UP System)	-	3	0		Two or more may be inoperative in disengaged/unlocked position provided that the CDLS Normal System is considered inoperative. Refer to 52-51-01.	
		D	3	0		No change from EASA MMEL.	

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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 47</b> <b>Date: June 09, 2023</b>		<b>Page:</b> <b>52-9</b>
System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
52 DOORS				
51 Reinforced Cockpit Door (CDLS) (cont'd)				
09 Cockpit Door Handle (Including Bellcranks Linkage)				
(Aircraft with CDLS BK UP System)	-	1	0	May be inoperative in the open/unlocked position provided that the CDLS Normal System, BK UP System and the cockpit door OPEN light are considered inoperative. Refer to 52-51-01, 52-51-02, and 52-53-02.
	D	1	0	No change from EASA MMEL.
	C	1	0	No change from EASA MMEL.
(Aircraft without CDLS BK UP System)	-	1	0	May be inoperative in the open/unlocked position provided that the CDLS Normal System and the cockpit door OPEN light are considered inoperative. Refer to 52-51-01 and 52-53-02.
	D	1	0	No change from EASA MMEL.

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321				Revision No. 47 Date: June 09, 2023			Page: 52-10	
System & Sequence Numbers		1.	2.	Number Installed				
				3.	Number Required for Dispatch			
					4.	Remarks or Exceptions		
52 DOORS								
53 COCKPIT DOOR Panel on the Center Pedestal								
01	COCKPIT DOOR FAULT light	C	1	0	(O)	May be inoperative provided: 1) LOCK and NORM functions are verified to operate normally, 2) Control unit LED's operate normally, and 3) Alternate procedures are established and used.		
02	COCKPIT DOOR OPEN light	C	1	0	(O)	No change from EASA MMEL.		
03	LOCK Function of the COCKPIT DOOR sw	B	1	0	(O)(M)	May be inoperative provided: 1) Keypad is deactivated, 2) UNLOCK and NORM functions are verified to operate normally, 3) Alternate procedures are established and used.		
04	UNLOCK Function of the COCKPIT DOOR sw	B	1	0	(O)	May be inoperative provided: 1) LOCK and NORM functions are verified to operate normally, and 2) Alternate procedures are established and used.		



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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 35</b> <b>Date: Feb. 13, 2018</b>		<b>Page:</b> <b>56-1</b>
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
56 WINDOWS				
10 Cockpit				
01 Front Windshield				M MEL relief not permitted. Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual (SRM) for deferral.
02 Lateral Fixed / Sliding Window				M MEL relief not permitted. Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual (SRM) for deferral.
20 Cabin				
01 Cabin Window				M MEL relief not permitted. Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual (SRM) for deferral.

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<b>Aircraft:</b> <b>AIRBUS INDUSTRIE A319/A320/A321</b>		<b>Revision No. 46</b> <b>Date: Aug. 05, 2022</b>		<b>Page:</b> <b>73-1</b>
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
73 ENGINE FUEL AND CONTROL				
08 Indications on the EWD				
01 Fuel Flow Indication on the EWD				
(NEO)	B	2	1	One may be inoperative provided appropriate related engine instruments and fuel quantity indications operate normally.
(CEO)	B	2	1	One may be inoperative provided: 1) Appropriate related engine instruments and fuel quantity indications operate normally, and 2) Fuel Flow 1+2 Indication on the FUEL SD page (if installed) is considered inoperative.
25 Protection				
01 Engine Overthrust Protection System	A	2	1	One may be inoperative for 2 flights.

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321		Revision No. 40 Date: Apr. 12, 2019		Page: 75-1
System & Sequence Numbers	1.	2.	Number Installed	
			3.	Number Required for Dispatch
			4.	Remarks or Exceptions
75 BLEED AIR				
22 LP Turbine Active Clearance Control				
02 LPTC Valve (CEO - CFM engines)	C	2	0	One or both may be inoperative in open position (failsafe position - no ENG CTL VALVE FAULT on ECAM).

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321				Revision No. 20 Date: Jan. 22, 2014		Page: 77-1	
System & Sequence Numbers			1.	2.	Number Installed		
				3.	Number Required for Dispatch		
				4.	Remarks or Exceptions		
77 ENGINE INDICATING							
07 Indications on SD pages							
02 Indications on the ENGINE SD page							
05 N1 Vibration Indication on the ENGINE SD page			C	2	0	(M)	Except for ETOPS, may be inoperative provided an approved maintenance reliability program (which includes vibration monitoring) is in place.
			A	2	0	(M)	For ETOPS, may be inoperative for one flight day provided an approved maintenance reliability program (which includes vibration monitoring) is in place.
06 N2 Vibration Indication on the ENGINE SD page			C	2	0	(M)	Except for ETOPS, may be inoperative provided an approved maintenance reliability program (which includes vibration monitoring) is in place.
			A	2	0	(M)	For ETOPS, may be inoperative for one flight day provided an approved maintenance reliability program (which includes vibration monitoring) is in place.

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Aircraft: AIRBUS INDUSTRIE A319/A320/A321		Revision No. 46 Date: Aug. 05, 2022		Page: 78-1
System & Sequence Numbers	1.	2.	3.	4.
			Number Installed	Number Required for Dispatch
				Remarks or Exceptions
78 EXHAUST				
08 Indications on the EWD				
01 REV Indication on the EWD				
(CEO)	-	2	2	Both must be operative.
(NEO)	C	2	1	One may be inoperative provided that the associated thrust reverser is considered inoperative.
30 Thrust Reverser				
01 Thrust Reverser				
BSCU P/N E21327307 installed	-	2	2	
BSCU P/N E21327307 not installed	C	2	1	(O)(M) One may be inoperative provided that: 1) No change from EASA MMEL, 2) No change from EASA MMEL, 3) No change from EASA MMEL, and 4) No change from EASA MMEL.
02 Thrust Reverser Inhibition Relay sw	C	4	2	One or two on the same thrust reverser may be inoperative provided that the associated thrust reverser is considered inoperative. Refer to item 78-30-01.
04 Thrust Reverser Door Tertiary Lock	C	4	2	One or two on the same thrust reverser may be inoperative provided that the associated thrust reverser is considered inoperative. Refer to item 78-30-01.
	C	4	0	(O)(M) No change from EASA MMEL.