CLH 25Mar 2025

- CDL

- MEL

-ECAM Msg

A320FAMILY

Lufthansa CityLine

OM-B A320 FAMILY

Operations Manual
Part B:
Aeroplane Operating Matters

A320Family

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MUC C/OF-S

Issue date: 25 MAR 2025

This is the OM-B A320 Family at issue date 25 MAR 2025 for the A320Family and replacing last issue dated 18 DEC 2024.

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	9-MI-28-15	**Intercell Transfer System**	28 JUN 2022
	9-MI-28-20	**Distribution**	28 JUN 2022
	9-MI-28-21	**Main Fuel Pump System**	28 JUN 2022
	9-MI-28-22	**APU Fuel Pump System**	28 JUN 2022
	9-MI-28-23	**Crossfeed System**	28 JUN 2022

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	9-MI-28-24	**Engine LP Fuel Shutoff**	28 JUN 2022
	9-MI-28-25	**Refuel/Defuel System**	14 MAY 2024
	9-MI-28-26	**Main Transfer System**	28 JUN 2022
	9-MI-28-28	**Additional Center Tank Transfer System (if ACTs installed)**	14 SEP 2022
	9-MI-28-29	**APU LP Fuel Shutoff**	28 JUN 2022
	9-MI-28-43	**Manual Magnetic Indicators**	28 JUN 2022
	9-MI-28-46	**Tank Level Sensing**	14 SEP 2022
	9-MI-28-50	**Fuel Management**	28 JUN 2022
	9-MI-29-01-01	**HYD Overhead Panel**	28 JUN 2022
	9-MI-29-01-02	**Maintenance HYD Overhead Panel**	28 JUN 2022
	9-MI-29-07	**Indications on the HYD SD page**	23 FEB 2023
	9-MI-29-09	**ECAM Alerts**	28 JUN 2022
	9-MI-29-10	**Main Hydraulic Power**	28 JUN 2022
	9-MI-29-22	**Blue Auxiliary Hydraulic Power**	28 JUN 2022
	9-MI-29-23	**Power Transfer**	28 JUN 2022
	9-MI-29-24	**Yellow Auxiliary Hydraulic Power**	18 SEP 2024
	9-MI-30-00	**MAINTENANCE Message on the STATUS SD page**	28 JUN 2022
	9-MI-30-01-01	**ANTI ICE Overhead Panel**	28 JUN 2022
	9-MI-30-01-02	**WIPER Overhead Panel**	28 JUN 2022
	9-MI-30-07	**Indications on the BLEED SD page**	28 JUN 2022
	9-MI-30-09	**ECAM Alerts**	28 JUN 2022
R	9-MI-30-11	**Wing Ice Protection**	25 MAR 2025
	9-MI-30-21	**Engine Air Intake Ice Protection**	25 MAR 2025
	9-MI-30-31	**Probe Ice Protection**	14 JUN 2023
	9-MI-30-42	**Windshield Anti-Icing and Defogging**	28 JUN 2022
	9-MI-30-45	**Windshield Rain Protection**	28 JUN 2022
	9-MI-30-71	**Waste Water Ice Protection**	28 JUN 2022
	9-MI-30-81	**Ice Detection**	28 JUN 2022
	9-MI-31-00	**MAINTENANCE Message on the STATUS SD page**	28 JUN 2022
	9-MI-31-01-01	**RCDR Overhead Panel**	28 JUN 2022
	9-MI-31-05	**Indications on the Primary Flight Display (PFD)**	28 JUN 2022
	9-MI-31-06	**Indications on the Navigation Display (ND)**	28 JUN 2022
	9-MI-31-07	**Indications on the System Display (SD)**	28 JUN 2022
	9-MI-31-08	**Indications on the Engine Warning Display (EWD)**	28 JUN 2022
	9-MI-31-20	**Independent Instruments**	28 JUN 2022

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	9-MI-31-30	**Centralized Fault Display System (CFDS) and Data Recording System**	3 FEB 2023
	9-MI-31-38	**Up and Down Data Loading System Acquisition/Interface and Equipment**	31 AUG 2023
	9-MI-31-53	**Flight Warning Computer (FWC)**	28 JUN 2022
	9-MI-31-55	**System Data Acquisition Concentrator (SDAC)**	28 JUN 2022
	9-MI-31-56	**ECAM Control Panel (ECP)**	28 JUN 2022
	9-MI-31-62	**Display Management Computer (DMC)**	28 JUN 2022
	9-MI-31-63	**Display Unit (DU)**	28 JUN 2022
	9-MI-31-68	**Switching Panel**	28 JUN 2022
	9-MI-32-07	**Indications on the WHEEL SD page**	28 JUN 2022
	9-MI-32-09	**ECAM Alerts**	28 JUN 2022
	9-MI-32-11	**Main Gear**	28 JUN 2022
	9-MI-32-12	**Main Gear Doors**	28 JUN 2022
	9-MI-32-31	**Normal Extension and Retraction**	31 AUG 2023
	9-MI-32-32	**Proximity Detector System**	28 JUN 2022
	9-MI-32-33	**Free Fall Extension**	28 JUN 2022
	9-MI-32-41	**Wheels**	28 JUN 2022
	9-MI-32-42	**Normal Braking**	3 FEB 2023
	9-MI-32-44	**Alternate Braking**	18 SEP 2024
	9-MI-32-45	**Parking/Ultimate Emergency Braking**	18 SEP 2024
	9-MI-32-47	**Brake Temperature System**	28 JUN 2022
	9-MI-32-48	**Brake Cooling**	28 JUN 2022
	9-MI-32-51	**Steering**	28 JUN 2022
	9-MI-32-61	**Landing Gear Panel on the Center Instrument Panel**	28 JUN 2022
	9-MI-33-01-01	**ANN LT Overhead Panel**	28 JUN 2022
	9-MI-33-01-02	**SIGNS Overhead Panel**	28 JUN 2022
	9-MI-33-10	**Cockpit General Illumination**	28 JUN 2022
	9-MI-33-20	**Cabin General Illumination**	28 JUN 2022
	9-MI-33-20	**Redefined Flight Deck (RFD) General Illumination**	28 JUN 2022
	9-MI-33-30	**Cargo and Service Compartment Lighting**	18 SEP 2024
	9-MI-33-40	**Exterior Lighting**	15 DEC 2023
R	9-MI-33-51	**Cabin Emergency Lighting**	25 MAR 2025
	9-MI-34-00	**MAINTENANCE Messages on the STATUS SD page**	28 JUN 2022
	9-MI-34-01-01	**ADIRS Overhead Panel**	28 JUN 2022
	9-MI-34-01-02	**GPWS Overhead Panel**	28 JUN 2022
	9-MI-34-05	**Indications on the Primary Flight Display (PFD)**	28 JUN 2022

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	9-MI-34-06	**Indications on the Navigation Display (ND)**	14 JUN 2023
	9-MI-34-10	**Air Data/Inertial Reference System (ADIRS)**	14 JUN 2023
	9-MI-34-11	**Sensors**	28 JUN 2022
	9-MI-34-13	**Back Up Speed Scale**	28 JUN 2022
	9-MI-34-21	**Altitude and Airspeed Standby Data**	28 JUN 2022
	9-MI-34-22	**Attitude and Heading Standby Data**	28 JUN 2022
	9-MI-34-23	**Integrated Standby Instrument System (ISIS)**	14 SEP 2022
	9-MI-34-30	**Landing and Taxiing Aid**	28 JUN 2022
	9-MI-34-40	**GPWS, Radio Altimeter, TCAS, Weather Radar**	18 DEC 2024
	9-MI-34-50	**ATC and Radio/GPS Navigation Systems**	18 DEC 2024
	9-MI-35-01-01	**OXYGEN Overhead Panel**	28 JUN 2022
	9-MI-35-07	**Indications on the DOOR/OXY SD page**	28 JUN 2022
	9-MI-35-10	**Crew Oxygen**	28 JUN 2022
	9-MI-35-20	**Passenger Oxygen**	24 APR 2024
	9-MI-35-30	**Portable Oxygen**	14 JUN 2023
	9-MI-36-00	**MAINTENANCE Message on the STATUS SD page**	28 JUN 2022
	9-MI-36-01	**AIR COND Overhead Panel**	28 JUN 2022
R	9-MI-36-07	**Indications on the BLEED SD page**	25 MAR 2025
	9-MI-36-09	**ECAM Alerts**	28 JUN 2022
R	9-MI-36-11	**Engine Bleed Air Supply System**	25 MAR 2025
R	9-MI-36-12	**APU Bleed Air Supply and Crossbleed Systems**	25 MAR 2025
	9-MI-36-22	**Leak Detection Loop**	28 JUN 2022
	9-MI-38-10	**Toilet System**	15 DEC 2023
	9-MI-46-11-01	**Aircraft EFB System**	28 JUN 2022
	9-MI-46-11-02	**Aircraft EFB System Functionality**	18 SEP 2024
	9-MI-46-21	**Air Traffic and Information Management System**	31 AUG 2023
	9-MI-47-10	**Generation/Storage**	28 JUN 2022
	9-MI-49-00	**MAINTENANCE Message on the STATUS SD page**	28 JUN 2022
	9-MI-49-01	**APU Overhead Panel**	28 JUN 2022
	9-MI-49-07	**Indications on the APU SD page**	28 JUN 2022
	9-MI-49-10	**Power Plant**	28 JUN 2022
	9-MI-52-01-01	**CKPT DOOR CONT Normal Overhead Panel**	15 DEC 2023
	9-MI-52-07	**Indications on the DOOR/OXY SD page**	28 JUN 2022
	9-MI-52-10	**Cabin Door**	20 JUL 2023
	9-MI-52-10	**Cabin Door**	28 JUN 2022

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R	9-MI-52-30	**Cargo Door**	25 MAR 2025
	9-MI-52-33	**Bulk Cargo Compartment Door**	28 JUN 2022
	9-MI-52-51	**Reinforced Cockpit Door (CDLS)**	31 AUG 2023
	9-MI-52-53	**COCKPIT DOOR Panel on the Center Pedestal**	28 JUN 2022
	9-MI-52-71	**Door Warning**	28 JUN 2022
	9-MI-56-10	**Cockpit**	18 SEP 2024
	9-MI-56-20	**Cabin**	28 JUN 2022
	9-MI-70-00	**MAINTENANCE Messages on the STATUS SD page**	25 MAR 2025
	9-MI-71-09	**ECAM Alerts**	28 JUN 2022
	9-MI-73-07	**Indications on the ENGINE SD page**	28 JUN 2022
	9-MI-73-08	**Indications on the EWD**	28 JUN 2022
	9-MI-73-09	**ECAM Alerts**	25 MAR 2025
	9-MI-73-10	**Distribution**	28 JUN 2022
	9-MI-73-20	**Controlling**	28 JUN 2022
	9-MI-73-25	**Protection**	28 JUN 2022
	9-MI-74-07	**Indications on the ENGINE SD page**	28 JUN 2022
	9-MI-74-09	**ECAM Alert**	28 JUN 2022
	9-MI-74-31	**Ignition Starting and Continuous Relight**	28 JUN 2022
	9-MI-75-22	**Engine Bearing Cooling System**	28 JUN 2022
	9-MI-75-24	**TCC/TACC System**	28 JUN 2022
	9-MI-76-11	**Throttle Control**	28 JUN 2022
	9-MI-77-07-01	**Indications on the CRUISE SD page**	28 JUN 2022
	9-MI-77-07-02	**Indications on the ENGINE SD page**	28 JUN 2022
	9-MI-77-08	**Indications on the EWD**	28 JUN 2022
	9-MI-77-09	**ECAM Alerts**	28 JUN 2022
	9-MI-78-08	**Indications on the EWD**	28 JUN 2022
	9-MI-78-09	**ECAM Alerts**	31 AUG 2023
	9-MI-78-30	**Thrust Reversers**	28 JUN 2022
	9-MI-79-07	**Indications on the ENGINE SD page**	14 MAY 2024
	9-MI-79-09	**ECAM Alerts**	25 MAR 2025
	9-MI-79-20	**Distribution**	28 JUN 2022
	9-MI-79-40	**IDG Oil Cooling System**	28 JUN 2022
	9-MI-80-01	**ENG MAN START Overhead Panel**	28 JUN 2022
	9-MI-80-07	**Indication on the ENGINE SD page**	28 JUN 2022
	9-MI-80-11	**Pneumatic Starter and Valve System**	28 JUN 2022

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	9-MI-80-12	**ENG MASTER Panel on the Center Pedestal**	28 JUN 2022
	9-MO-MO-21-09	**ECAM Alerts**	28 JUN 2022
	9-MO-MO-21-21	**Air Distribution and Recirculation**	28 JUN 2022
	9-MO-MO-21-23	**Lavatory and Galley Ventilation**	25 MAR 2025
	9-MO-MO-21-23	**Lavatory and Galley Ventilation**	28 JUN 2022
	9-MO-MO-21-26	**Avionics Equipment Ventilation**	18 SEP 2024
	9-MO-MO-21-28	**Cargo Compartment Ventilation**	28 JUN 2022
	9-MO-MO-21-31	**Pressure Control and Monitoring**	28 JUN 2022
	9-MO-MO-21-43	**Cargo Compartment Heating**	14 SEP 2022
	9-MO-MO-21-51	**Pack Flow Control**	28 JUN 2022
	9-MO-MO-21-52	**Air Cooling System**	18 DEC 2024
	9-MO-MO-21-61	**Pack Temperature Control**	28 JUN 2022
	9-MO-MO-21-63	**Cockpit and Cabin Temperature Control**	18 SEP 2024
	9-MO-MO-22-00	**"CAT III DUAL" Message on the STATUS SD Page**	28 JUN 2022
	9-MO-MO-22-05	**FMA Indications on the PFD**	3 FEB 2023
	9-MO-MO-22-10	**Autopilot/Flight Director (AP/FD)**	28 JUN 2022
	9-MO-MO-22-30	**Autothrust**	28 JUN 2022
	9-MO-MO-22-60	**Flight Augmentation (FAC)**	28 JUN 2022
	9-MO-MO-22-70	**Flight Management System (FMS)**	14 SEP 2022
	9-MO-MO-22-81-01	**Auto Flight Control Panel (FCU)**	28 JUN 2022
	9-MO-MO-22-81-02	**EFIS Control Panel (FCU)**	28 JUN 2022
	9-MO-MO-22-81-03	**FCU Channel**	28 JUN 2022
	9-MO-MO-22-82	**Multipurpose Control and Display Unit (MCDU)**	28 JUN 2022
	9-MO-MO-22-83	**Flight Management and Guidance Computer (FMGC)**	28 JUN 2022
	9-MO-MO-23-09	**ECAM Alerts**	28 JUN 2022
	9-MO-MO-23-10	**Speech Communication**	28 JUN 2022
	9-MO-MO-23-20	**Data Transmission and Automatic Calling**	28 JUN 2022
	9-MO-MO-23-40	**Interphone**	15 DEC 2023
	9-MO-MO-23-51	**Audio Management**	28 JUN 2022
	9-MO-MO-23-52	**Audio Control Panel (ACP)**	28 JUN 2022
	9-MO-MO-23-72	**Cockpit Door Surveillance System (CDSS)**	28 JUN 2022
	9-MO-MO-23-73-02	**DEU A**	28 JUN 2022

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	9-MO-MO-23-73-03	**DEU B**	15 DEC 2023
R	9-MO-MO-23-73-05	**Cabin Loudspeaker**	25 MAR 2025
	9-MO-MO-23-73-06	**Handset**	15 DEC 2023
	9-MO-MO-23-73-07	**Prerecorded Announcement and Music Reproducer (PRAM)**	28 JUN 2022
	9-MO-MO-23-74	**Cabin Crew Panel**	28 JUN 2022
	9-MO-MO-24-01-01	**ELEC Overhead Panel**	28 JUN 2022
	9-MO-MO-24-07	**Indications on the ELEC SD page**	28 JUN 2022
	9-MO-MO-24-09	**ECAM Alerts**	18 SEP 2024
	9-MO-MO-24-22	**AC Main Generation**	18 SEP 2024
	9-MO-MO-24-23	**AC Auxiliary Generation**	28 JUN 2022
	9-MO-MO-24-25	**AC Essential Generation Switching**	28 JUN 2022
	9-MO-MO-24-26	**Galley and Commercial Supply System**	28 JUN 2022
	9-MO-MO-24-32	**DC Main Generation (TR 1, TR 2)**	28 JUN 2022
	9-MO-MO-24-38	**DC Battery Generation**	18 SEP 2024
	9-MO-MO-25-07	**Indications on the DOOR/OXY SD page**	28 JUN 2022
	9-MO-MO-25-11	**Pilot Seats**	28 JUN 2022
	9-MO-MO-25-12	**Third and Fourth Occupant Seats**	28 JUN 2022
	9-MO-MO-25-15	**Flight Crew Foot Warmers**	28 JUN 2022
	9-MO-MO-25-20	**Cabin Seats**	18 SEP 2024
	9-MO-MO-25-24	**Cabin Stowage Compartments**	23 FEB 2023
	9-MO-MO-25-35	**Galley Equipment**	15 DEC 2023
	9-MO-MO-25-40	**Lavatories**	15 DEC 2023
	9-MO-MO-25-62	**Cabin Escape Facilities**	28 JUN 2022
	9-MO-MO-25-63	**Evacuation Signaling Equipment**	28 JUN 2022
	9-MO-MO-25-64	**First Aid Equipment**	14 SEP 2022
	9-MO-MO-25-65	**Emergency Eqiupment**	15 DEC 2023
	9-MO-MO-26-12	**Engine Fire and Overheat Detection**	28 JUN 2022
	9-MO-MO-26-13	**APU Fire and Overheat Detection**	28 JUN 2022
	9-MO-MO-26-15	**Avionics Compartment Smoke Detection**	28 JUN 2022
	9-MO-MO-26-17	**Lavatory Smoke Detection**	15 DEC 2023
	9-MO-MO-26-24	**Cabin Portable Fire Extinguisher**	28 JUN 2022

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	9-MO-MO-27-07	**Indications on SD pages**	28 JUN 2022
	9-MO-MO-27-14	**Aileron and Hydraulic Actuation**	28 JUN 2022
	9-MO-MO-27-21	**Rudder Mechanical Control**	28 JUN 2022
	9-MO-MO-27-22	**Rudder Trim Actuation**	28 JUN 2022
	9-MO-MO-27-51	**Flaps Electrical Control and Monitoring**	18 DEC 2024
	9-MO-MO-27-64	**Spoiler Hydraulic Actuation**	18 SEP 2024
	9-MO-MO-27-81	**Slats Electrical Control and Monitoring**	18 DEC 2024
	9-MO-MO-27-92	**Electrical Flight Control System (EFCS) Control Inputs and Power Supply**	18 DEC 2024
	9-MO-MO-27-93	**ELAC System (Elevator Aileron Computer)**	18 SEP 2024
	9-MO-MO-27-94	**SEC System (Spoiler and Elevator Computer)**	31 AUG 2023
	9-MO-MO-27-95	**FCDC System (Flight Control Data Concentrator)**	28 JUN 2022
	9-MO-MO-28-01-01	**FUEL Overhead Panel**	14 SEP 2022
	9-MO-MO-28-07-01	**Fuel Quantity Indications on the FUEL SD page**	14 SEP 2022
	9-MO-MO-28-07-04	**Valve Indications on the FUEL SD page**	28 JUN 2022
	9-MO-MO-28-09	**ECAM Alerts**	15 DEC 2023
	9-MO-MO-28-12	**Tank Venting System**	15 NOV 2022
	9-MO-MO-28-15	**Intercell Transfer System**	28 JUN 2022
	9-MO-MO-28-20	**Distribution**	28 JUN 2022
	9-MO-MO-28-21	**Main Fuel Pump System**	28 JUN 2022
	9-MO-MO-28-22	**APU Fuel Pump System**	28 JUN 2022
	9-MO-MO-28-26	**Main Transfer System**	28 JUN 2022
	9-MO-MO-28-28	**Additional Center Tank Transfer System**	14 SEP 2022
	9-MO-MO-28-29	**APU LP Fuel Shutoff**	28 JUN 2022
	9-MO-MO-28-50	**Fuel Management**	28 JUN 2022
	9-MO-MO-29-07	**Indications on the HYD SD page**	28 JUN 2022
	9-MO-MO-29-09	**ECAM Alerts**	28 JUN 2022
	9-MO-MO-29-10	**Main Hydraulic Power**	28 JUN 2022
	9-MO-MO-29-23	**Power Transfer**	28 JUN 2022
	9-MO-MO-29-24	**Yellow Auxiliary Hydraulic Power**	28 JUN 2022
	9-MO-MO-30-01-01	**ANTI ICE Overhead Panel**	28 JUN 2022
	9-MO-MO-30-09	**ECAM Alerts**	25 MAR 2025
R	9-MO-MO-30-11	**Wing Ice Protection**	25 MAR 2025

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	9-MO-MO-30-21	**Engine Air Intake Ice Protection**	18 SEP 2024
	9-MO-MO-30-31	**Probe Ice Protection**	14 MAY 2024
	9-MO-MO-30-42	**Windshield Anti-Icing and Defogging**	28 JUN 2022
	9-MO-MO-30-45	**Windshield Rain Protection**	28 JUN 2022
	9-MO-MO-30-81	**Ice Detection**	28 JUN 2022
	9-MO-MO-31-01-01	**RCDR Overhead Panel**	28 JUN 2022
	9-MO-MO-31-07	**Indications on the System Display (SD)**	28 JUN 2022
	9-MO-MO-31-20	**Independent Instruments**	28 JUN 2022
	9-MO-MO-31-53	**Flight Warning Computer (FWC)**	28 JUN 2022
	9-MO-MO-31-56	**ECAM Control Panel (ECP)**	28 JUN 2022
	9-MO-MO-31-63	**Display Unit (DU)**	28 JUN 2022
	9-MO-MO-31-68	**Switching Panel**	28 JUN 2022
	9-MO-MO-32-07	**Indications on the WHEEL SD page**	25 MAR 2025
	9-MO-MO-32-09	**ECAM Alerts**	28 JUN 2022
	9-MO-MO-32-31	**Normal Extension and Retraction**	18 SEP 2024
	9-MO-MO-32-32	**Proximity Detector System**	23 FEB 2023
	9-MO-MO-32-33	**Free Fall Extension**	28 JUN 2022
R	9-MO-MO-32-42	**Normal Braking**	25 MAR 2025
	9-MO-MO-32-44	**ACCU PRESS Indicator**	28 JUN 2022
	9-MO-MO-32-45	**Parking/Ultimate Emergency Braking**	18 SEP 2024
	9-MO-MO-32-47	**Brake Temperature System**	14 DEC 2022
	9-MO-MO-32-48	**Brake Fan System**	28 JUN 2022
	9-MO-MO-32-51	**Steering**	28 JUN 2022
	9-MO-MO-33-01-02	**SIGNS Overhead Panel**	14 SEP 2022
	9-MO-MO-33-01-02	**SIGNS Overhead Panel**	28 JUN 2022
	9-MO-MO-33-20	**Cabin General Illumination**	15 DEC 2023
	9-MO-MO-33-40	**Exterior Lighting**	15 DEC 2023
	9-MO-MO-34-01-01	**ADIRS Overhead Panel**	28 JUN 2022
	9-MO-MO-34-05	**Indications on the Primary Flight Display (PFD)**	18 SEP 2024
	9-MO-MO-34-06	**Indications on the Navigation Display (ND)**	28 JUN 2022
	9-MO-MO-34-10	**Air Data/Inertial Reference System (ADIRS)**	31 AUG 2023
	9-MO-MO-34-11	**Sensors**	28 JUN 2022

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	9-MO-MO-34-13	**Back Up Speed Scale**	14 JUN 2023
	9-MO-MO-34-21	**Altitude and Airspeed Standby Data**	28 JUN 2022
	9-MO-MO-34-22	**Attitude and Heading Standby Data**	28 JUN 2022
	9-MO-MO-34-23	**Integrated Standby Instrument System (ISIS)**	28 JUN 2022
	9-MO-MO-34-30	**Landing and Taxiing Aid**	28 JUN 2022
	9-MO-MO-34-40	**GPWS, Radio Altimeter, TCAS, Weather Radar**	25 MAR 2025
	9-MO-MO-34-50	**ATC and Radio/GPS Navigation Systems**	15 DEC 2023
	9-MO-MO-35-07	**Indications on the DOOR/OXY SD page**	28 JUN 2022
	9-MO-MO-35-10	**Crew Oxygen**	28 JUN 2022
	9-MO-MO-35-20	**Passenger Oxygen**	28 JUN 2022
	9-MO-MO-35-20	**Passenger Oxygen**	28 JUN 2022
	9-MO-MO-35-30	**Portable Oxygen**	15 DEC 2023
	9-MO-MO-36-09	**ECAM Alerts**	18 DEC 2024
R	9-MO-MO-36-11	**Engine Bleed Air Supply System**	25 MAR 2025
R	9-MO-MO-36-12	**APU Bleed Air Supply and Crossbleed Systems**	25 MAR 2025
	9-MO-MO-36-22	**Leak Detection Loop**	18 DEC 2024
	9-MO-MO-46-11-02	**Aircraft EFB System Functionality**	15 DEC 2023
	9-MO-MO-46-21	**Air Traffic and Information Management System**	14 SEP 2022
	9-MO-MO-49-10	**Power Plant**	28 JUN 2022
	9-MO-MO-52-01-01	**CKPT DOOR CONT Overhead Panel**	28 JUN 2022
	9-MO-MO-52-07	**Indications on the DOOR/OXY SD page**	28 JUN 2022
	9-MO-MO-52-07	**Indications on the DOOR/OXY SD page**	28 JUN 2022
R	9-MO-MO-52-10	**Cabin Door**	25 MAR 2025
	9-MO-MO-52-30	**Cargo Door**	28 JUN 2022
	9-MO-MO-52-51	**Reinforced Cockpit Door (CDLS)**	15 DEC 2023
	9-MO-MO-52-53	**COCKPIT DOOR Panel on the Center Pedestal**	28 JUN 2022
	9-MO-MO-52-71	**Door Warning**	28 JUN 2022
	9-MO-MO-56-10	**Cockpit**	28 JUN 2022
	9-MO-MO-71-09	**ECAM Alerts**	28 JUN 2022
	9-MO-MO-73-20	**Controlling**	18 SEP 2024
R	9-MO-MO-74-07	**Indications on the ENGINE SD page**	25 MAR 2025
	9-MO-MO-74-31	**Ignition Starting and Continuous Relight**	28 JUN 2022
	9-MO-MO-75-24	**Turbine Case Cooling (TCC) System**	28 JUN 2022

M(1)	Localization	Subsection Title	Rev. Date
	9-MO-MO-77-09	**ECAM Alerts**	28 JUN 2022
	9-MO-MO-78-09	**ECAM Alerts**	28 JUN 2022
	9-MO-MO-78-30	**Thrust Reversers**	25 MAR 2025
	9-MO-MO-79-09	**ECAM Alerts**	28 JUN 2022
	9-MO-MO-79-20	**Distribution**	28 JUN 2022
	9-MO-MO-80-11	**Pneumatic Starter and Valve System**	28 JUN 2022

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

M(1)	Localization	DU Title	DU identification	DU date

No Temporary Documentary Unit

This table gives, for each delivered aircraft, the cross reference between:

– The Manufacturing Serial Number (MSN).

– The Fleet Serial Number (FSN) of the aircraft as known by AIRBUS S.A.S.

– The registration number of the aircraft as known by AIRBUS S.A.S.

– The aircraft model.

M(1)	MSN	FSN	Registration Number	Model
	00560	1111	D-AIRN	A321-100
	00610	1202	D-AILB	A319-114
	00717	1213	D-AILP	A319-114
	00729	1215	D-AILS	A319-114
	00738	1216	D-AILT	A319-114
	00853	1218	D-AILW	A319-114
	00860	1219	D-AILX	A319-114
	00875	1220	D-AILY	A319-114
	01367	1037	D-AIQW	A320-211
	01988	1195	D-AEUA	A321-211
	02131	1811	D-AIBK	A319-112
	02174	1812	D-AIBL	A319-112
	02262	1813	D-AIBM	A319-112
	02416	1814	D-AIBN	A319-112
	02547	1816	D-AIBP	A319-112
	02652	1817	D-AIBQ	A319-112
	03504	1196	D-AEUC	A321-211
	04449	1047	D-AIZJ	A320-214
	05126	1197	D-AEUI	A321-211
	05133	1198	D-AEUJ	A321-211
	05203	1050	D-AIZM	A320-214
	07648	1608	D-AINH	A320-271N
	09581	1628	D-AIJC	A320-271N
	11150	1633	D-AIJH	A320-271N
	11299	1635	D-AIJJ	A320-271N

(1) Evolution code : N=New, R=Revised

0-01 Aircraft Configuration Summary

0-05 If installed Table

0-10 General Information

0-20 Units of Measurement

0-30 Abbreviations

0-40 Airplane Codes

Aircraft Configuration Summary ..... A

Localization Title	Reason
0-01 Aircraft Configuration Summary	**Table updated**
0-01 Aircraft Configuration Summary	**Table updated**
0-01 Aircraft Configuration Summary	**Table updated**
0-01 Aircraft Configuration Summary	**Table updated**
0-01 Aircraft Configuration Summary	**Table updated**
0-01 Aircraft Configuration Summary	**Table updated**
0-01 Aircraft Configuration Summary	**Table updated**
0-01 Aircraft Configuration Summary	**Table updated**
0-01 Aircraft Configuration Summary	**Table updated**

AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000100 / 25 MAR 2025
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

For awareness and for the specified aircraft, the following table(s) provides the flight crew with a list of optional aircraft systems and functions related to flight and aircraft operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement	AUTO FLT	Yes
Automatic TOGA	ENG	Yes
BACF	DATALINK	No
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
hPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode automatically Engaged (Armed) in Go-Around	AUTO FLT	Yes
PWS	SURV	Yes
QFE Baro Setting	NAV	No
RAAS	SURV	No
RNP AR	AUTO FLT	No

Item	System	Installed
ROW/ROPS	SURV	No
SLS	NAV	No
Soft Go-Around	ENG	No
TOS2	AUTO FLT	No

AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000200 / 25 MAR 2025
Criteria: A320 (-AIZJ)
Applicable to: D-AIZJ

For awareness and for the specified aircraft, the following table(s) provides the flight crew with a list of optional aircraft systems and functions related to flight and aircraft operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	Yes
Automatic FD Bar Engagement	AUTO FLT	Yes
Automatic TOGA	ENG	No
BACF	DATALINK	No
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
hPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode automatically Engaged (Armed) in	AUTO FLT	Yes

Item	System	Installed
Go-Around		
PWS	SURV	Yes
QFE Baro Setting	NAV	No
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
SLS	NAV	No
Soft Go-Around	ENG	No
TOS2	AUTO FLT	No

AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000300 / 25 MAR 2025
Criteria: A320 (-AIZM)
Applicable to: D-AIZM

For awareness and for the specified aircraft, the following table(s) provides the flight crew with a list of optional aircraft systems and functions related to flight and aircraft operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	Yes
Automatic FD Bar Engagement	AUTO FLT	Yes
Automatic TOGA	ENG	Yes
BACF	DATALINK	No
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes

Item	System	Installed
GPS PRIMARY Function	NAV	Yes
hPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode automatically Engaged (Armed) in Go-Around	AUTO FLT	Yes
PWS	SURV	Yes
QFE Baro Setting	NAV	No
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
SLS	NAV	No
Soft Go-Around	ENG	No
TOS2	AUTO FLT	No

AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000400 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

For awareness and for the specified aircraft, the following table(s) provides the flight crew with a list of optional aircraft systems and functions related to flight and aircraft operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	Yes
Automatic FD Bar Engagement	AUTO FLT	Yes
Automatic TOGA	ENG	Yes
BACF	DATALINK	No
Backup Navigation Function of the MCDU	AUTO FLT	Yes
DBUS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	Yes
FANS B+	DATALINK	Yes

Item	System	Installed
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 2 (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
hPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode automatically Engaged (Armed) in Go-Around	AUTO FLT	Yes
PWS	SURV	Yes
QFE Baro Setting	NAV	No
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	Yes
SLS	NAV	No
Soft Go-Around	ENG	Yes
TOS2	AUTO FLT	No

AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000500 / 25 MAR 2025
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

For awareness and for the specified aircraft, the following table(s) provides the flight crew with a list of optional aircraft systems and functions related to flight and aircraft operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement	AUTO FLT	Yes
Automatic TOGA	ENG	No
BACF	DATALINK	No
Backup Navigation Function of the MCDU	AUTO FLT	No
BUSS	NAV	No

Item	System	Installed
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	No
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS	DATALINK	No
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
hPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode automatically Engaged (Armed) in Go-Around	AUTO FLT	Yes
PWS	SURV	No
QFE Baro Setting	NAV	No
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
SLS	NAV	No
Soft Go-Around	ENG	No
TOS2	AUTO FLT	No

AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000600 / 25 MAR 2025
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

For awareness and for the specified aircraft, the following table(s) provides the flight crew with a list of optional aircraft systems and functions related to flight and aircraft operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No

Item	System	Installed
Automatic FD Bar Engagement	AUTO FLT	Yes
Automatic TOGA	ENG	Yes
BACF	DATALINK	No
Backup Navigation Function of the MCDU	AUTO FLT	No
BUSS	NAV	No
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	No
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS	DATALINK	No
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
hPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode automatically Engaged (Armed) in Go-Around	AUTO FLT	Yes
PWS	SURV	No
QFE Baro Setting	NAV	No
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
SLS	NAV	No
Soft Go-Around	ENG	No
TOS2	AUTO FLT	No

AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000700 / 25 MAR 2025
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

For awareness and for the specified aircraft, the following table(s) provides the flight crew with a list of optional aircraft systems and functions related to flight and aircraft operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement	AUTO FLT	Yes
Automatic TOGA	ENG	Yes
BACF	DATALINK	No
Backup Navigation Function of the MCDU	AUTO FLT	No
BUSS	NAV	No
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
hPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode automatically Engaged (Armed) in Go-Around	AUTO FLT	Yes
PWS	SURV	Yes
QFE Baro Setting	NAV	No
RAAS	SURV	No
RNP AR	AUTO FLT	No

Item	System	Installed
ROW/ROPS	SURV	No
SLS	NAV	No
Soft Go-Around	ENG	No
TOS2	AUTO FLT	No

AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000800 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

For awareness and for the specified aircraft, the following table(s) provides the flight crew with a list of optional aircraft systems and functions related to flight and aircraft operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement	AUTO FLT	Yes
Automatic TOGA	ENG	Yes
BACF	DATALINK	No
Backup Navigation Function of the MCDU	AUTO FLT	No
BUSS	NAV	No
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
hPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode automatically Engaged (Armed) in	AUTO FLT	Yes

Item	System	Installed
Go-Around		
PWS	SURV	No
QFE Baro Setting	NAV	No
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
SLS	NAV	No
Soft Go-Around	ENG	No
TOS2	AUTO FLT	No

AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000900 / 25 MAR 2025
Criteria: A320 (-AIQW)
Applicable to: D-AIQW

For awareness and for the specified aircraft, the following table(s) provides the flight crew with a list of optional aircraft systems and functions related to flight and aircraft operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement	AUTO FLT	Yes
Automatic TOGA	ENG	No
BACF	DATALINK	No
Backup Navigation Function of the MCDU	AUTO FLT	No
BUSS	NAV	No
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes

Item	System	Installed
GPS PRIMARY Function	NAV	Yes
hPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode automatically Engaged (Armed) in Go-Around	AUTO FLT	Yes
PWS	SURV	Yes
QFE Baro Setting	NAV	No
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
SLS	NAV	No
Soft Go-Around	ENG	No
TOS2	AUTO FLT	No

If Installed Table ..... A

Localization Title	Reason
0-05 Fourth Occupant ACP	**Change of item from "Fourth Occupant Folding Seat" to "Fourth occupant ACP" to indicate that this item is related to the fourth ACP.**
0-05 ADF	**ADF entry updated**
0-05 AFT Cargo Heating	**Addition of:** **AFT ISOL VALVE** **AFT TEMPERATURE SELECTOR.**
0-05 AFT Cargo Heating	**Addition of:** **AFT ISOL VALVE** **AFT TEMPERATURE SELECTOR.**
0-05 AFT Cargo Ventilation	**Addition of the CARGO ISO VALVES.**
0-05 Polar Navigation Function	**Polar Navigation Function added**
0-05 Print Function	**Print Function added**
0-05 T2CAS or T3CAS	**Update of T2CAS / T3CAS entry**
0-05 TAWS Enhanced Function	**TAWS Enhanced Function added**
0-05 TAWS Obstacle Function	**TAWS Obstacle Function added**
0-05 TAWS Obstacle Function on T3CAS	**TAWS Obstacle Function on T3CAS added**
0-05 Third MCDU	**Third MCDU added**
0-05 TOS2	**Modification of the wording to indicate the installed system.**

IF INSTALLED TABLE

Ident.: 0-05-IFIT-00013179.0000001 / 18 DEC 2024
Applicable to: ALL

The "If Installed Table" provides a list of optional systems and functions of the aircraft.

For most of the optional systems or functions associated with the "if installed" ⋖ symbol in the OM-B, the table indicates if the optional systems or functions are installed, or not installed.

Note: *Highly customized options such as cabin installations are not covered in the following table.*

Ident.: 0-05-IFIT-00013181.0000001 / 25 MAR 2025
Applicable to: ALL

Fourth occupant ACP 4th OCC ACP 4 4th Occupant Fourth Occupant Fourth	COM	No

Ident.: 0-05-IFIT-00013182.0000001 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

4th Oxygen Mask Four	OXY	No

Ident.: 0-05-IFIT-00013182.0000002 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

4th Oxygen Mask Four	OXY	Yes

Ident.: 0-05-IFIT-00013183.0000001 / 18 DEC 2024
Applicable to: ALL

AC ESS FEED Auto Switching	ELEC	Yes

Ident.: 0-05-IFIT-00013184.0000001 / 18 DEC 2024
Applicable to: ALL

ACT	FUEL	No

1 ACT		
2 ACTs		
ACT PUMP		
ACT PUMP LO PR		
ACT XFR FAULT		
ACT1		
ACT 1		
ACT2		
ACT 2		
ACTs		
FWD ACT		
AFT1 ACT		
AFT2 ACT		

Ident.: 0-05-IFIT-00013583.0000001 / 25 MAR 2025
Applicable to: ALL

One ADF	NAV	Yes
ADF		
ADF1		
ADF 1		
ADF1(2)		
ADFs		

Ident.: 0-05-IFIT-00013187.0000001 / 18 DEC 2024
Applicable to: ALL

ADS-B OUT	SURV	Yes

Ident.: 0-05-IFIT-00013188.0000001 / 25 MAR 2025
Criteria: A319 / A320 / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AFT Cargo Heating	COND	No
AFT CRG HOT AIR		
temperature selector		
HOT AIR pb		

AFT CRG HEAT		
AFT CARGO HEAT		
AFT CARGO DUCT OVHT		
AFT Cargo heat controller		
Cargo Heat		
Cargo Temperature Regulation		
CRG HEAT		
Forward (aft) cargo heat controller		
HOT AIR		
AFT ISOL VALVE		
AFT TEMPERATURE SELECTOR		

Ident.: 0-05-IFIT-00013188.0000002 / 25 MAR 2025
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

AFT Cargo Heating		
AFT CRG HOT AIR		
temperature selector		
HOT AIR pb		
AFT CRG HEAT		
AFT CARGO HEAT		
AFT CARGO DUCT OVHT		
AFT Cargo heat controller	COND	Yes
Cargo Heat		
Cargo Temperature Regulation		
CRG HEAT		
Forward (aft) cargo heat controller		
HOT AIR		
AFT ISO VALVE		
AFT TEMPERATURE SELECTOR		

Ident.: 0-05-IFIT-00013189.0000001 / 18 DEC 2024
Applicable to: ALL

AFT Cargo Smoke Detector	FIRE	Yes

SMOKE AFT CARGO SMOKE		
SMOKE AFT CRG DET FAULT		
AFT CRG DET		
AFT CARGO SMOKE		
AFT CRG DET FAULT		

Ident.: 0-05-IFIT-00013190.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AFT Cargo Ventilation	VENT	No
Cargo Ventilation		
AFT ISOL VALVE		
AFT CRG VENT		
AFT CRG VENT FAULT		
AFT Cargo isol valves		
FWD(AFT) CARGO DUCT OVHT		
FWD(AFT) CRG HEAT		
FWD(AFT) CRG HEAT FAULT		
FWD(AFT) CRG ISOL VALVE		
FWD(AFT) CRG VENT FAULT		
FWD(AFT) CRG VENT		
Forward (aft) cargo isolation valves		
isolation valves		
CARGO ISO VALVES		

Ident.: 0-05-IFIT-00013190.0000002 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

AFT Cargo Ventilation	VENT	Yes
Cargo Ventilation		
AFT ISOL VALVE		
AFT CRG VENT		
AFT CRG VENT FAULT		
AFT Cargo isol valves		

FWD(AFT) CARGO DUCT OVHT		
FWD(AFT) CRG HEAT		
FWD(AFT) CRG HEAT FAULT		
FWD(AFT) CRG ISOL VALVE		
FWD(AFT) CRG VENT FAULT		
FWD(AFT) CRG VENT		
Forward (aft) cargo isolation valves		
isolation valves		
CARGO ISO VALVES		

Ident.: 0-05-IFIT-00013191.0000002 / 18 DEC 2024
Applicable to: ALL

Aileron Anti Droop	F/CTL	Yes

Ident.: 0-05-IFIT-00013192.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Air Conditioning System Controller (ACSC)	COND	No
ACSC		
ACSC 1		
ACSC 2		
Air Conditioning System Controllers		

Ident.: 0-05-IFIT-00013192.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Air Conditioning System Controller (ACSC)	COND	Yes
ACSC		
ACSC 1		
ACSC 2		
Air Conditioning System Controllers		

Ident.: 0-05-IFIT-00013193.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

ALTSM	SURV	No

Ident.: 0-05-IFIT-00013193.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

ALTSM	SURV	Yes

Ident.: 0-05-IFIT-00013194.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

AP/FD TCAS AP/FD TCAS function	AUTO FLT	No

Ident.: 0-05-IFIT-00013194.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AP/FD TCAS AP/FD TCAS function	AUTO FLT	Yes

Ident.: 0-05-IFIT-00013195.0000001 / 18 DEC 2024
Applicable to: ALL

ATSAW ADS-B IN	SURV	No

Ident.: 0-05-IFIT-00013196.0000001 / 18 DEC 2024
Applicable to: ALL

Automatic FD Bar Engagement	AUTO FLT	Yes

Ident.: 0-05-IFIT-00013197.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ

Automatic TOGA	ENG	No

Ident.: 0-05-IFIT-00013197.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW, -AIZJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN, D-AIZM

Automatic TOGA	ENG	Yes

Ident.: 0-05-IFIT-00013198.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Avail Indication During Engine Start AVAIL Indication	ENG	No

Ident.: 0-05-IFIT-00013198.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Avail Indication During Engine Start AVAIL Indication	ENG	Yes

Ident.: 0-05-IFIT-00013199.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Backup Navigation Function of the MCDU BACK UP NAV	AUTO FLT	No

Ident.: 0-05-IFIT-00013199.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Backup Navigation Function of the MCDU BACK UP NAV	AUTO FLT	Yes

Ident.: 0-05-IFIT-00013200.0000001 / 18 DEC 2024
Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

BARO/RADIO Instead of MDA/MDH/DH BARO BARO/RADIO	NAV	Yes

Ident.: 0-05-IFIT-00013200.0000002 / 18 DEC 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

BARO/RADIO Instead of MDA/MDH/DH BARO BARO/RADIO	NAV	No

Ident.: 0-05-IFIT-00013201.0000001 / 18 DEC 2024
Criteria: A319 / A320 / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Brake Fans Brake cooling fans BRK FAN BRK FAN pb-sw Brake Fan Brake fans 1, 2, 3 and 4 Brake fans 5, 6, 7 and 8	BRAKE	Yes

Ident.: 0-05-IFIT-00013201.0000002 / 18 DEC 2024
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

Brake Fans Brake cooling fans BRK FAN BRK FAN pb-sw Brake Fan Brake fans 1, 2, 3 and 4 Brake fans 5, 6, 7 and 8	BRAKE	No

Ident.: 0-05-IFIT-00013202.0000001 / 18 DEC 2024
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

Bulk Cargo Door Bulk Cargo Compartment Door Bulk Door	DOORS	No

Ident.: 0-05-IFIT-00013202.0000002 / 18 DEC 2024
Criteria: A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Bulk Cargo Door Bulk Cargo Compartment Door Bulk Door	DOORS	Yes

Ident.: 0-05-IFIT-00013203.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

BUSS Backup Speed/Altitude Scale Backup Speed Scale	NAV	No

Ident.: 0-05-IFIT-00013203.0000002 / 18 DEC 2024
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

BUSS Backup Speed/Altitude Scale Backup Speed Scale	NAV	Yes

Ident.: 0-05-IFIT-00013203.0000003 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DBUS Digital Backup Speed/Altitude Scale Digital Backup Speed Scale	NAV	Yes

Ident.: 0-05-IFIT-00013205.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Cargo ventilation system Cargo isolation valves Extraction fan	VENT	No

Ident.: 0-05-IFIT-00013205.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

Cargo ventilation system Cargo isolation valves Extraction fan	VENT	Yes

Ident.: 0-05-IFIT-00013206.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

Center Fuel Tank Transfer Valves Center Tank Transfer Valves L CTR TK XFR valve CTR TK XFR valve R	FUEL	No

Ident.: 0-05-IFIT-00013206.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

Center Fuel Tank Transfer Valves Center Tank Transfer Valves L CTR TK XFR valve CTR TK XFR valve R	FUEL	Yes

Ident.: 0-05-IFIT-00013207.0000001 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

Center Fuel Tank Pumps CTR TK PUMP 1 CTR TK PUMP 2	FUEL	No

Ident.: 0-05-IFIT-00013207.0000002 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

Center Fuel Tank Pumps CTR TK PUMP 1 CTR TK PUMP 2	FUEL	Yes

Ident.: 0-05-IFIT-00013208.0000001 / 18 DEC 2024
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Chemical Oxygen System 15 min Chemical Oxygen System 15 min	OXY	Yes

Ident.: 0-05-IFIT-00013208.0000003 / 18 DEC 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

Chemical Oxygen System 15 min Chemical Oxygen System 15 min	OXY	No

Ident.: 0-05-IFIT-00013209.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

CIDS-SDF CIDS 1 SMOKE DETECT Smoke Detection Function (SDF)	SMOKE	No

Ident.: 0-05-IFIT-00013209.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

CIDS-SDF CIDS 1 SMOKE DETECT Smoke Detection Function (SDF)	SMOKE	Yes

Ident.: 0-05-IFIT-00013210.0000001 / 18 DEC 2024
Applicable to: ALL

Cockpit Door Deadbolt Deadbolt	EQUIPMENT	No

Ident.: 0-05-IFIT-00013211.0000001 / 18 DEC 2024
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Cockpit Door Escape Panel	DOOR	Yes

Ident.: 0-05-IFIT-00013211.0000002 / 18 DEC 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

Cockpit Door Escape Panel	DOOR	No

Ident.: 0-05-IFIT-00013212.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Cockpit Fixed Second Oxygen Bottle	OXY	No

Ident.: 0-05-IFIT-00013212.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

Cockpit Fixed Second Oxygen Bottle	OXY	Yes

Ident.: 0-05-IFIT-00013213.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Cockpit Foot Heater	COND	No

Ident.: 0-05-IFIT-00013213.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

Cockpit Foot Heater	COND	Yes

Ident.: 0-05-IFIT-00013214.0000001 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH

Cockpit Foot Warmer Foot Warmer System Foot Warmer ON/OFF Control Switch	EQUIPMENT	No

Ident.: 0-05-IFIT-00013214.0000002 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Cockpit Foot Warmer Foot Warmer System Foot Warmer ON/OFF Control Switch	EQUIPMENT	Yes

Ident.: 0-05-IFIT-00013215.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Cockpit Power Outlet Power Outlet Power Outlets	EQUIPMENT	No

Ident.: 0-05-IFIT-00013215.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Cockpit Power Outlet Power Outlet Power Outlets	EQUIPMENT	Yes

Ident.: 0-05-IFIT-00013216.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

COMMERCIAL pb COMMERCIAL	ELEC	No

Ident.: 0-05-IFIT-00013216.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

COMMERCIAL pb COMMERCIAL	ELEC	Yes

Ident.: 0-05-IFIT-00013217.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

CVR Datalink Function	COM	No

Ident.: 0-05-IFIT-00013217.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

CVR Datalink Function	COM	Yes

Ident.: 0-05-IFIT-00013218.0000002 / 18 DEC 2024
Applicable to: ALL

CVR ERASE Function	COM	Yes

Ident.: 0-05-IFIT-00013219.0000001 / 18 DEC 2024
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Data Loading Selector Unit DLSU	DATA LOADING	No

Ident.: 0-05-IFIT-00013219.0000002 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

Data Loading Selector Unit DLSU	DATA LOADING	Yes

Ident.: 0-05-IFIT-00013220.0000001 / 18 DEC 2024
Applicable to: ALL

DC BUS Entertainment TR Entertainment DC BUS Ent DC BUS Entertainment TR Ent TR Ent.	ELEC	No

Ident.: 0-05-IFIT-00013221.0000001 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

DDRMI Digital Distance and Radio Magnetic Indicator	NAV	No

Ident.: 0-05-IFIT-00013221.0000002 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

DDRMI Digital Distance and Radio Magnetic Indicator	NAV	Yes

Ident.: 0-05-IFIT-00013222.0000001 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

DECEL Message on the PFD DECEL	EIS	Yes

Ident.: 0-05-IFIT-00013222.0000002 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

DECEL Message on the PFD DECEL	EIS	No

Ident.: 0-05-IFIT-00013223.0000001 / 18 DEC 2024
Applicable to: ALL

Derated Takeoff DERATE Derated Level Derated DRT TO	ENG	No

Ident.: 0-05-IFIT-00013224.0000001 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

Descent Profile Optimization	AUTO FLT	Yes

DPO		

Ident.: 0-05-IFIT-00013224.0000002 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Descent Profile Optimization DPO	AUTO FLT	No

Ident.: 0-05-IFIT-00013225.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Display of Delta ISA Delta ISA	EIS	No

Ident.: 0-05-IFIT-00013225.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Display of Delta ISA Delta ISA	EIS	Yes

Ident.: 0-05-IFIT-00013226.0000002 / 18 DEC 2024
Applicable to: ALL

Drain Mast	WATER	No

Ident.: 0-05-IFIT-00013227.0000001 / 18 DEC 2024
Applicable to: ALL

Dual Ice Detection System	ICE	No

Ident.: 0-05-IFIT-00013228.0000002 / 18 DEC 2024
Applicable to: ALL

Dual Navigation Lights	LIGHTS	Yes

Ident.: 0-05-IFIT-00013229.0000001 / 18 DEC 2024
Applicable to: ALL

Single Navigation Lights	LIGHTS	No

Ident.: 0-05-IFIT-00013230.0000001 / 18 DEC 2024
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

EGPWS	SURV	No

Ident.: 0-05-IFIT-00013230.0000002 / 18 DEC 2024
Criteria: A319 / A320 / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

EGPWS	SURV	Yes

Ident.: 0-05-IFIT-00013231.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Electrical Alternate Braking	L/G	No

Ident.: 0-05-IFIT-00013231.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Electrical Alternate Braking	L/G	Yes

Ident.: 0-05-IFIT-00013232.0000001 / 18 DEC 2024
Criteria: A319 (-AILW to -AILY) / A321 (-AIRN)
Applicable to: D-AILW, D-AILX, D-AILY, D-AIRN

ELT	COM	No

Ident.: 0-05-IFIT-00013232.0000002 / 18 DEC 2024
Criteria: A319 (all ex. -AILW, -AILX, -AILY) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AINH, D-AIQW, D-AIZJ, D-AIZM

ELT	COM	Yes

Ident.: 0-05-IFIT-00013233.0000001 / 18 DEC 2024
Applicable to: ALL

Enhanced RTA RTA MISSED	AUTO FLT	No

Ident.: 0-05-IFIT-00013234.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

EVAC PANEL COMMAND pb-sw Evacuation Signaling System EVAC HORN HORN SHUT OFF pb CAPT and PURS sw (EVAC) panel EVAC COMMAND EVAC SIGNAL SYSTEM EVAC SIGNALS	COM	No

Ident.: 0-05-IFIT-00013234.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

EVAC PANEL COMMAND pb-sw Evacuation Signaling System EVAC HORN HORN SHUT OFF pb CAPT and PURS sw (EVAC) panel EVAC COMMAND EVAC SIGNAL SYSTEM EVAC SIGNALS	COM	Yes

Ident.: 0-05-IFIT-00013235.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Expedite function EXP CLB EXP DES EXPED pb	AUTO FLT	No

EXP EXPED MODE EXPED EXPEDITE EXPED CLIMB		

Ident.: 0-05-IFIT-00013235.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Expedite function EXP CLB EXP DES EXPED pb EXP EXP MODE EXPED EXPEDITE EXPEDITE CLIMB	AUTO FLT	Yes

Ident.: 0-05-IFIT-00013236.0000001 / 18 DEC 2024
Applicable to: ALL

Extended Flex Takeoff	ENG	No

Ident.: 0-05-IFIT-00013237.0000001 / 18 DEC 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

External Ice Detector Light ICE IND	ICE	No

Ident.: 0-05-IFIT-00013237.0000002 / 18 DEC 2024
Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

External Ice Detector Light ICE IND	ICE	Yes

Ident.: 0-05-IFIT-00013238.0000001 / 18 DEC 2024
Applicable to: ALL

FANS A+ DCDU ATC MSG pb	FANS	No

Ident.: 0-05-IFIT-00013239.0000001 / 18 DEC 2024
Applicable to: ALL

FANS A+B DCDU ATC MSG pb	FANS	No

Ident.: 0-05-IFIT-00013240.0000001 / 18 DEC 2024
Applicable to: ALL

FANS B DCDU ATC MSG pb	FANS	No

Ident.: 0-05-IFIT-00013241.0000001 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FANS B+ DCDU ATC MSG pb	FANS	Yes

Ident.: 0-05-IFIT-00013241.0000002 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

FANS B+ DCDU ATC MSG pb	FANS	No

Ident.: 0-05-IFIT-00013242.0000001 / 18 DEC 2024
Applicable to: ALL

FANS C DCDU	FANS	No

ATC MSG pb		

Ident.: 0-05-IFIT-00013243.0000001 / 18 DEC 2024
Criteria: A319 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

Fan Speed Controller (FSC) Two Operating Speeds	VENT	No

Ident.: 0-05-IFIT-00013243.0000002 / 18 DEC 2024
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Fan Speed Controller (FSC) Two Operating Speeds	VENT	Yes

Ident.: 0-05-IFIT-00013244.0000001 / 18 DEC 2024
Applicable to: ALL

Fire Extinguishing in the AFT Cargo SMOKE FWD(AFT) CRG BTL 1(2) FAULT Forward (aft) cargo fire extinguishing	FIRE	Yes

Ident.: 0-05-IFIT-00013245.0000001 / 18 DEC 2024
Applicable to: ALL

Fire Extinguishing in the FWD Cargo SMOKE FWD(AFT) CRG BTL 1(2) FAULT Forward (aft) cargo fire extinguishing	FIRE	Yes

Ident.: 0-05-IFIT-00013246.0000001 / 18 DEC 2024
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

Fixed Cabin Gaseous Oxygen System	OXY	No

Ident.: 0-05-IFIT-00013247.0000001 / 18 DEC 2024
Applicable to: ALL

FLS F-G/S F-G/S BASED ON ISA	AUTO FLT	No

F-G/S-F-LOC		
F-G/S-LOC		
F-LOC		
F-LOC*/F-LOC		
FLS 1		
FLS 2		
FLS function		
NO FLS FOR THIS APPR		

Ident.: 0-05-IFIT-00013248.0000002 / 18 DEC 2024
Applicable to: ALL

FLS/FINAL APP - Coexistence	AUTO FLT	No

Ident.: 0-05-IFIT-00013249.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

FMS Crossload Crossload	AUTO FLT	No

Ident.: 0-05-IFIT-00013249.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FMS Crossload Crossload	AUTO FLT	Yes

Ident.: 0-05-IFIT-00013250.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ) / A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ

FTIS	FUEL	No

Ident.: 0-05-IFIT-00013250.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW, -AIZJ) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZM

FTIS	FUEL	Yes

Ident.: 0-05-IFIT-00013251.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Fuel Leak Detection	FUEL	No

Ident.: 0-05-IFIT-00013251.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Fuel Leak Detection	FUEL	Yes

Ident.: 0-05-IFIT-00013252.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

Fuel Tank Overflow Alert	FUEL	No

Ident.: 0-05-IFIT-00013252.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

Fuel Tank Overflow Alert	FUEL	Yes

Ident.: 0-05-IFIT-00013253.0000001 / 18 DEC 2024
Applicable to: ALL

FWD Cargo Heating Temperature Selector FWD(AFT) CARGO DUCT OVHT FWD(AFT) CRG HEAT FWD(AFT) CRG HEAT FAULT FWD CRG HEAT Cargo Heat Cargo Temperature Regulation CRG HEAT Forward (aft) cargo heat controller HOT AIR Fwd cargo heat controller Forward cargo heat controller	COND	No

Ident.: 0-05-IFIT-00013254.0000001 / 18 DEC 2024
Applicable to: ALL

FWD Cargo Smoke Detector SMOKE FWD CARGO SMOKE FWD CARGO SMOKE SMOKE FWD CRG DET FAULT FWD CRG DET FWD CRG DET FAULT	FIRE	Yes

Ident.: 0-05-IFIT-00013255.0000001 / 18 DEC 2024
Applicable to: ALL

FWD Cargo Ventilation FWD Cargo Outlet Isolation Valve Cargo Ventilation FWD Isol Valve FWD CRG VENT FWD CARGO ISOL VALVE Forward (aft) cargo isolation valves isolation valves Fwd cargo isol valves CARGO ISO VALVES Forward cargo isol valves	VENT	No

Ident.: 0-05-IFIT-00013256.0000001 / 18 DEC 2024
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Galley Bus Automatic Shedding Galley Load Automatic Shedding	ELEC	No

Ident.: 0-05-IFIT-00013256.0000002 / 18 DEC 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

Galley Bus Automatic Shedding Galley Load Automatic Shedding	ELEC	Yes

Ident.: 0-05-IFIT-00013257.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

GAPCU Ground and Auxiliary Power Control Unit	ELEC	No

Ident.: 0-05-IFIT-00013257.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

GAPCU Ground and Auxiliary Power Control Unit	ELEC	Yes

Ident.: 0-05-IFIT-00013258.0000001 / 18 DEC 2024
Applicable to: ALL

Gaseous Oxygen Generators in lavatories Gaseous Generators	OXY	No

Ident.: 0-05-IFIT-00013259.0000001 / 18 DEC 2024
Applicable to: ALL

GLS GLS Autoland GLS1 GLS2	AUTO FLT	No

Ident.: 0-05-IFIT-00013260.0000001 / 18 DEC 2024
Applicable to: ALL

GPS FM/GPS POS DISAGREE GPS 1(2) FAULT GPS 1 GPS 2	NAV	Yes

Ident.: 0-05-IFIT-00013261.0000001 / 18 DEC 2024
Applicable to: ALL

GPS PRIMARY Function GPS PRIMARY	NAV	Yes

Ident.: 0-05-IFIT-00013262.0000001 / 18 DEC 2024
Applicable to: ALL

GSM Onboard	COM	No

Ident.: 0-05-IFIT-00013263.0000001 / 18 DEC 2024
Applicable to: ALL

HF Datalink HF 1(2) DATA FAULT HF DATA LINK	COM	No

Ident.: 0-05-IFIT-00013264.0000001 / 18 DEC 2024
Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)
Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

HF System HF HF COMMUNICATION SYSTEM HF SYSTEMS HIGH FREQUENCY (HF)	COM	No

Ident.: 0-05-IFIT-00013264.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

HF System HF HF COMMUNICATION SYSTEM HF SYSTEMS HIGH FREQUENCY (HF)	COM	Yes

Ident.: 0-05-IFIT-00013265.0000001 / 18 DEC 2024
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

HF1 HF 1	COM	Yes

Ident.: 0-05-IFIT-00013265.0000002 / 18 DEC 2024
Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)
Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

HF1 HF 1	COM	No

Ident.: 0-05-IFIT-00013266.0000001 / 18 DEC 2024
Applicable to: ALL

HI ALT pb Operation on High Altitude Airfields HI ALT LANDING pb-sw HI ALT LANDING pb-sw	OXY	No

Ident.: 0-05-IFIT-00013267.0000001 / 18 DEC 2024
Applicable to: ALL

HUD HUDs	SURV	No

Ident.: 0-05-IFIT-00013268.0000001 / 18 DEC 2024
Criteria: A319 / A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

IRS Alignment Based on GPS Position	NAV	No

Ident.: 0-05-IFIT-00013268.0000002 / 18 DEC 2024
Criteria: A320 / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

IRS Alignment Based on GPS Position	NAV	Yes

Ident.: 0-05-IFIT-00013269.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

ISIS	NAV	No

Ident.: 0-05-IFIT-00013269.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

ISIS	NAV	Yes

Ident.: 0-05-IFIT-00013270.0000001 / 18 DEC 2024
Applicable to: ALL

ITP ATSA ITP ITP TRAFFIC LIST page IN TRAIL PROCEDURE IN TRAIL PROCEDURE page	SURV	No

Ident.: 0-05-IFIT-00013271.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

LAF	F/CTL	No

Ident.: 0-05-IFIT-00013271.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

LAF	F/CTL	Yes

Ident.: 0-05-IFIT-00013273.0000001 / 18 DEC 2024
Applicable to: ALL

LOC B/C LOC B/C*	AUTO FLT	No

Ident.: 0-05-IFIT-00013274.0000001 / 18 DEC 2024
Applicable to: ALL

Logo Light LOGO Logo Lights	LIGHTS	Yes

Ident.: 0-05-IFIT-00013275.0000001 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Man-made Obstacle Function	SURV	Yes

Ident.: 0-05-IFIT-00013275.0000002 / 18 DEC 2024
Criteria: A319 (-AILB, -AILP) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AIQW, D-AIRN

Man-made Obstacle Function	SURV	No

Ident.: 0-05-IFIT-00013276.0000001 / 18 DEC 2024
Applicable to: ALL

Manual Flush Control	WATER	No

Ident.: 0-05-IFIT-00013277.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILT) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AIRN

Manual Shutoff Valves	WATER	No

Ident.: 0-05-IFIT-00013277.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ, -AILW to -AILY) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Manual Shutoff Valves	WATER	Yes

Ident.: 0-05-IFIT-00013278.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIJC to -AIJJ, -AINH) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIRN

Metric Altitude Indications on the PFD	EIS	No

Ident.: 0-05-IFIT-00013278.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW, D-AIZJ, D-AIZM

Metric Altitude Indications on the PFD	EIS	Yes

Ident.: 0-05-IFIT-00013279.0000001 / 18 DEC 2024
Applicable to: ALL

MLS	AUTO FLT	No

MLS1 MLS2		

Ident.: 0-05-IFIT-00013280.0000001 / 18 DEC 2024
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

MORA Minimum Off Route Altitude (MORA)	AUTO FLT	Yes

Ident.: 0-05-IFIT-00013280.0000002 / 18 DEC 2024
Criteria: A319 / A320 / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

MORA Minimum Off Route Altitude (MORA)	AUTO FLT	No

Ident.: 0-05-IFIT-00013281.0000001 / 18 DEC 2024
Applicable to: ALL

NAV Mode automatically Engaged (Armed) in Go-Around	AUTO FLT	Yes

Ident.: 0-05-IFIT-00013282.0000001 / 18 DEC 2024
Applicable to: ALL

OEB Reminder	EIS	Yes

Ident.: 0-05-IFIT-00013283.0000001 / 18 DEC 2024
Applicable to: ALL

Optional Applications: A623 ATS623 OCL DCL D-ATIS	FANS	No

Ident.: 0-05-IFIT-00013284.0000001 / 18 DEC 2024
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

Overwing Emergency Exit	DOORS	No

Overwing Escape Route FWD EMER EXIT AFT EMER EXIT		

Ident.: 0-05-IFIT-00013284.0000002 / 18 DEC 2024
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

1 Pair of Overwing Emergency Exit Overwing Escape Route FWD EMER EXIT	DOORS	Yes

Ident.: 0-05-IFIT-00013284.0000003 / 18 DEC 2024
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

2 Pairs of Overwing Emergency Exit Overwing Escape Route FWD EMER EXIT AFT EMER EXIT	DOORS	Yes

Ident.: 0-05-IFIT-00013285.0000001 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ) / A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ

Parking Brake Monitoring PARK BRK FAULT	BRAKE	No

Ident.: 0-05-IFIT-00013285.0000002 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW, -AIZJ) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZM

Parking Brake Monitoring PARK BRK FAULT	BRAKE	Yes

Ident.: 0-05-IFIT-00013286.0000001 / 18 DEC 2024
Applicable to: ALL

Pax Oxygen Discharge Indicator	OXY	No

Ident.: 0-05-IFIT-00013584.0000001 / 25 MAR 2025
Applicable to: ALL

Polar Navigation Function NORTH REF PUSH BUTTON NORTH REF PB TRUE	NAV	No

Ident.: 0-05-IFIT-00013287.0000001 / 18 DEC 2024
Applicable to: ALL

Predictive GPWS	SURV	Yes

Ident.: 0-05-IFIT-00013585.0000001 / 25 MAR 2025
Criteria: A319 (-AILY)
Applicable to: D-AILY

Print PRT	COM	No

Ident.: 0-05-IFIT-00013585.0000002 / 25 MAR 2025
Criteria: A319 (all ex. -AILY) / A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Print PRT	COM	Yes

Ident.: 0-05-IFIT-00013288.0000001 / 18 DEC 2024
Criteria: A319 (-AILY)
Applicable to: D-AILY

Printer Function in FMS PRINT FUNCTIONFMS PRINTER NOT AVAILABLE FMS	AUTO FLT	No

Ident.: 0-05-IFIT-00013288.0000002 / 18 DEC 2024
Criteria: A319 (all ex. -AILY) / A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Printer Function in FMS PRINT FUNCTION PRINTER NOT AVAILABLE	AUTO FLT	Yes

Ident.: 0-05-IFIT-00013289.0000001 / 18 DEC 2024
Applicable to: ALL

Push to Level Off	AUTO FLT	Yes

Ident.: 0-05-IFIT-00013290.0000001 / 18 DEC 2024
Criteria: A319 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

PWS	SURV	No
Windshear DET		
WINDSHEAR DETECTION		
PRED W/S DET FAULT		
W/S AHEAD		
WINDSHEAR AHEAD		
Windshear		
PRED W/S DET		
predictive windshear system		
PWS SCAN		
WINDSHEAR / PWS		
WINDSHEAR/PWS		
WINDSHEAR DETECTION FUNCTION		
PREDICTIVE WINDSHEAR		

Ident.: 0-05-IFIT-00013290.0000002 / 18 DEC 2024
Criteria: A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

PWS	SURV	Yes
Windshear DET		
WINDSHEAR DETECTION		
PRED W/S DET FAULT		
W/S AHEAD		
WINDSHEAR AHEAD		
Windshear		
PRED W/S DET		
predictive windshear system		
PWS SCAN		

WINDSHEAR / PWS WINDSHEAR/PWS WINDSHEAR DETECTION FUNCTION PREDICTIVE WINDSHEAR		

Ident.: 0-05-IFIT-00013291.0000001 / 18 DEC 2024
Criteria: A319 / A320 (all ex. -AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIRN, D-AIZJ, D-AIZM

QAR	RECORDING	No

Ident.: 0-05-IFIT-00013291.0000002 / 18 DEC 2024
Criteria: A320 (-AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIQW

QAR	RECORDING	Yes

Ident.: 0-05-IFIT-00013292.0000001 / 18 DEC 2024
Applicable to: ALL

QFE Baro Setting QFE OPTION QFE	NAV	No

Ident.: 0-05-IFIT-00013293.0000001 / 18 DEC 2024
Applicable to: ALL

RAAS Runway Awareness and Advisory System	SURV	No

Ident.: 0-05-IFIT-00013294.0000001 / 18 DEC 2024
Criteria: A320 (-AIQW)
Applicable to: D-AIQW

Rain Repellent System Rain Repellent RAIN RPLNT pb RAIN RPLNT	RAIN	No

Ident.: 0-05-IFIT-00013294.0000002 / 18 DEC 2024
Criteria: A319 / A320 (all ex. -AIQW) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIRN, D-AIZJ, D-AIZM

Rain Repellent System Rain Repellent RAIN RPLNT pb RAIN RPLNT	RAIN	Yes

Ident.: 0-05-IFIT-00013295.0000001 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

RMP 3 RMP3	COM	No

Ident.: 0-05-IFIT-00013295.0000002 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

RMP 3 RMP3	COM	Yes

Ident.: 0-05-IFIT-00013296.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

RMP Load Function LOAD function	COM	No

Ident.: 0-05-IFIT-00013296.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

RMP Load Function LOAD function	COM	Yes

Ident.: 0-05-IFIT-00013297.0000001 / 18 DEC 2024
Applicable to: ALL

RNP pb	NAV	No

Ident.: 0-05-IFIT-00013298.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

ROW/ROPS ROW/ROP ROW ROPS	SURV	No

Ident.: 0-05-IFIT-00013298.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

ROW/ROPS ROW/ROP ROW ROPS	SURV	Yes

Ident.: 0-05-IFIT-00013299.0000001 / 18 DEC 2024
Criteria: A319 (all ex. -AIBP, -AIBQ) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

RPCU	CAB PR	No

Ident.: 0-05-IFIT-00013299.0000002 / 18 DEC 2024
Criteria: A319 (-AIBP, -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

RPCU	CAB PR	Yes

Ident.: 0-05-IFIT-00013300.0000001 / 18 DEC 2024
Applicable to: ALL

SATCOM SATCOM DATA FAULT SATCOM FAULT SATCOM DATA Satellite Communications (SATCOM) SATCOM System	COM	No

Ident.: 0-05-IFIT-00013301.0000001 / 18 DEC 2024
Applicable to: ALL

SBAS	NAV	NO

Ident.: 0-05-IFIT-00013302.0000001 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

SDCU Smoke Detection Control Unit SDCU	SMOKE	No

Ident.: 0-05-IFIT-00013302.0000002 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

SDCU Smoke Detection Control Unit SDCU	SMOKE	Yes

Ident.: 0-05-IFIT-00013303.0000001 / 18 DEC 2024
Applicable to: ALL

Second Fire Extinguishing Bottle	FIRE	No

Ident.: 0-05-IFIT-00013304.0000001 / 18 DEC 2024
Applicable to: ALL

SLS	AUTO FLT	No

Ident.: 0-05-IFIT-00013305.0000001 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

Soft go-around GA SOFT	ENG	Yes

Ident.: 0-05-IFIT-00013305.0000002 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Soft go-around GA SOFT	ENG	No

Ident.: 0-05-IFIT-00013306.0000001 / 18 DEC 2024
Applicable to: ALL

Steep Approach Capability STEEP APPR Steep Approach Capability and Landing Function	NAV	No

Ident.: 0-05-IFIT-00013307.0000001 / 18 DEC 2024
Applicable to: ALL

Surface Alerting Function SURF-A TRAF	SURV	No

Ident.: 0-05-IFIT-00013308.0000001 / 18 DEC 2024
Criteria: A320 (-AIZJ, -AIZM)
Applicable to: D-AIZJ, D-AIZM

SYNCHRO AVIONICS	Information	Yes

Ident.: 0-05-IFIT-00013308.0000002 / 18 DEC 2024
Criteria: A319 / A320 (all ex. -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN

SYNCHRO AVIONICS	Information	No

Ident.: 0-05-IFIT-00013309.0000001 / 25 MAR 2025
Criteria: A319 / A320 / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

T2CAS or T3CAS T2CAS T3CAS AVOID TERRAIN	SURV	No

Ident.: 0-05-IFIT-00013309.0000003 / 25 MAR 2025
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

T3CAS AVOID TERRAIN	SURV	Yes

Ident.: 0-05-IFIT-00013311.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Tail Strike Pitch Limit Indicator Tailstrike Pitch Limit Indicator	EIS	No

Ident.: 0-05-IFIT-00013311.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Tail Strike Pitch Limit Indicator Tailstrike Pitch Limit Indicator	EIS	Yes

Ident.: 0-05-IFIT-00013586.0000002 / 25 MAR 2025
Applicable to: ALL

TAWS Enhanced Function TERRAIN AHEAD TERRAIN AHEAD PULL UP	SURV	Yes

Ident.: 0-05-IFIT-00013587.0000001 / 25 MAR 2025
Applicable to: ALL

TAWS Enhanced Function with Optional Aural Warnings CAUTION TERRAIN TERRAIN TERRAIN PULL UP	SURV	No

Ident.: 0-05-IFIT-00013588.0000001 / 25 MAR 2025
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

TAWS Obstacle Function OBSTACLE AHEAD OBSTACLE AHEAD PULL UP	SURV	No

Ident.: 0-05-IFIT-00013588.0000002 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

TAWS Obstacle Function OBSTACLE AHEAD	SURV	Yes

OBSTACLE AHEAD PULL UP		

Ident.: 0-05-IFIT-00013589.0000001 / 25 MAR 2025
Criteria: A319 / A320 / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

TAWS Obstacle Function on T3CAS AVOID OBSTACLE	SURV	No

Ident.: 0-05-IFIT-00013589.0000002 / 25 MAR 2025
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

TAWS Obstacle Function on T3CAS AVOID OBSTACLE	SURV	Yes

Ident.: 0-05-IFIT-00013590.0000001 / 25 MAR 2025
Applicable to: ALL

TAWS Obstacle Function with Optional Aural Warnings CAUTION OBSTACLE OBSTACLE OBSTACLE PULL UP	SURV	No

Ident.: 0-05-IFIT-00013312.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Temperature Control Panel	COND	No

Ident.: 0-05-IFIT-00013312.0000002 / 18 DEC 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Temperature Control Panel	COND	Yes

Ident.: 0-05-IFIT-00013591.0000001 / 25 MAR 2025
Applicable to: ALL

Third MCDU MCDU3 MCDU 3	AUTO FLT	No

Ident.: 0-05-IFIT-00013313.0000001 / 18 DEC 2024
Applicable to: ALL

Thrust Bump	ENG	No

Ident.: 0-05-IFIT-00013314.0000001 / 18 DEC 2024
Applicable to: ALL

Taxi Landing Monitor TLM	SURV	No

Ident.: 0-05-IFIT-00013315.0000001 / 18 DEC 2024
Applicable to: ALL

Toilet Servicing Door	WATER	No

Ident.: 0-05-IFIT-00013316.0000001 / 25 MAR 2025
Applicable to: ALL

TOS2 TO SURV	SURV	No

Ident.: 0-05-IFIT-00013317.0000001 / 18 DEC 2024
Applicable to: ALL

TPIS TYRE LO PR	WHEEL	No

Ident.: 0-05-IFIT-00013318.0000001 / 18 DEC 2024
Applicable to: ALL

Two Weather Radar Systems	SURV	No

Ident.: 0-05-IFIT-00013319.0000001 / 18 DEC 2024
Criteria: A319 / A320 (-AINH, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

HZD switch ON Weather Hazard Prediction Function WX+T+H WX+T+HZD	SURV	No

Ident.: 0-05-IFIT-00013319.0000002 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ)
Applicable to: D-AIJC, D-AIJH, D-AIJJ

HZD switch ON Weather Hazard Prediction Function WX+T+H WX+T+HZD	SURV	Yes

Ident.: 0-05-IFIT-00013320.0000002 / 18 DEC 2024
Applicable to: ALL

Weight and Balance System (WBS)	EIS	No

Ident.: 0-05-IFIT-00013321.0000001 / 18 DEC 2024
Applicable to: ALL

Wing Leading Edge Ventilation Intake	VENT	No

Ident.: 0-05-IFIT-00013322.0000001 / 18 DEC 2024
Applicable to: ALL

Wiper Intermittent Position Intermittent Sweep Function Intermittent Sweeping	RAIN	No

Foreword ..... A
OM-B Compliance ..... B
eQRH Revision C
Publication Formats ..... D
Arrangement of Information ..... E
Content of OM-B Chapters ..... F
Quick Reference Handbook (QRH) ..... G
Modifications Affecting Content of the OM-B ..... H
Definitions I
Information Type and Layers ..... J
OEB General Description ..... K
TAB General Description L

Localization Title	Reason
0-10 General Information	**TDU General Description deleted, as Airbus TDUs are incorporated in the regular OM-B content.**
0-10 Foreword	**Addition of a note to clarify, that whenever the FCOM is mentioned within the OM-B, it should be understood as a reference to the OM-B.**
0-10 OM-B Compliance	**Chapter updated.**
0-10 OM-B Compliance	**Chapter updated.**
0-10 OM-B Compliance	**Chapter updated.**
0-10 OM-B Compliance	**Chapter updated.**
0-10 OM-B Compliance	**Chapter updated.**
0-10 OM-B Compliance	**Chapter updated.**
0-10 OM-B Compliance	**Chapter updated.**
0-10 OM-B Compliance	**Chapter updated.**
0-10 OM-B Compliance	**Chapter updated.**
0-10 Publication Formats	**"Publication Formats" replaces "EFB Library-Paper-Manual Correlation"**
0-10 Quick Reference Handbook (QRH)	**Information clarified**

FOREWORD

Ident.: 0-10-00013339.0000001 / 25 MAR 2025
Applicable to: ALL

The "Operations Manual, Part B" (Aeroplane Operating Matters) is issued and prepared under full responsibility of LUFTHANSA Cityline (referred to as "Operator" in the following subchapters) for LUFTHANSA Cityline (CLH) internal use only.

The preparation, compilation and publishing of the content of the OM-B is provided by DLH department Flight Operations Engineering FRA AO/FP-B.

The "Operations Manual, Part B" (abbreviated "OM-B") is designed to provide the flight crew with readily accessible operational information for a specific airplane type.

Therefore there is one OM-B for each fleet. In this way each OM-B supplements the "Operations Manual, Part A" which contains the general policies for the flight operations.

Note: All references to the FCOM within the OM-B should be understood as references to the OM-B.

For optimum utilization of the manual this introduction should be read carefully.

The purposes of the OM-B are:

– To provide information regarding operational procedures, performance and limitations.

– To standardize terminology and behavioral patterns.

– To provide rapid access to reference procedures.

– To provide reference material for self-teaching.

– To provide information on airplane systems and operation that is controlled and revised.

Throughout this manual the experience of the typical crew has been recognized and for this reason basic system principles have been omitted. For example, the text is not intended to teach the crew how to fly an airplane, but to enable an experienced crew to operate the related airplane type safely and proficiently.

OM-B COMPLIANCE

Ident.: 0-10-00013363.0000100 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

The content of the Operations Manual Part B is in accordance with the Airbus DLH A319/A320/A321 Airplane Flight Manual (AFM).

The content of the Operations Manual Part B is in accordance with all the relevant AFM Supplements to the revision as shown below.

Airplane Fight Manual Reference

AFM	Description	Approval Reference	Approved By	Approval Date
A319/A320/A321	Approved Flight Manual	10083427	EASA	06 NOV 2024

AFM Supplement

Supplement	Description	Reference	Date
STC TA0668 FAA STC ST01432LA	Airworks Cockpit Door Surveillance System (CDSS)		28 AUG 2003
EASA STC 10049061	Installation of a Class II Electronic Flight Bag (EFB)	10049061	24 NOV 2021
Doc.-No. A-33–04/4621–AFM	Photoluminenscent Emergency Floor Path Marking System	01/01	04 APR 2017
EASA STC 10053544 EASA.A.064	TCAS Change 7.1	10053544	04 JUN 2015
A-00–16/39–AFM	BoardConnect	01/03	31 OCT 2016
A-00–16/45–AFM	Ka Satcom System	03/00	27 OCT 2016
EASA STC 10063638 EASA.A.064	ADS-B Out Activation	10063638	06 NOV 2017
A–34–05/260–AFM	Mode S Transponder for (EHS) Enhanced Surveillance	27/05	27 JUN 2005

EASA ORO.MLR.100 Part B Compliance

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
0			GENERAL INFORMATION AND UNITS OF MEASUREMENT		Refer to 0 General Information and Units of Measurement
1			LIMITATIONS		
	1.1		Certified limitations and the applicable operational limitations		
		a	certification status		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		b	passenger seating configuration		Refer to 6–20 Seat Version
		c	types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		d	crew composition		Refer to 1 AG-GEN Minimum Flight Crew
		e	mass and centre of gravity		Refer to 1 AG-WGHT Weights Refer to 1 AG-WGHT-CGE Center of Gravity Envelope

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		f	speed limitations		Refer to 1 AG-SPD
		g	flight envelope(s)		Refer to 1 AG-OP Environmental Envelope
		h	wind limits, including operations on contaminated runways		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		i	performance limitations		Refer to TOPA Refer to LAPA
		j	(runway) slope		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		k	for aeroplanes, limitations on wet or contaminated runways		Refer to 4-4-7 Runway Conditions
		l	airframe contamination		Refer to 8.2.4.2 Clean Aircraft Concept
		m	system limitations		Refer to 1 AIR BLEED/COND/PRESS/VENT Refer to 1 AFS Auto Flight System Refer to 1 APU Auxiliary Power Unit Refer to 1 COM Communication Refer to 1 ENG Engines Refer to 1 F-CTL Flight Controls Refer to 1 FUEL Fuel Refer to 1 HYD Hydraulic Refer to 1 ICE_RAIN Ice and Rain Protection Refer to 1 LG Landing Gear Refer to 1 NAV Navigation Refer to 1 OXY Oxygen Refer to 1 SURV Surveillance
2			NORMAL PROCEDURES		
		a	pre-flight		Refer to 2 SOP Safety Exterior Inspection Refer to 2 SOP Preliminary Cockpit Preparation Refer to 2 SOP Exterior Walkaround Refer to 2 SOP Cockpit Preparation
		b	pre-departure		Refer to 2 SOP Before Pushback or Start Refer to 2 SOP Engine Start Refer to 2 SOP After Start
		c	altimeter setting and checking,		Refer to 2 SOP-CP Glareshield

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
					Refer to 2 SOP-CL Altimeter Setting Changes To/From QNH/QFE-STD
		d	taxi, take-off and climb		Refer to 2 SOP Taxi Refer to 2 SOP Before Takeoff Refer to 2 SOP Takeoff Refer to 2 SOP After Takeoff Refer to 2 SOP Climb
		e	noise abatement		Refer to 8.3.6 Take-Off
		f	cruise and descent	X	Refer to 2 SOP Cruise Refer to 2 SOP Descent Preparation Refer to 2 SOP Descent
		g	approach, landing preparation and briefing	X	Refer to 2 SOP Approach
		h	VFR approach	X	Refer to 8.3.4.1 General Rules of Flight Procedures
		i	IFR approach	X	Refer to 2 SOP-AP Aircraft Guidance Management
		j	visual approach and circling		Refer to 2 SOP-AP Aircraft Guidance Management
		k	missed approach	X	Refer to 2 SOP-GA Go-Around with FD
		l	normal landing		Refer to 2 SOP Landing
		m	post-landing		Refer to 2 SOP After Landing Refer to 2 SOP Parking Refer to 2 SOP Securing the Aircraft
		n	for aeroplanes, operations on wet and contaminated runways		Refer to 2 SUP-ADV WXR Cold Weather Procedures
3			ABNORMAL AND/OR EMERGENCY PROCEDURES		
		a	crew incapacitation		Refer to 8.3.15.4 Incapacitation of Crew Members Refer to 4.3 Flight Crew Incapacitation Refer to FCTM-PR-AEP-MISC Flight Crew Incapacitation
		b	fire and smoke drills		Refer to 3 SMOKE Smoke Refer to QRH Refer to FCTM-PR-AEP-SMOKE
		c	for aeroplanes, un-pressurised and partially pressurised flight		Refer to 2 SUP-MISC Flight Without Cabin Pressurization

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		d	for aeroplanes, exceeding structural limits such as overweight landing		Refer to 8.3.15.2 Overweight Landing Refer to 3 MISC OVERWEIGHT LDG Refer to eQRH Refer to FCTM-PR-AEP-MISC Overweight Landing
		e	lightning strikes		Refer to 8.1.10 Categories of Complaints
		f	distress communications and alerting ATC to emergencies		Refer to OM-A 12.12 Distress and Urgency Signals
		g	engine/burner failure		Refer to 3 ENG Refer to eQRH Refer to FCTM-PR-AEP-ENG
		h	system failures		Refer to 3 Abnormal and Emergency Procedures
		i	guidance for diversion in case of serious technical failure		Refer to OM-A 2.3.6.5 Diversion of Flight Refer to FCTM-PR-NP-SOP-CRUISE
		j	ground proximity warning		Refer to 3 SURV
		k	ACAS / TCAS / AVAD		Refer to 3 SURV
		l	windshear		Refer to 3 SURV
		m	emergency landing/ditching		Refer to 3 ENG Refer to 3 MISC Refer to eQRH Refer to FCTM-PR-AEP-MISC-Emer Landing
		n	for aeroplanes, departure contingency procedures		Refer to TOPA.
4			PERFORMANCE		Refer to 4 Performance.
5			FLIGHT PLANNING		Refer to 5 Flight Planning.
6			MASS AND BALANCE		Refer to 6 Mass and Balance.
7			LOADING		Refer to 7 Loading.
8			CONFIGURATION DEVIATION LIST		Refer to 8 Configuration Deviation List.
9			MINIMUM EQUIPMENT LIST (MEL)		Refer to 9 Minimum Equipment List.
10			SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN		Refer to 10 Survival and Emergency Equipment including Oxygen
11			EMERGENCY EVACUATION PROCEDURES		Refer to 11 Emergency Evacuation Procedures.
12			AIRCRAFT SYSTEMS		Refer to 12 Aircraft Systems.

AIRWORTHINESS STANDARD COMPLIANCE

AIRLINE OPERATION CONTROL APPLICATIONS

The Air Traffic Service Unit (ATSU) equipment has been approved for the provision of Airlines Operational Control (AOC) applications.

The definition of the AOC application and obtaining its subsequent approval, is the responsibility of the operator.

AUTO FLIGHT SYSTEM

Flight Management System

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

– EASA AMC 20-4 (or JAA TGL 2 Rev 1) for Basic RNAV

– EASA AMC 20-27 for RNP APPROACH (RNP APCH) Operations with or without APV BARO-VNAV Operations

– FAA Advisory Circular 90-105A for RNP2 operations in domestic, oceanic and remote continental area

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

  • RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment

  • RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

  Note: 1. *RNP APCH without APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV Minimum.*
  2. *RNP APCH with APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV/VNAV Minimum.*

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)

– FAA Advisory Circular 20-129 for baro VNAV
– FAA Advisory Circular 90-100A for terminal and en route RNAV operations
– FAA Order 8400.33 for RNP 4 in oceanic and remote area
– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

RNP 10 oceanic/remote area operations are approved:

- With GPS PRIMARY
- Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: Compliance with the applicable airworthiness requirements does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.

Flight Guidance System

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:

– JAR 25
– ACJ 25.1329 for automatic flight system
– JAR AWO Subpart 1 - Automatic landing systems
– JAR AWO Subpart 2 - Category 2 operations
– JAR AWO Subpart 3 - Category 3 operations.

Note: Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.

BOARDCONNECT

Use of WLAN in the aircraft cabin and cockpit during all flight phases has been demonstrated in accordance with EASA AMC1 to CAT.GEN.MPA.140 Table 1 Scenario 4. Compliance has been demonstrated using RTCA DO-307 (including Change 1) and EUROCAE ED-130.

ELECTRONIC FLIGHT BAG - CLASS 2

The dual Class 2 Electronic Flight Bag (EFB) system is approved only as an installed EFB resources consisting of 2 docking stations and 2 display units.

The definition of the Portable Electronic Device (PED) hosted in the EFB docking station and obtaining its approval is the responsibility of the operator.

The airworthiness approval is based on the assumption that:

– EFB resources are used in accordance with JAA TGL 36 "Approval of Electronic Flight
– Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01
– the PED and its associated applications are developed and justified in accordance with JAA TGL 36 "Approval of Electronic Flight Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01.

Note: *Compliance with the above limitation does not constitute an authorization to use the EFB. Such authorization must be obtained by the operator from the appropriate authorities.*

FANS - ATC DATALINK APPLICATION SYSTEM

The ATC datalink communications system and its applications comply with ED-110B/DO-280B, with ED-120/DO-290 (including Change 1 and 2), with AMC 20-11, with FAA AC 20-140A and with Eurocontrol SES 29/2009 for:

– The Controller-Pilot Data-Link Communication (CPDLC) which supports the implementation of the following operational Air Traffic Services (ATS):
  - The ATC Communication Management (ACM)
  - The ATC Clearance (ACL)
  - The ATC Microphone Check (AMC)
– The Context Management (CM) which supports:
  - The Data Link Initiation Capability (DLIC) Air Traffic Service (ATS).

This approval is based on assumptions and requirements contained in FANS B+ Airworthiness Approval Summary document reference 00D460P0214/C02 for:

– The Air Traffic Control (ATC) environment and procedures
– The end to end system interoperability, safety and performance.

Note:
a. *Voice communication remains the primary means of communication.*
b. *The CPDLC is only available when there is a VDL Mode 2 (VHF Data Link Mode 2) coverage.*
c. *Compliance with the above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

INERTIAL REFERENCE SYSTEM (IRS)

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

KA SATCOM SYSTEM

Usage of IP communication via Ka-band Satcom System is allowed within the cabin and cockpit, limited to Non-Required Telecommunication Services, as per Advisory Circular AC 20-177.Any usage of IP communication via Ka-band Satcom System for Electronic Flight Bags (EFB) will require a separate additional approval fulfilling the requirements of EASA AMC 20-25.

This technical approval does not constitute an operational approval.

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

The transponder mode S extended squitter, Automatic Dependent Surveillance – Broadcast (ADS-B) Out function, has been demonstrated to comply with airworthiness requirements for ADS-B Out in Non-Radar and Radar Areas contained in Commission Regulation (EU) No 1207/2011 and CS.ACNS.D.ADSB (covering AMC 20-24), U.S 14 CFR 91.227 and AC 20-165A. This approval is based on standards, descriptions, operational procedures and limitations contained in "ADS-B Out Capability Declaration" document certification reference 00D340P5333/C0S at the latest issue.

Note:
1. *Direct ATC controller-pilot VHF voice communications must be available to conduct ADS-B Out operations in Non-Radar Areas.*
2. *Compliance with the above does not constitute an operation approval. Such authorization must be obtained by the operator from the appropriate authorities.*

MODE S - EHS ENHANCED SURVEILLANCE

The transponder system capable of Mode A/Mode C, Elementary Surveillance (ELS) and Enhanced Surveillance (EHS) has been demonstrated to comply with the Annex II Part A and Part C of the Commission Regulation (EU) No 1207/2011, CS.ACNS.D.ELS (covering TGL 13) and CS.ACNS.D.EHS (covering AMC 20-13).

NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

  The FMGS is certified in accordance with the performance requirements of MASPS ED-75/DO-236 for RNP RNAV operations.

  The RNP accuracy with GPS PRIMARY has been demonstrated to be :

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En Route	1 NM	1 NM	1.1 NM
In Terminal Area	0.5 NM	0.51 NM	0.51 NM
In Approach	0.3 NM	0.3 NM	Not authorized

- **Without GPS PRIMARY:**

  The FMGS is certified in accordance with the accuracy requirements and assumptions of MASPS ED-75/DO-236 for RNP RNAV operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.

  Without GPS PRIMARY (GPS deselected or inoperative) the navigation accuracy is a function of ground radio navaid infrastructure or elapsed time since last radio update.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: *Compliance with the standard noted above does not constitute an operational approval.Such authorization must be obtained by the operator from the appropriate authorities.*

WEATHER RADAR

Airworthiness approval of RDR-4000 weather radar is based on the assumption that RDR-4000 terrain database is compliant with DO-200A DPAL2.

NOISE LEVELS

Noise levels shown in this supplement comply with EASA CS-36, 14 CFR Part 36 Stage 5, and ICAO Annex 16 Volume 1 Chapter 14, noise requirements and were obtained by analysis of approved data from approved noise tests.

OM-B COMPLIANCE

Ident.: 0-10-00013363.0000200 / 18 DEC 2024
Criteria: A320 (-AIZM)
Applicable to: D-AIZM

The content of the Operations Manual Part B is in accordance with the Airbus DLH A319/A320/A321 Airplane Flight Manual (AFM).

The content of the Operations Manual Part B is in accordance with all the relevant AFM Supplements to the revision as shown below.

Airplane Fight Manual Reference

AFM	Description	Approval Reference	Approved By	Approval Date
A319/A320/A321	Approved Flight Manual	10083427	EASA	06 NOV 2024

AFM Supplement

Supplement	Description	Reference	Date
STC TA0668	Airworks Cockpit Door Surveillance System (CDSS)		28 AUG 2003

Supplement	Description	Reference	Date
FAA STC ST01432LA			
EASA STC 10049061	Installation of a Class II Electronic Flight Bag (EFB)	10049061	24 NOV 2021
Doc.-No. A-33–04/4621–AFM	Photoluminenscent Emergency Floor Path Marking System	01/01	04 APR 2017
EASA STC 10053544 EASA.A.064	TCAS Change 7.1	10053544	04 JUN 2015
A-00–16/39–AFM	BoardConnect	01/03	31 OCT 2016
A-00–16/45–AFM	Ka Satcom System	03/00	27 OCT 2016
EASA STC 10063638 EASA.A.064	ADS-B Out Activation	10063638	06 NOV 2017
A–34–05/260–AFM	Mode S Transponder for (EHS) Enhanced Surveillance	27/05	27 JUN 2005

EASA ORO.MLR.100 Part B Compliance

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
0			GENERAL INFORMATION AND UNITS OF MEASUREMENT		Refer to 0 General Information and Units of Measurement
1			LIMITATIONS		
	1.1		Certified limitations and the applicable operational limitations		
		a	certification status		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		b	passenger seating configuration		Refer to 6–20 Seat Version
		c	types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		d	crew composition		Refer to 1 AG-GEN Minimum Flight Crew
		e	mass and centre of gravity		Refer to 1 AG-WGHT Weights Refer to 1 AG-WGHT-CGE Center of Gravity Envelope
		f	speed limitations		Refer to 1 AG-SPD
		g	flight envelope(s)		Refer to 1 AG-OP Environmental Envelope
		h	wind limits, including operations on contaminated runways		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		i	performance limitations		Refer to TOPA Refer to LAPA

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		j	(runway) slope		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		k	for aeroplanes, limitations on wet or contaminated runways		Refer to 4-4-7 Runway Conditions
		l	airframe contamination		Refer to 8.2.4.2 Clean Aircraft Concept
		m	system limitations		Refer to 1 AIR BLEED/COND/PRESS/VENT Refer to 1 AFS Auto Flight System Refer to 1 APU Auxiliary Power Unit Refer to 1 COM Communication Refer to 1 ENG Engines Refer to 1 F-CTL Flight Controls Refer to 1 FUEL Fuel Refer to 1 HYD Hydraulic Refer to 1 ICE_RAIN Ice and Rain Protection Refer to 1 LG Landing Gear Refer to 1 NAV Navigation Refer to 1 OXY Oxygen Refer to 1 SURV Surveillance
2			NORMAL PROCEDURES		
		a	pre-flight		Refer to 2 SOP Safety Exterior Inspection Refer to 2 SOP Preliminary Cockpit Preparation Refer to 2 SOP Exterior Walkaround Refer to 2 SOP Cockpit Preparation
		b	pre-departure		Refer to 2 SOP Before Pushback or Start Refer to 2 SOP Engine Start Refer to 2 SOP After Start
		c	altimeter setting and checking,		Refer to 2 SOP-CP Glareshield Refer to 2 SOP-CL Altimeter Setting Changes To/From QNH/QFE-STD
		d	taxi, take-off and climb		Refer to 2 SOP Taxi Refer to 2 SOP Before Takeoff Refer to 2 SOP Takeoff

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
					Refer to 2 SOP After Takeoff Refer to 2 SOP Climb
		e	noise abatement		Refer to 8.3.6 Take-Off
		f	cruise and descent	X	Refer to 2 SOP Cruise Refer to 2 SOP Descent Preparation Refer to 2 SOP Descent
		g	approach, landing preparation and briefing	X	Refer to 2 SOP Approach
		h	VFR approach	X	Refer to 8.3.4.1 General Rules of Flight Procedures
		i	IFR approach	X	Refer to 2 SOP-AP Aircraft Guidance Management
		j	visual approach and circling		Refer to 2 SOP-AP Aircraft Guidance Management
		k	missed approach	X	Refer to 2 SOP-GA Go-Around with FD
		l	normal landing		Refer to 2 SOP Landing
		m	post-landing		Refer to 2 SOP After Landing Refer to 2 SOP Parking Refer to 2 SOP Securing the Aircraft
		n	for aeroplanes, operations on wet and contaminated runways		Refer to 2 SUP-ADV WXR Cold Weather Procedures
3			ABNORMAL AND/OR EMERGENCY PROCEDURES		
		a	crew incapacitation		Refer to 8.3.15.4 Incapacitation of Crew Members Refer to 4.3 Flight Crew Incapacitation Refer to FCTM-PR-AEP-MISC Flight Crew Incapacitation
		b	fire and smoke drills		Refer to 3 SMOKE Smoke Refer to QRH Refer to FCTM-PR-AEP-SMOKE
		c	for aeroplanes, un-pressurised and partially pressurised flight		Refer to 2 SUP-MISC Flight Without Cabin Pressurization
		d	for aeroplanes, exceeding structural limits such as overweight landing		Refer to 8.3.15.2 Overweight Landing Refer to 3 MISC OVERWEIGHT LDG Refer to eQRH Refer to FCTM-PR-AEP-MISC Overweight Landing
		e	lightning strikes		Refer to 8.1.10 Categories of Complaints

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		f	distress communications and alerting ATC to emergencies		Refer to OM-A 12.12 Distress and Urgency Signals
		g	engine/burner failure		Refer to 3 ENG Refer to eQRH Refer to FCTM-PR-AEP-ENG
		h	system failures		Refer to 3 Abnormal and Emergency Procedures
		i	guidance for diversion in case of serious technical failure		Refer to OM-A 2.3.6.5 Diversion of Flight Refer to FCTM-PR-NP-SOP-CRUISE
		j	ground proximity warning		Refer to 3 SURV
		k	ACAS / TCAS / AVAD		Refer to 3 SURV
		l	windshear		Refer to 3 SURV
		m	emergency landing/ditching		Refer to 3 ENG Refer to 3 MISC Refer to eQRH Refer to FCTM-PR-AEP-MISC-Emer Landing
		n	for aeroplanes, departure contingency procedures		Refer to TOPA.
4			PERFORMANCE		Refer to 4 Performance.
5			FLIGHT PLANNING		Refer to 5 Flight Planning.
6			MASS AND BALANCE		Refer to 6 Mass and Balance.
7			LOADING		Refer to 7 Loading.
8			CONFIGURATION DEVIATION LIST		Refer to 8 Configuration Deviation List.
9			MINIMUM EQUIPMENT LIST (MEL)		Refer to 9 Minimum Equipment List.
10			SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN		Refer to 10 Survival and Emergency Equipment including Oxygen
11			EMERGENCY EVACUATION PROCEDURES		Refer to 11 Emergency Evacuation Procedures.
12			AIRCRAFT SYSTEMS		Refer to 12 Aircraft Systems.

AIRWORTHINESS STANDARD COMPLIANCE

AIRLINE OPERATION CONTROL APPLICATIONS

The Air Traffic Service Unit (ATSU) equipment has been approved for the provision of Airlines Operational Control (AOC) applications.

The definition of the AOC application and obtaining its subsequent approval, is the responsibility of the operator.

AUTO FLIGHT SYSTEM

Flight Management System

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

– EASA AMC 20-4 (or JAA TGL 2 Rev 1) for Basic RNAV

– EASA AMC 20-27 for RNP APPROACH (RNP APCH) Operations with or without APV BARO-VNAV Operations

– FAA Advisory Circular 90-105A for RNP2 operations in domestic, oceanic and remote continental area

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

  • RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment

  • RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

  Note: 1. *RNP APCH without APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV Minimum.*
  2. *RNP APCH with APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV/VNAV Minimum.*

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)

– FAA Advisory Circular 20-129 for baro VNAV

– FAA Advisory Circular 90-100A for terminal and en route RNAV operations

– FAA Order 8400.33 for RNP 4 in oceanic and remote area

– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

RNP 10 oceanic/remote area operations are approved:

- With GPS PRIMARY
- Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: Compliance with the applicable airworthiness requirements does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.

Flight Guidance System

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

Note: Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.

BOARDCONNECT

Use of WLAN in the aircraft cabin and cockpit during all flight phases has been demonstrated in accordance with EASA AMC1 to CAT.GEN.MPA.140 Table 1 Scenario 4. Compliance has been demonstrated using RTCA DO-307 (including Change 1) and EUROCAE ED-130.

ELECTRONIC FLIGHT BAG - CLASS 2

The dual Class 2 Electronic Flight Bag (EFB) system is approved only as an installed EFB resources consisting of 2 docking stations and 2 display units.

The definition of the Portable Electronic Device (PED) hosted in the EFB docking station and obtaining its approval is the responsibility of the operator.

The airworthiness approval is based on the assumption that:

– EFB resources are used in accordance with JAA TGL 36 "Approval of Electronic Flight

– Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01

– the PED and its associated applications are developed and justified in accordance with JAA TGL 36 "Approval of Electronic Flight Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01.

Note: *Compliance with the above limitation does not constitute an authorization to use the EFB. Such authorization must be obtained by the operator from the appropriate authorities.*

FANS - ATC DATALINK APPLICATION SYSTEM

The ATC datalink communications system and its applications comply with ED-110B/DO-280B, with ED-120/DO-290 (including Change 1 and 2), with AMC 20-11, with FAA AC 20-140A and with Eurocontrol SES 29/2009 for:

– The Controller-Pilot Data-Link Communication (CPDLC) which supports the implementation of the following operational Air Traffic Services (ATS):
  - The ATC Communication Management (ACM)
  - The ATC Clearance (ACL)
  - The ATC Microphone Check (AMC)
– The Context Management (CM) which supports:
  - The Data Link Initiation Capability (DLIC) Air Traffic Service (ATS).

This approval is based on assumptions and requirements contained in FANS B+ Airworthiness Approval Summary document reference 00D460P0214/C02 for:

– The Air Traffic Control (ATC) environment and procedures

– The end to end system interoperability, safety and performance.

Note:
a. *Voice communication remains the primary means of communication.*
b. *The CPDLC is only available when there is a VDL Mode 2 (VHF Data Link Mode 2) coverage.*
c. *Compliance with the above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

INERTIAL REFERENCE SYSTEM (IRS)

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

KA SATCOM SYSTEM

Usage of IP communication via Ka-band Satcom System is allowed within the cabin and cockpit, limited to Non-Required Telecommunication Services, as per Advisory Circular AC 20-177.Any usage of IP communication via Ka-band Satcom System for Electronic Flight Bags (EFB) will require a separate additional approval fulfilling the requirements of EASA AMC 20-25.

This technical approval does not constitute an operational approval.

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

The transponder mode S extended squitter, Automatic Dependent Surveillance – Broadcast (ADS-B) Out function, has been demonstrated to comply with airworthiness requirements for ADS-B Out in Non-Radar and Radar Areas contained in Commission Regulation (EU) No 1207/2011 and CS.ACNS.D.ADSB (covering AMC 20-24), U.S 14 CFR 91.227 and AC 20-165A. This approval is based on standards, descriptions, operational procedures and limitations contained in "ADS-B Out Capability Declaration" document certification reference 00D340P5333/C0S at the latest issue.

Note:
1. *Direct ATC controller-pilot VHF voice communications must be available to conduct ADS-B Out operations in Non-Radar Areas.*
2. *Compliance with the above does not constitute an operation approval. Such authorization must be obtained by the operator from the appropriate authorities.*

MODE S - EHS ENHANCED SURVEILLANCE

The transponder system capable of Mode A/Mode C, Elementary Surveillance (ELS) and Enhanced Surveillance (EHS) has been demonstrated to comply with the Annex II Part A and Part C of the Commission Regulation (EU) No 1207/2011, CS.ACNS.D.ELS (covering TGL 13) and CS.ACNS.D.EHS (covering AMC 20-13).

NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

  The FMGS is certified in accordance with the performance requirements of MASPS ED-75/DO-236 for RNP RNAV operations.

  The RNP accuracy with GPS PRIMARY has been demonstrated to be :

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En Route	1 NM	1 NM	1.1 NM
In Terminal Area	0.5 NM	0.51 NM	0.51 NM
In Approach	0.3 NM	0.3 NM	Not authorized

- **Without GPS PRIMARY:**

  The FMGS is certified in accordance with the accuracy requirements and assumptions of MASPS ED-75/DO-236 for RNP RNAV operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.

  Without GPS PRIMARY (GPS deselected or inoperative) the navigation accuracy is a function of ground radio navaid infrastructure or elapsed time since last radio update.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: Compliance with the standard noted above does not constitute an operational approval.Such authorization must be obtained by the operator from the appropriate authorities.

WEATHER RADAR

Airworthiness approval of RDR-4000 weather radar is based on the assumption that RDR-4000 terrain database is compliant with DO-200A DPAL2.

NOISE LEVELS

Noise levels shown in this supplement comply with EASA CS-36, JAR 36, 14 CFR (FAR) Part 36 Stage 4, and ICAO Annex 16 Chapter 4, noise requirements and were obtained by analysis of approved data from approved noise tests.

OM-B COMPLIANCE

Ident.: 0-10-00013363.0000300 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

The content of the Operations Manual Part B is in accordance with the Airbus DLH A319/A320/A321 Airplane Flight Manual (AFM).

The content of the Operations Manual Part B is in accordance with all the relevant AFM Supplements to the revision as shown below.

Airplane Fight Manual Reference

AFM	Description	Approval Reference	Approved By	Approval Date
A319/A320/A321	Approved Flight Manual	10083427	EASA	06 NOV 2024

AFM Supplement

Supplement	Description	Reference	Date
STC TA0668 FAA STC ST01432LA	Airworks Cockpit Door Surveillance System (CDSS)		28 AUG 2003
EASA STC 10049061	Installation of a Class II Electronic Flight Bag (EFB)	10049061	24 NOV 2021
Doc.-No. A-33–04/4621–AFM	Photoluminenscent Emergency Floor Path Marking System	01/01	04 APR 2017
EASA STC 10053544 EASA.A.064	TCAS Change 7.1	10053544	04 JUN 2015
A-00–16/39–AFM	BoardConnect	01/03	31 OCT 2016

Supplement	Description	Reference	Date
A-00–16/45–AFM	Ka Satcom System	03/00	27 OCT 2016
EASA STC 10063638 EASA.A.064	ADS-B Out Activation	10063638	06 NOV 2017
A–34–05/260–AFM	Mode S Transponder for (EHS) Enhanced Surveillance	27/05	27 JUN 2005

EASA ORO.MLR.100 Part B Compliance

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
0			GENERAL INFORMATION AND UNITS OF MEASUREMENT		Refer to 0 General Information and Units of Measurement
1			LIMITATIONS		
	1.1		Certified limitations and the applicable operational limitations		
		a	certification status		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		b	passenger seating configuration		Refer to 6–20 Seat Version
		c	types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		d	crew composition		Refer to 1 AG-GEN Minimum Flight Crew
		e	mass and centre of gravity		Refer to 1 AG-WGHT Weights Refer to 1 AG-WGHT-CGE Center of Gravity Envelope
		f	speed limitations		Refer to 1 AG-SPD
		g	flight envelope(s)		Refer to 1 AG-OP Environmental Envelope
		h	wind limits, including operations on contaminated runways		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		i	performance limitations		Refer to TOPA Refer to LAPA
		j	(runway) slope		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		k	for aeroplanes, limitations on wet or contaminated runways		Refer to 4-4-7 Runway Conditions
		l	airframe contamination		Refer to 8.2.4.2 Clean Aircraft Concept
		m	system limitations		Refer to 1 AIR BLEED/COND/PRESS/VENT Refer to 1 AFS Auto Flight System Refer to 1 APU Auxiliary Power Unit

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
					Refer to 1 COM Communication
					Refer to 1 ENG Engines
					Refer to 1 F-CTL Flight Controls
					Refer to 1 FUEL Fuel
					Refer to 1 HYD Hydraulic
					Refer to 1 ICE_RAIN Ice and Rain Protection
					Refer to 1 LG Landing Gear
					Refer to 1 NAV Navigation
					Refer to 1 OXY Oxygen
					Refer to 1 SURV Surveillance
2			NORMAL PROCEDURES		
		a	pre-flight		Refer to 2 SOP Safety Exterior Inspection
					Refer to 2 SOP Preliminary Cockpit Preparation
					Refer to 2 SOP Exterior Walkaround
					Refer to 2 SOP Cockpit Preparation
		b	pre-departure		Refer to 2 SOP Before Pushback or Start
					Refer to 2 SOP Engine Start
					Refer to 2 SOP After Start
		c	altimeter setting and checking,		Refer to 2 SOP-CP Glareshield
					Refer to 2 SOP-CL Altimeter Setting Changes To/From QNH/QFE-STD
		d	taxi, take-off and climb		Refer to 2 SOP Taxi
					Refer to 2 SOP Before Takeoff
					Refer to 2 SOP Takeoff
					Refer to 2 SOP After Takeoff
					Refer to 2 SOP Climb
		e	noise abatement		Refer to 8.3.6 Take-Off
		f	cruise and descent	X	Refer to 2 SOP Cruise
					Refer to 2 SOP Descent Preparation
					Refer to 2 SOP Descent
		g	approach, landing preparation and briefing	X	Refer to 2 SOP Approach
		h	VFR approach	X	Refer to 8.3.4.1 General Rules of Flight Procedures

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		i	IFR approach	X	Refer to 2 SOP-AP Aircraft Guidance Management
		j	visual approach and circling		Refer to 2 SOP-AP Aircraft Guidance Management
		k	missed approach	X	Refer to 2 SOP-GA Go-Around with FD
		l	normal landing		Refer to 2 SOP Landing
		m	post-landing		Refer to 2 SOP After Landing Refer to 2 SOP Parking Refer to 2 SOP Securing the Aircraft
		n	for aeroplanes, operations on wet and contaminated runways		Refer to 2 SUP-ADV WXR Cold Weather Procedures
3			ABNORMAL AND/OR EMERGENCY PROCEDURES		
		a	crew incapacitation		Refer to 8.3.15.4 Incapacitation of Crew Members Refer to 4.3 Flight Crew Incapacitation Refer to FCTM-PR-AEP-MISC Flight Crew Incapacitation
		b	fire and smoke drills		Refer to 3 SMOKE Smoke Refer to QRH Refer to FCTM-PR-AEP-SMOKE
		c	for aeroplanes, un-pressurised and partially pressurised flight		Refer to 2 SUP-MISC Flight Without Cabin Pressurization
		d	for aeroplanes, exceeding structural limits such as overweight landing		Refer to 8.3.15.2 Overweight Landing Refer to 3 MISC OVERWEIGHT LDG Refer to eQRH Refer to FCTM-PR-AEP-MISC Overweight Landing
		e	lightning strikes		Refer to 8.1.10 Categories of Complaints
		f	distress communications and alerting ATC to emergencies		Refer to OM-A 12.12 Distress and Urgency Signals
		g	engine/burner failure		Refer to 3 ENG Refer to eQRH Refer to FCTM-PR-AEP-ENG
		h	system failures		Refer to 3 Abnormal and Emergency Procedures
		i	guidance for diversion in case of serious technical failure		Refer to OM-A 2.3.6.5 Diversion of Flight Refer to FCTM-PR-NP-SOP-CRUISE
		j	ground proximity warning		Refer to 3 SURV

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		k	ACAS / TCAS / AVAD		Refer to 3 SURV
		l	windshear		Refer to 3 SURV
		m	emergency landing/ditching		Refer to 3 ENG Refer to 3 MISC Refer to eQRH Refer to FCTM-PR-AEP-MISC-Emer Landing
		n	for aeroplanes, departure contingency procedures		Refer to TOPA.
4			PERFORMANCE		Refer to 4 Performance.
5			FLIGHT PLANNING		Refer to 5 Flight Planning.
6			MASS AND BALANCE		Refer to 6 Mass and Balance.
7			LOADING		Refer to 7 Loading.
8			CONFIGURATION DEVIATION LIST		Refer to 8 Configuration Deviation List.
9			MINIMUM EQUIPMENT LIST (MEL)		Refer to 9 Minimum Equipment List.
10			SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN		Refer to 10 Survival and Emergency Equipment including Oxygen
11			EMERGENCY EVACUATION PROCEDURES		Refer to 11 Emergency Evacuation Procedures.
12			AIRCRAFT SYSTEMS		Refer to 12 Aircraft Systems.

AIRWORTHINESS STANDARD COMPLIANCE

ATC CONTROLLER PILOT DATA LINK COMMUNICATION

The aircraft ATC Data Link communication system has been demonstrated to comply with the applicable safety, performance and interoperability requirements of EUROCAE ED-120 (incl. change 1 and 2), ED-110B and the Commission Regulation (EC) No 29/2009 using VDL M2.

The aircraft ATC Data Link system does support multi-frequency operation as defined in ARINC Spec. 631-5.

This OM-B entry does not, by itself, constitute an operational approval where such an approval is required.

Data link shall be used within European airspace as a supplementary means of communication to voice. However, voice communication remains as primary mean of communication. Therefore, in case of data link communication failure or in case of ambiguity or contradiction between voice and data link information, the flight crew shall revert to voice communication.

AUTO FLIGHT SYSTEM

Flight Management System

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

- IRS position and GPS update, or
- IRS position and radio navaid update, or
- IRS position only.

The FMGS also complies with the airworthiness part of:

- EASA AMC 20-4 (or JAA TGL 2 Rev 1) for Basic RNAV
- EASA AMC 20-27 for RNP APPROACH (RNP APCH) Operations with or without APV BARO-VNAV Operations
- FAA Advisory Circular 90-105A for RNP2 operations in domestic, oceanic and remote continental area
- FAA AC 90-105 for:
  - RNP1 operations in Terminal area with or without RF leg
  - RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment
  - RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

  Note:
  1. *RNP APCH without APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV Minimum.*
  2. *RNP APCH with APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV/VNAV Minimum.*
- JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)
- FAA Advisory Circular 20-129 for baro VNAV
- FAA Advisory Circular 90-100A for terminal and en route RNAV operations
- FAA Order 8400.33 for RNP 4 in oceanic and remote area

– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

RNP 10 oceanic/remote area operations are approved:

- With GPS PRIMARY
- Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: *Compliance with the applicable airworthiness requirements does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

Flight Guidance System

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

Note: *Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.*

BOARDCONNECT

Use of WLAN in the aircraft cabin and cockpit during all flight phases has been demonstrated in accordance with EASA AMC1 to CAT.GEN.MPA.140 Table 1 Scenario 4. Compliance has been demonstrated using RTCA DO-307 (including Change 1) and EUROCAE ED-130.

ELECTRONIC FLIGHT BAG - CLASS 2

The dual Class 2 Electronic Flight Bag (EFB) system is approved only as an installed EFB resources consisting of 2 docking stations and 2 display units.

The definition of the Portable Electronic Device (PED) hosted in the EFB docking station and obtaining its approval is the responsibility of the operator.

The airworthiness approval is based on the assumption that:

– EFB resources are used in accordance with JAA TGL 36 "Approval of Electronic Flight

– Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01

– the PED and its associated applications are developed and justified in accordance with JAA TGL 36 "Approval of Electronic Flight Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01.

Note: Compliance with the above limitation does not constitute an authorization to use the EFB. Such authorization must be obtained by the operator from the appropriate authorities.

INERTIAL REFERENCE SYSTEM (IRS)

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

KA SATCOM SYSTEM

Usage of IP communication via Ka-band Satcom System is allowed within the cabin and cockpit, limited to Non-Required Telecommunication Services, as per Advisory Circular AC 20-177.Any usage of IP communication via Ka-band Satcom System for Electronic Flight Bags (EFB) will require a separate additional approval fulfilling the requirements of EASA AMC 20-25.

This technical approval does not constitute an operational approval.

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

Note:
1. *Direct ATC controller-pilot VHF voice communications must be available to conduct ADS-B Out operations in Non-Radar Areas.*
2. *Compliance with the above does not constitute an operation approval. Such authorization must be obtained by the operator from the appropriate authorities.*

MODE S - EHS ENHANCED SURVEILLANCE

The transponder mode S Enhanced Surveillance (EHS) has been demonstrated to comply with airworthiness requirements contained in ICAO Doc 7030/4 for enhanced surveillance in designated European airspace.

Note: No credit should be taken from extended squitter functionality until it has been granted airworthiness and/or operational approval as applicable.

NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

  The FMGS is certified in accordance with the performance requirements of MASPS ED-75/DO-236 for RNP RNAV operations.

  The RNP accuracy with GPS PRIMARY has been demonstrated to be :

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En Route	1 NM	1 NM	1.1 NM
In Terminal Area	0.5 NM	0.51 NM	0.51 NM
In Approach	0.3 NM	0.3 NM	Not authorized

- **Without GPS PRIMARY:**

  The FMGS is certified in accordance with the accuracy requirements and assumptions of MASPS ED-75/DO-236 for RNP RNAV operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.

  Without GPS PRIMARY (GPS deselected or inoperative) the navigation accuracy is a function of ground radio navaid infrastructure or elapsed time since last radio update.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: Compliance with the standard noted above does not constitute an operational approval.Such authorization must be obtained by the operator from the appropriate authorities.

NOISE LEVELS

Noise levels shown in this supplement comply with EASA CS-36, JAR 36, 14 CFR (FAR) Part 36 Stage 4, and ICAO Annex 16 Chapter 4, noise requirements and were obtained by analysis of approved data from approved noise tests.

OM-B COMPLIANCE

Ident.: 0-10-00013363.0000400 / 18 DEC 2024
Criteria: A320 (-AIQW, -AIZJ)
Applicable to: D-AIQW, D-AIZJ

The content of the Operations Manual Part B is in accordance with the Airbus DLH A319/A320/A321 Airplane Flight Manual (AFM).

The content of the Operations Manual Part B is in accordance with all the relevant AFM Supplements to the revision as shown below.

Airplane Fight Manual Reference

AFM	Description	Approval Reference	Approved By	Approval Date
A319/A320/A321	Approved Flight Manual	10083427	EASA	06 NOV 2024

AFM Supplement

Supplement	Description	Reference	Date
STC TA0668 FAA STC ST01432LA	Airworks Cockpit Door Surveillance System (CDSS)		28 AUG 2003
EASA STC 10049061	Installation of a Class II Electronic Flight Bag (EFB)	10049061	24 NOV 2021
Doc.-No. A-33–04/4621–AFM	Photoluminenscent Emergency Floor Path Marking System	01/01	04 APR 2017
EASA STC 10053544 EASA.A.064	TCAS Change 7.1	10053544	04 JUN 2015
A-00–16/39–AFM	BoardConnect	01/03	31 OCT 2016
A-00–16/45–AFM	Ka Satcom System	03/00	27 OCT 2016
EASA STC 10063638 EASA.A.064	ADS-B Out Activation	10063638	06 NOV 2017
A–34–05/260–AFM	Mode S Transponder for (EHS) Enhanced Surveillance	27/05	27 JUN 2005

EASA ORO.MLR.100 Part B Compliance

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
0			GENERAL INFORMATION AND UNITS OF MEASUREMENT		Refer to 0 General Information and Units of Measurement
1			LIMITATIONS		
	1.1		Certified limitations and the applicable operational limitations		
		a	certification status		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		b	passenger seating configuration		Refer to 6–20 Seat Version
		c	types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		d	crew composition		Refer to 1 AG-GEN Minimum Flight Crew
		e	mass and centre of gravity		Refer to 1 AG-WGHT Weights Refer to 1 AG-WGHT-CGE Center of Gravity Envelope

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		f	speed limitations		Refer to 1 AG-SPD
		g	flight envelope(s)		Refer to 1 AG-OP Environmental Envelope
		h	wind limits, including operations on contaminated runways		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		i	performance limitations		Refer to TOPA Refer to LAPA
		j	(runway) slope		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		k	for aeroplanes, limitations on wet or contaminated runways		Refer to 4-4-7 Runway Conditions
		l	airframe contamination		Refer to 8.2.4.2 Clean Aircraft Concept
		m	system limitations		Refer to 1 AIR BLEED/COND/PRESS/VENT Refer to 1 AFS Auto Flight System Refer to 1 APU Auxiliary Power Unit Refer to 1 COM Communication Refer to 1 ENG Engines Refer to 1 F-CTL Flight Controls Refer to 1 FUEL Fuel Refer to 1 HYD Hydraulic Refer to 1 ICE_RAIN Ice and Rain Protection Refer to 1 LG Landing Gear Refer to 1 NAV Navigation Refer to 1 OXY Oxygen Refer to 1 SURV Surveillance
2			NORMAL PROCEDURES		
		a	pre-flight		Refer to 2 SOP Safety Exterior Inspection Refer to 2 SOP Preliminary Cockpit Preparation Refer to 2 SOP Exterior Walkaround Refer to 2 SOP Cockpit Preparation
		b	pre-departure		Refer to 2 SOP Before Pushback or Start Refer to 2 SOP Engine Start Refer to 2 SOP After Start
		c	altimeter setting and checking,		Refer to 2 SOP-CP Glareshield

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
					Refer to 2 SOP-CL Altimeter Setting Changes To/From QNH/QFE-STD
		d	taxi, take-off and climb		Refer to 2 SOP Taxi Refer to 2 SOP Before Takeoff Refer to 2 SOP Takeoff Refer to 2 SOP After Takeoff Refer to 2 SOP Climb
		e	noise abatement		Refer to 8.3.6 Take-Off
		f	cruise and descent	X	Refer to 2 SOP Cruise Refer to 2 SOP Descent Preparation Refer to 2 SOP Descent
		g	approach, landing preparation and briefing	X	Refer to 2 SOP Approach
		h	VFR approach	X	Refer to 8.3.4.1 General Rules of Flight Procedures
		i	IFR approach	X	Refer to 2 SOP-AP Aircraft Guidance Management
		j	visual approach and circling		Refer to 2 SOP-AP Aircraft Guidance Management
		k	missed approach	X	Refer to 2 SOP-GA Go-Around with FD
		l	normal landing		Refer to 2 SOP Landing
		m	post-landing		Refer to 2 SOP After Landing Refer to 2 SOP Parking Refer to 2 SOP Securing the Aircraft
		n	for aeroplanes, operations on wet and contaminated runways		Refer to 2 SUP-ADV WXR Cold Weather Procedures
3			ABNORMAL AND/OR EMERGENCY PROCEDURES		
		a	crew incapacitation		Refer to 8.3.15.4 Incapacitation of Crew Members Refer to 4.3 Flight Crew Incapacitation Refer to FCTM-PR-AEP-MISC Flight Crew Incapacitation
		b	fire and smoke drills		Refer to 3 SMOKE Smoke Refer to QRH Refer to FCTM-PR-AEP-SMOKE
		c	for aeroplanes, un-pressurised and partially pressurised flight		Refer to 2 SUP-MISC Flight Without Cabin Pressurization

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		d	for aeroplanes, exceeding structural limits such as overweight landing		Refer to 8.3.15.2 Overweight Landing Refer to 3 MISC OVERWEIGHT LDG Refer to eQRH Refer to FCTM-PR-AEP-MISC Overweight Landing
		e	lightning strikes		Refer to 8.1.10 Categories of Complaints
		f	distress communications and alerting ATC to emergencies		Refer to OM-A 12.12 Distress and Urgency Signals
		g	engine/burner failure		Refer to 3 ENG Refer to eQRH Refer to FCTM-PR-AEP-ENG
		h	system failures		Refer to 3 Abnormal and Emergency Procedures
		i	guidance for diversion in case of serious technical failure		Refer to OM-A 2.3.6.5 Diversion of Flight Refer to FCTM-PR-NP-SOP-CRUISE
		j	ground proximity warning		Refer to 3 SURV
		k	ACAS / TCAS / AVAD		Refer to 3 SURV
		l	windshear		Refer to 3 SURV
		m	emergency landing/ditching		Refer to 3 ENG Refer to 3 MISC Refer to eQRH Refer to FCTM-PR-AEP-MISC-Emer Landing
		n	for aeroplanes, departure contingency procedures		Refer to TOPA.
4			PERFORMANCE		Refer to 4 Performance.
5			FLIGHT PLANNING		Refer to 5 Flight Planning.
6			MASS AND BALANCE		Refer to 6 Mass and Balance.
7			LOADING		Refer to 7 Loading.
8			CONFIGURATION DEVIATION LIST		Refer to 8 Configuration Deviation List.
9			MINIMUM EQUIPMENT LIST (MEL)		Refer to 9 Minimum Equipment List.
10			SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN		Refer to 10 Survival and Emergency Equipment including Oxygen
11			EMERGENCY EVACUATION PROCEDURES		Refer to 11 Emergency Evacuation Procedures.
12			AIRCRAFT SYSTEMS		Refer to 12 Aircraft Systems.

AIRWORTHINESS STANDARD COMPLIANCE

AIRLINE OPERATION CONTROL APPLICATIONS

The Air Traffic Service Unit (ATSU) equipment has been approved for the provision of Airlines Operational Control (AOC) applications.

The definition of the AOC application and obtaining its subsequent approval, is the responsibility of the operator.

AUTO FLIGHT SYSTEM

Flight Management System

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

– EASA AMC 20-4 (or JAA TGL 2 Rev 1) for Basic RNAV

– EASA AMC 20-27 for RNP APPROACH (RNP APCH) Operations with or without APV BARO-VNAV Operations

– FAA Advisory Circular 90-105A for RNP2 operations in domestic, oceanic and remote continental area

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

  • RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment

  • RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

  Note: 1. *RNP APCH without APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV Minimum.*
  2. *RNP APCH with APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV/VNAV Minimum.*

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)

– FAA Advisory Circular 20-129 for baro VNAV
– FAA Advisory Circular 90-100A for terminal and en route RNAV operations
– FAA Order 8400.33 for RNP 4 in oceanic and remote area
– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

RNP 10 oceanic/remote area operations are approved:

- With GPS PRIMARY
- Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: Compliance with the applicable airworthiness requirements does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.

Flight Guidance System

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:

– JAR 25
– ACJ 25.1329 for automatic flight system
– JAR AWO Subpart 1 - Automatic landing systems
– JAR AWO Subpart 2 - Category 2 operations
– JAR AWO Subpart 3 - Category 3 operations.

Note: Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.

BOARDCONNECT

Use of WLAN in the aircraft cabin and cockpit during all flight phases has been demonstrated in accordance with EASA AMC1 to CAT.GEN.MPA.140 Table 1 Scenario 4. Compliance has been demonstrated using RTCA DO-307 (including Change 1) and EUROCAE ED-130.

ELECTRONIC FLIGHT BAG - CLASS 2

The dual Class 2 Electronic Flight Bag (EFB) system is approved only as an installed EFB resources consisting of 2 docking stations and 2 display units.

The definition of the Portable Electronic Device (PED) hosted in the EFB docking station and obtaining its approval is the responsibility of the operator.

The airworthiness approval is based on the assumption that:

– EFB resources are used in accordance with JAA TGL 36 "Approval of Electronic Flight
– Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01
– the PED and its associated applications are developed and justified in accordance with JAA TGL 36 "Approval of Electronic Flight Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01.

Note: *Compliance with the above limitation does not constitute an authorization to use the EFB. Such authorization must be obtained by the operator from the appropriate authorities.*

FANS - ATC DATALINK APPLICATION SYSTEM

The ATC datalink communications system and its applications comply with ED-110B/DO-280B, with ED-120/DO-290 (including Change 1 and 2), with AMC 20-11, with FAA AC 20-140A and with Eurocontrol SES 29/2009 for:

– The Controller-Pilot Data-Link Communication (CPDLC) which supports the implementation of the following operational Air Traffic Services (ATS):
  - The ATC Communication Management (ACM)
  - The ATC Clearance (ACL)
  - The ATC Microphone Check (AMC)
– The Context Management (CM) which supports:
  - The Data Link Initiation Capability (DLIC) Air Traffic Service (ATS).

This approval is based on assumptions and requirements contained in FANS B+ Airworthiness Approval Summary document reference 00D460P0214/C02 for:

– The Air Traffic Control (ATC) environment and procedures
– The end to end system interoperability, safety and performance.

Note:
a. *Voice communication remains the primary means of communication.*
b. *The CPDLC is only available when there is a VDL Mode 2 (VHF Data Link Mode 2) coverage.*
c. *Compliance with the above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

INERTIAL REFERENCE SYSTEM (IRS)

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

KA SATCOM SYSTEM

Usage of IP communication via Ka-band Satcom System is allowed within the cabin and cockpit, limited to Non-Required Telecommunication Services, as per Advisory Circular AC 20-177.Any usage of IP communication via Ka-band Satcom System for Electronic Flight Bags (EFB) will require a separate additional approval fulfilling the requirements of EASA AMC 20-25.

This technical approval does not constitute an operational approval.

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

The transponder mode S extended squitter, Automatic Dependent Surveillance – Broadcast (ADS-B) Out function, has been demonstrated to comply with airworthiness requirements for ADS-B Out in Non-Radar and Radar Areas contained in Commission Regulation (EU) No 1207/2011 and CS.ACNS.D.ADSB (covering AMC 20-24), U.S 14 CFR 91.227 and AC 20-165A. This approval is based on standards, descriptions, operational procedures and limitations contained in "ADS-B Out Capability Declaration" document certification reference 00D340P5333/C0S at the latest issue.

Note:
1. *Direct ATC controller-pilot VHF voice communications must be available to conduct ADS-B Out operations in Non-Radar Areas.*
2. *Compliance with the above does not constitute an operation approval. Such authorization must be obtained by the operator from the appropriate authorities.*

MODE S - EHS ENHANCED SURVEILLANCE

The transponder system capable of Mode A/Mode C, Elementary Surveillance (ELS) and Enhanced Surveillance (EHS) has been demonstrated to comply with the Annex II Part A and Part C of the Commission Regulation (EU) No 1207/2011, CS.ACNS.D.ELS (covering TGL 13) and CS.ACNS.D.EHS (covering AMC 20-13).

NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

  The FMGS is certified in accordance with the performance requirements of MASPS ED-75/DO-236 for RNP RNAV operations.

  The RNP accuracy with GPS PRIMARY has been demonstrated to be :

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En Route	1 NM	1 NM	1.1 NM
In Terminal Area	0.5 NM	0.51 NM	0.51 NM
In Approach	0.3 NM	0.3 NM	Not authorized

- **Without GPS PRIMARY:**

  The FMGS is certified in accordance with the accuracy requirements and assumptions of MASPS ED-75/DO-236 for RNP RNAV operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.

  Without GPS PRIMARY (GPS deselected or inoperative) the navigation accuracy is a function of ground radio navaid infrastructure or elapsed time since last radio update.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: *Compliance with the standard noted above does not constitute an operational approval.Such authorization must be obtained by the operator from the appropriate authorities.*

NOISE LEVELS

Noise levels shown in this supplement comply with EASA CS-36, JAR 36, 14 CFR (FAR) Part 36 Stage 4, and ICAO Annex 16 Chapter 4, noise requirements and were obtained by analysis of approved data from approved noise tests.

OM-B COMPLIANCE

Ident.: 0-10-00013363.0000500 / 18 DEC 2024
Criteria: A319 (-AIBM, -AIBQ)
Applicable to: D-AIBM, D-AIBQ

The content of the Operations Manual Part B is in accordance with the Airbus DLH A319/A320/A321 Airplane Flight Manual (AFM).

The content of the Operations Manual Part B is in accordance with all the relevant AFM Supplements to the revision as shown below.

Airplane Fight Manual Reference

AFM	Description	Approval Reference	Approved By	Approval Date
A319/A320/A321	Approved Flight Manual	10083427	EASA	06 NOV 2024

AFM Supplement

Supplement	Description	Reference	Date
STC TA0668 FAA STC ST01432LA	Airworks Cockpit Door Surveillance System (CDSS)		28 AUG 2003
EASA STC 10049061	Installation of a Class II Electronic Flight Bag (EFB)	10049061	24 NOV 2021
Doc.-No. A-33–04/4621–AFM	Photoluminenscent Emergency Floor Path Marking System	01/01	04 APR 2017

Supplement	Description	Reference	Date
EASA STC 10053544 EASA.A.064	TCAS Change 7.1	10053544	04 JUN 2015
A-00–16/39–AFM	BoardConnect	01/03	31 OCT 2016
A-00–16/45–AFM	Ka Satcom System	03/00	27 OCT 2016
EASA STC 10063638 EASA.A.064	ADS-B Out Activation	10063638	06 NOV 2017
A–34–05/260–AFM	Mode S Transponder for (EHS) Enhanced Surveillance	27/05	27 JUN 2005

EASA ORO.MLR.100 Part B Compliance

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
0			GENERAL INFORMATION AND UNITS OF MEASUREMENT		Refer to 0 General Information and Units of Measurement
1			LIMITATIONS		
	1.1		Certified limitations and the applicable operational limitations		
		a	certification status		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		b	passenger seating configuration		Refer to 6–20 Seat Version
		c	types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		d	crew composition		Refer to 1 AG-GEN Minimum Flight Crew
		e	mass and centre of gravity		Refer to 1 AG-WGHT Weights Refer to 1 AG-WGHT-CGE Center of Gravity Envelope
		f	speed limitations		Refer to 1 AG-SPD
		g	flight envelope(s)		Refer to 1 AG-OP Environmental Envelope
		h	wind limits, including operations on contaminated runways		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		i	performance limitations		Refer to TOPA Refer to LAPA
		j	(runway) slope		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		k	for aeroplanes, limitations on wet or contaminated runways		Refer to 4-4-7 Runway Conditions
		l	airframe contamination		Refer to 8.2.4.2 Clean Aircraft Concept

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		m	system limitations		Refer to 1 AIR BLEED/COND/PRESS/VENT Refer to 1 AFS Auto Flight System Refer to 1 APU Auxiliary Power Unit Refer to 1 COM Communication Refer to 1 ENG Engines Refer to 1 F-CTL Flight Controls Refer to 1 FUEL Fuel Refer to 1 HYD Hydraulic Refer to 1 ICE_RAIN Ice and Rain Protection Refer to 1 LG Landing Gear Refer to 1 NAV Navigation Refer to 1 OXY Oxygen Refer to 1 SURV Surveillance
2			NORMAL PROCEDURES		
		a	pre-flight		Refer to 2 SOP Safety Exterior Inspection Refer to 2 SOP Preliminary Cockpit Preparation Refer to 2 SOP Exterior Walkaround Refer to 2 SOP Cockpit Preparation
		b	pre-departure		Refer to 2 SOP Before Pushback or Start Refer to 2 SOP Engine Start Refer to 2 SOP After Start
		c	altimeter setting and checking,		Refer to 2 SOP-CP Glareshield Refer to 2 SOP-CL Altimeter Setting Changes To/From QNH/QFE-STD
		d	taxi, take-off and climb		Refer to 2 SOP Taxi Refer to 2 SOP Before Takeoff Refer to 2 SOP Takeoff Refer to 2 SOP After Takeoff Refer to 2 SOP Climb
		e	noise abatement		Refer to 8.3.6 Take-Off
		f	cruise and descent	X	Refer to 2 SOP Cruise Refer to 2 SOP Descent Preparation

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
					Refer to 2 SOP Descent
		g	approach, landing preparation and briefing	X	Refer to 2 SOP Approach
		h	VFR approach	X	Refer to 8.3.4.1 General Rules of Flight Procedures
		i	IFR approach	X	Refer to 2 SOP-AP Aircraft Guidance Management
		j	visual approach and circling		Refer to 2 SOP-AP Aircraft Guidance Management
		k	missed approach	X	Refer to 2 SOP-GA Go-Around with FD
		l	normal landing		Refer to 2 SOP Landing
		m	post-landing		Refer to 2 SOP After Landing Refer to 2 SOP Parking Refer to 2 SOP Securing the Aircraft
		n	for aeroplanes, operations on wet and contaminated runways		Refer to 2 SUP-ADV WXR Cold Weather Procedures
3			ABNORMAL AND/OR EMERGENCY PROCEDURES		
		a	crew incapacitation		Refer to 8.3.15.4 Incapacitation of Crew Members Refer to 4.3 Flight Crew Incapacitation Refer to FCTM-PR-AEP-MISC Flight Crew Incapacitation
		b	fire and smoke drills		Refer to 3 SMOKE Smoke Refer to QRH Refer to FCTM-PR-AEP-SMOKE
		c	for aeroplanes, un-pressurised and partially pressurised flight		Refer to 2 SUP-MISC Flight Without Cabin Pressurization
		d	for aeroplanes, exceeding structural limits such as overweight landing		Refer to 8.3.15.2 Overweight Landing Refer to 3 MISC OVERWEIGHT LDG Refer to eQRH Refer to FCTM-PR-AEP-MISC Overweight Landing
		e	lightning strikes		Refer to 8.1.10 Categories of Complaints
		f	distress communications and alerting ATC to emergencies		Refer to OM-A 12.12 Distress and Urgency Signals
		g	engine/burner failure		Refer to 3 ENG Refer to eQRH Refer to FCTM-PR-AEP-ENG

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		h	system failures		Refer to 3 Abnormal and Emergency Procedures
		i	guidance for diversion in case of serious technical failure		Refer to OM-A 2.3.6.5 Diversion of Flight Refer to FCTM-PR-NP-SOP-CRUISE
		j	ground proximity warning		Refer to 3 SURV
		k	ACAS / TCAS / AVAD		Refer to 3 SURV
		l	windshear		Refer to 3 SURV
		m	emergency landing/ditching		Refer to 3 ENG Refer to 3 MISC Refer to eQRH Refer to FCTM-PR-AEP-MISC-Emer Landing
		n	for aeroplanes, departure contingency procedures		Refer to TOPA.
4			PERFORMANCE		Refer to 4 Performance.
5			FLIGHT PLANNING		Refer to 5 Flight Planning.
6			MASS AND BALANCE		Refer to 6 Mass and Balance.
7			LOADING		Refer to 7 Loading.
8			CONFIGURATION DEVIATION LIST		Refer to 8 Configuration Deviation List.
9			MINIMUM EQUIPMENT LIST (MEL)		Refer to 9 Minimum Equipment List.
10			SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN		Refer to 10 Survival and Emergency Equipment including Oxygen
11			EMERGENCY EVACUATION PROCEDURES		Refer to 11 Emergency Evacuation Procedures.
12			AIRCRAFT SYSTEMS		Refer to 12 Aircraft Systems.

AIRWORTHINESS STANDARD COMPLIANCE

AIRLINE OPERATION CONTROL APPLICATIONS

The Air Traffic Service Unit (ATSU) equipment has been approved for the provision of Airlines Operational Control (AOC) applications.

The definition of the AOC application and obtaining its subsequent approval, is the responsibility of the operator.

AUTO FLIGHT SYSTEM

Flight Management System

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

– EASA AMC 20-4 (or JAA TGL 2 Rev 1) for Basic RNAV

– EASA AMC 20-27 for RNP APPROACH (RNP APCH) Operations with or without APV BARO-VNAV Operations

– FAA Advisory Circular 90-105A for RNP2 operations in domestic, oceanic and remote continental area

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

  • RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment

  • RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

  Note: 1. *RNP APCH without APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV Minimum.*
  2. *RNP APCH with APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV/VNAV Minimum.*

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)

– FAA Advisory Circular 20-129 for baro VNAV

– FAA Advisory Circular 90-100A for terminal and en route RNAV operations

– FAA Order 8400.33 for RNP 4 in oceanic and remote area

– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

RNP 10 oceanic/remote area operations are approved:

- With GPS PRIMARY
- Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: Compliance with the applicable airworthiness requirements does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.

Flight Guidance System

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

Note: Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.

BOARDCONNECT

Use of WLAN in the aircraft cabin and cockpit during all flight phases has been demonstrated in accordance with EASA AMC1 to CAT.GEN.MPA.140 Table 1 Scenario 4. Compliance has been demonstrated using RTCA DO-307 (including Change 1) and EUROCAE ED-130.

ELECTRONIC FLIGHT BAG - CLASS 2

The dual Class 2 Electronic Flight Bag (EFB) system is approved only as an installed EFB resources consisting of 2 docking stations and 2 display units.

The definition of the Portable Electronic Device (PED) hosted in the EFB docking station and obtaining its approval is the responsibility of the operator.

The airworthiness approval is based on the assumption that:

– EFB resources are used in accordance with JAA TGL 36 "Approval of Electronic Flight

– Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01

– the PED and its associated applications are developed and justified in accordance with JAA TGL 36 "Approval of Electronic Flight Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01.

Note: *Compliance with the above limitation does not constitute an authorization to use the EFB. Such authorization must be obtained by the operator from the appropriate authorities.*

FANS - ATC DATALINK APPLICATION SYSTEM

The ATC datalink communications system and its applications comply with ED-110B/DO-280B, with ED-120/DO-290 (including Change 1 and 2), with AMC 20-11, with FAA AC 20-140A and with Eurocontrol SES 29/2009 for:

– The Controller-Pilot Data-Link Communication (CPDLC) which supports the implementation of the following operational Air Traffic Services (ATS):
  - The ATC Communication Management (ACM)
  - The ATC Clearance (ACL)
  - The ATC Microphone Check (AMC)
– The Context Management (CM) which supports:
  - The Data Link Initiation Capability (DLIC) Air Traffic Service (ATS).

This approval is based on assumptions and requirements contained in FANS B+ Airworthiness Approval Summary document reference 00D460P0214/C02 for:

– The Air Traffic Control (ATC) environment and procedures

– The end to end system interoperability, safety and performance.

Note:
a. Voice communication remains the primary means of communication.
b. The CPDLC is only available when there is a VDL Mode 2 (VHF Data Link Mode 2) coverage.
c. Compliance with the above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.

INERTIAL REFERENCE SYSTEM (IRS)

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

KA SATCOM SYSTEM

Usage of IP communication via Ka-band Satcom System is allowed within the cabin and cockpit, limited to Non-Required Telecommunication Services, as per Advisory Circular AC 20-177.Any usage of IP communication via Ka-band Satcom System for Electronic Flight Bags (EFB) will require a separate additional approval fulfilling the requirements of EASA AMC 20-25.

This technical approval does not constitute an operational approval.

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

Note: 1. *Direct ATC controller-pilot VHF voice communications must be available to conduct ADS-B Out operations in Non-Radar Areas.*
2. *Compliance with the above does not constitute an operation approval. Such authorization must be obtained by the operator from the appropriate authorities.*

MODE S - EHS ENHANCED SURVEILLANCE

The transponder mode S Enhanced Surveillance (EHS) has been demonstrated to comply with airworthiness requirements contained in ICAO Doc 7030/4 for enhanced surveillance in designated European airspace.

NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

  The FMGS is certified in accordance with the performance requirements of MASPS ED-75/DO-236 for RNP operations.

  The RNP accuracy with GPS PRIMARY has been demonstrated to be :

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En Route	1 NM	1 NM	1.1 NM
In Terminal Area	0.5 NM	0.51 NM	0.51 NM
In Approach	0.3 NM	0.3 NM	Not authorized

- **Without GPS PRIMARY:**

  The FMGS is certified in accordance with the accuracy requirements and assumptions of MASPS ED-75/DO-236 for RNP operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.

  The navigation accuracy (without GPS PRIMARY) is a function of ground radio navaid infrastructure or elapsed time since last radio update.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: *Compliance with the standard noted above does not constitute an operational approval.Such authorization must be obtained by the operator from the appropriate authorities.*

NOISE LEVELS

Noise levels shown in this supplement comply with EASA CS-36, 14 CFR Part 36 Stage 5, and ICAO Annex 16 Volume 1 Chapter 14, noise requirements and were obtained by analysis of approved data from approved noise tests.

OM-B COMPLIANCE

Ident.: 0-10-00013363.0000600 / 18 DEC 2024
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

The content of the Operations Manual Part B is in accordance with the Airbus DLH A319/A320/A321 Airplane Flight Manual (AFM).

The content of the Operations Manual Part B is in accordance with all the relevant AFM Supplements to the revision as shown below.

Airplane Fight Manual Reference

AFM	Description	Approval Reference	Approved By	Approval Date
A319/A320/A321	Approved Flight Manual	10083427	EASA	06 NOV 2024

AFM Supplement

Supplement	Description	Reference	Date
STC TA0668 FAA STC ST01432LA	Airworks Cockpit Door Surveillance System (CDSS)		28 AUG 2003
EASA STC 10049061	Installation of a Class II Electronic Flight Bag (EFB)	10049061	24 NOV 2021
Doc.-No. A-33–04/4621–AFM	Photoluminenscent Emergency Floor Path Marking System	01/01	04 APR 2017
EASA STC 10053544 EASA.A.064	TCAS Change 7.1	10053544	04 JUN 2015
A-00–16/39–AFM	BoardConnect	01/03	31 OCT 2016
A-00–16/45–AFM	Ka Satcom System	03/00	27 OCT 2016
EASA STC 10063638 EASA.A.064	ADS-B Out Activation	10063638	06 NOV 2017
A–34–05/260–AFM	Mode S Transponder for (EHS) Enhanced Surveillance	27/05	27 JUN 2005

EASA ORO.MLR.100 Part B Compliance

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
0			GENERAL INFORMATION AND UNITS OF MEASUREMENT		Refer to 0 General Information and Units of Measurement
1			LIMITATIONS		
	1.1		Certified limitations and the applicable operational limitations		

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		a	certification status		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		b	passenger seating configuration		Refer to 6–20 Seat Version
		c	types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		d	crew composition		Refer to 1 AG-GEN Minimum Flight Crew
		e	mass and centre of gravity		Refer to 1 AG-WGHT Weights Refer to 1 AG-WGHT-CGE Center of Gravity Envelope
		f	speed limitations		Refer to 1 AG-SPD
		g	flight envelope(s)		Refer to 1 AG-OP Environmental Envelope
		h	wind limits, including operations on contaminated runways		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		i	performance limitations		Refer to TOPA Refer to LAPA
		j	(runway) slope		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		k	for aeroplanes, limitations on wet or contaminated runways		Refer to 4-4-7 Runway Conditions
		l	airframe contamination		Refer to 8.2.4.2 Clean Aircraft Concept
		m	system limitations		Refer to 1 AIR BLEED/COND/PRESS/VENT Refer to 1 AFS Auto Flight System Refer to 1 APU Auxiliary Power Unit Refer to 1 COM Communication Refer to 1 ENG Engines Refer to 1 F-CTL Flight Controls Refer to 1 FUEL Fuel Refer to 1 HYD Hydraulic Refer to 1 ICE_RAIN Ice and Rain Protection Refer to 1 LG Landing Gear Refer to 1 NAV Navigation Refer to 1 OXY Oxygen Refer to 1 SURV Surveillance
2			NORMAL PROCEDURES		

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		a	pre-flight		Refer to 2 SOP Safety Exterior Inspection Refer to 2 SOP Preliminary Cockpit Preparation Refer to 2 SOP Exterior Walkaround Refer to 2 SOP Cockpit Preparation
		b	pre-departure		Refer to 2 SOP Before Pushback or Start Refer to 2 SOP Engine Start Refer to 2 SOP After Start
		c	altimeter setting and checking,		Refer to 2 SOP-CP Glareshield Refer to 2 SOP-CL Altimeter Setting Changes To/From QNH/QFE-STD
		d	taxi, take-off and climb		Refer to 2 SOP Taxi Refer to 2 SOP Before Takeoff Refer to 2 SOP Takeoff Refer to 2 SOP After Takeoff Refer to 2 SOP Climb
		e	noise abatement		Refer to 8.3.6 Take-Off
		f	cruise and descent	X	Refer to 2 SOP Cruise Refer to 2 SOP Descent Preparation Refer to 2 SOP Descent
		g	approach, landing preparation and briefing	X	Refer to 2 SOP Approach
		h	VFR approach	X	Refer to 8.3.4.1 General Rules of Flight Procedures
		i	IFR approach	X	Refer to 2 SOP-AP Aircraft Guidance Management
		j	visual approach and circling		Refer to 2 SOP-AP Aircraft Guidance Management
		k	missed approach	X	Refer to 2 SOP-GA Go-Around with FD
		l	normal landing		Refer to 2 SOP Landing
		m	post-landing		Refer to 2 SOP After Landing Refer to 2 SOP Parking Refer to 2 SOP Securing the Aircraft
		n	for aeroplanes, operations on wet and contaminated runways		Refer to 2 SUP-ADV WXR Cold Weather Procedures
3			ABNORMAL AND/OR EMERGENCY PROCEDURES		

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		a	crew incapacitation		Refer to 8.3.15.4 Incapacitation of Crew Members Refer to 4.3 Flight Crew Incapacitation Refer to FCTM-PR-AEP-MISC Flight Crew Incapacitation
		b	fire and smoke drills		Refer to 3 SMOKE Smoke Refer to QRH Refer to FCTM-PR-AEP-SMOKE
		c	for aeroplanes, un-pressurised and partially pressurised flight		Refer to 2 SUP-MISC Flight Without Cabin Pressurization
		d	for aeroplanes, exceeding structural limits such as overweight landing		Refer to 8.3.15.2 Overweight Landing Refer to 3 MISC OVERWEIGHT LDG Refer to eQRH Refer to FCTM-PR-AEP-MISC Overweight Landing
		e	lightning strikes		Refer to 8.1.10 Categories of Complaints
		f	distress communications and alerting ATC to emergencies		Refer to OM-A 12.12 Distress and Urgency Signals
		g	engine/burner failure		Refer to 3 ENG Refer to eQRH Refer to FCTM-PR-AEP-ENG
		h	system failures		Refer to 3 Abnormal and Emergency Procedures
		i	guidance for diversion in case of serious technical failure		Refer to OM-A 2.3.6.5 Diversion of Flight Refer to FCTM-PR-NP-SOP-CRUISE
		j	ground proximity warning		Refer to 3 SURV
		k	ACAS / TCAS / AVAD		Refer to 3 SURV
		l	windshear		Refer to 3 SURV
		m	emergency landing/ditching		Refer to 3 ENG Refer to 3 MISC Refer to eQRH Refer to FCTM-PR-AEP-MISC-Emer Landing
		n	for aeroplanes, departure contingency procedures		Refer to TOPA.
4			PERFORMANCE		Refer to 4 Performance.
5			FLIGHT PLANNING		Refer to 5 Flight Planning.

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
6			MASS AND BALANCE		Refer to 6 Mass and Balance.
7			LOADING		Refer to 7 Loading.
8			CONFIGURATION DEVIATION LIST		Refer to 8 Configuration Deviation List.
9			MINIMUM EQUIPMENT LIST (MEL)		Refer to 9 Minimum Equipment List.
10			SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN		Refer to 10 Survival and Emergency Equipment including Oxygen
11			EMERGENCY EVACUATION PROCEDURES		Refer to 11 Emergency Evacuation Procedures.
12			AIRCRAFT SYSTEMS		Refer to 12 Aircraft Systems.

AIRWORTHINESS STANDARD COMPLIANCE

AIRLINE OPERATION CONTROL APPLICATIONS

The Air Traffic Service Unit (ATSU) equipment has been approved for the provision of Airlines Operational Control (AOC) applications.

The definition of the AOC application and obtaining its subsequent approval, is the responsibility of the operator.

AUTO FLIGHT SYSTEM

Flight Management System

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

- IRS position and GPS update, or
- IRS position and radio navaid update, or
- IRS position only.

The FMGS also complies with the airworthiness part of:

- EASA AMC 20-4 (or JAA TGL 2 Rev 1) for Basic RNAV
- EASA AMC 20-27 for RNP APPROACH (RNP APCH) Operations with or without APV BARO-VNAV Operations
- FAA Advisory Circular 90-105A for RNP2 operations in domestic, oceanic and remote continental area

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

  • RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment

  • RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

  Note: *1. RNP APCH without APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV Minimum.*
  2. RNP APCH with APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV/VNAV Minimum.

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)

– FAA Advisory Circular 20-129 for baro VNAV

– FAA Advisory Circular 90-100A for terminal and en route RNAV operations

– FAA Order 8400.33 for RNP 4 in oceanic and remote area

– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

  RNP 10 oceanic/remote area operations are approved:

  • With GPS PRIMARY

  • Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: *Compliance with the applicable airworthiness requirements does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

Flight Guidance System

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

Note: *Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.*

BOARDCONNECT

Use of WLAN in the aircraft cabin and cockpit during all flight phases has been demonstrated in accordance with EASA AMC1 to CAT.GEN.MPA.140 Table 1 Scenario 4. Compliance has been demonstrated using RTCA DO-307 (including Change 1) and EUROCAE ED-130.

ELECTRONIC FLIGHT BAG - CLASS 2

The dual Class 2 Electronic Flight Bag (EFB) system is approved only as an installed EFB resources consisting of 2 docking stations and 2 display units.

The definition of the Portable Electronic Device (PED) hosted in the EFB docking station and obtaining its approval is the responsibility of the operator.

The airworthiness approval is based on the assumption that:

– EFB resources are used in accordance with JAA TGL 36 "Approval of Electronic Flight
– Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01
– the PED and its associated applications are developed and justified in accordance with JAA TGL 36 "Approval of Electronic Flight Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01.

Note: *Compliance with the above limitation does not constitute an authorization to use the EFB. Such authorization must be obtained by the operator from the appropriate authorities.*

FANS - ATC DATALINK APPLICATION SYSTEM

The ATC datalink communications system and its applications comply with ED-110B/DO-280B, with ED-120/DO-290 (including Change 1 and 2), with AMC 20-11, with FAA AC 20-140A and with Eurocontrol SES 29/2009 for:

– The Controller-Pilot Data-Link Communication (CPDLC) which supports the implementation of the following operational Air Traffic Services (ATS):
  • The ATC Communication Management (ACM)
  • The ATC Clearance (ACL)
  • The ATC Microphone Check (AMC)
– The Context Management (CM) which supports:
  • The Data Link Initiation Capability (DLIC) Air Traffic Service (ATS).

This approval is based on assumptions and requirements contained in FANS B+ Airworthiness Approval Summary document reference 00D460P0214/C02 for:

– The Air Traffic Control (ATC) environment and procedures

– The end to end system interoperability, safety and performance.

Note: *a. Voice communication remains the primary means of communication.*
b. The CPDLC is only available when there is a VDL Mode 2 (VHF Data Link Mode 2) coverage.
c. Compliance with the above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.

INERTIAL REFERENCE SYSTEM (IRS)

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

KA SATCOM SYSTEM

Usage of IP communication via Ka-band Satcom System is allowed within the cabin and cockpit, limited to Non-Required Telecommunication Services, as per Advisory Circular AC 20-177.Any usage of IP communication via Ka-band Satcom System for Electronic Flight Bags (EFB) will require a separate additional approval fulfilling the requirements of EASA AMC 20-25.

This technical approval does not constitute an operational approval.

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

Note: *1. Direct ATC controller-pilot VHF voice communications must be available to conduct ADS-B Out operations in Non-Radar Areas.*
2. Compliance with the above does not constitute an operation approval. Such authorization must be obtained by the operator from the appropriate authorities.

MODE S - EHS ENHANCED SURVEILLANCE

NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

The RNP accuracy with GPS PRIMARY has been demonstrated to be :

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En Route	1 NM	1 NM	1.1 NM
In Terminal Area	0.5 NM	0.51 NM	0.51 NM
In Approach	0.3 NM	0.3 NM	Not authorized

- **Without GPS PRIMARY:**

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: *Compliance with the standard noted above does not constitute an operational approval.Such authorization must be obtained by the operator from the appropriate authorities.*

NOISE LEVELS

Noise levels shown in this supplement comply with EASA CS-36, JAR 36 Subpart B, 14 CFR (FAR) Part 36 Appendix C Stage 3 and ICAO Annex 16 Chapter 3 noise requirements and were obtained by analysis of approved data from approved noise tests.

OM-B COMPLIANCE

Ident.: 0-10-00013363.0000700 / 18 DEC 2024
Criteria: A319 (-AIBK, -AIBL, -AIBN, -AIBP)
Applicable to: D-AIBK, D-AIBL, D-AIBN, D-AIBP

The content of the Operations Manual Part B is in accordance with the Airbus DLH A319/A320/A321 Airplane Flight Manual (AFM).

The content of the Operations Manual Part B is in accordance with all the relevant AFM Supplements to the revision as shown below.

Airplane Fight Manual Reference

AFM	Description	Approval Reference	Approved By	Approval Date
A319/A320/A321	Approved Flight Manual	10083427	EASA	06 NOV 2024

AFM Supplement

Supplement	Description	Reference	Date
STC TA0668 FAA STC ST01432LA	Airworks Cockpit Door Surveillance System (CDSS)		28 AUG 2003
EASA STC 10049061	Installation of a Class II Electronic Flight Bag (EFB)	10049061	24 NOV 2021
Doc.-No. A-33–04/4621–AFM	Photoluminenscent Emergency Floor Path Marking System	01/01	04 APR 2017
EASA STC 10053544 EASA.A.064	TCAS Change 7.1	10053544	04 JUN 2015
A-00–16/39–AFM	BoardConnect	01/03	31 OCT 2016
A-00–16/45–AFM	Ka Satcom System	03/00	27 OCT 2016
EASA STC 10063638 EASA.A.064	ADS-B Out Activation	10063638	06 NOV 2017
A–34–05/260–AFM	Mode S Transponder for (EHS) Enhanced Surveillance	27/05	27 JUN 2005

EASA ORO.MLR.100 Part B Compliance

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
0			GENERAL INFORMATION AND UNITS OF MEASUREMENT		Refer to 0 General Information and Units of Measurement
1			LIMITATIONS		
	1.1		Certified limitations and the applicable operational limitations		
		a	certification status		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		b	passenger seating configuration		Refer to 6–20 Seat Version
		c	types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		d	crew composition		Refer to 1 AG-GEN Minimum Flight Crew
		e	mass and centre of gravity		Refer to 1 AG-WGHT Weights Refer to 1 AG-WGHT-CGE Center of Gravity Envelope
		f	speed limitations		Refer to 1 AG-SPD
		g	flight envelope(s)		Refer to 1 AG-OP Environmental Envelope
		h	wind limits, including operations on contaminated runways		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		i	performance limitations		Refer to TOPA Refer to LAPA
		j	(runway) slope		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		k	for aeroplanes, limitations on wet or contaminated runways		Refer to 4-4-7 Runway Conditions
		l	airframe contamination		Refer to 8.2.4.2 Clean Aircraft Concept
		m	system limitations		Refer to 1 AIR BLEED/COND/PRESS/VENT Refer to 1 AFS Auto Flight System Refer to 1 APU Auxiliary Power Unit Refer to 1 COM Communication Refer to 1 ENG Engines Refer to 1 F-CTL Flight Controls Refer to 1 FUEL Fuel Refer to 1 HYD Hydraulic

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
					Refer to 1 ICE_RAIN Ice and Rain Protection
					Refer to 1 LG Landing Gear
					Refer to 1 NAV Navigation
					Refer to 1 OXY Oxygen
					Refer to 1 SURV Surveillance
2			NORMAL PROCEDURES		
		a	pre-flight		Refer to 2 SOP Safety Exterior Inspection
					Refer to 2 SOP Preliminary Cockpit Preparation
					Refer to 2 SOP Exterior Walkaround
					Refer to 2 SOP Cockpit Preparation
		b	pre-departure		Refer to 2 SOP Before Pushback or Start
					Refer to 2 SOP Engine Start
					Refer to 2 SOP After Start
		c	altimeter setting and checking,		Refer to 2 SOP-CP Glareshield
					Refer to 2 SOP-CL Altimeter Setting Changes To/From QNH/QFE-STD
		d	taxi, take-off and climb		Refer to 2 SOP Taxi
					Refer to 2 SOP Before Takeoff
					Refer to 2 SOP Takeoff
					Refer to 2 SOP After Takeoff
					Refer to 2 SOP Climb
		e	noise abatement		Refer to 8.3.6 Take-Off
		f	cruise and descent	X	Refer to 2 SOP Cruise
					Refer to 2 SOP Descent Preparation
					Refer to 2 SOP Descent
		g	approach, landing preparation and briefing	X	Refer to 2 SOP Approach
		h	VFR approach	X	Refer to 8.3.4.1 General Rules of Flight Procedures
		i	IFR approach	X	Refer to 2 SOP-AP Aircraft Guidance Management
		j	visual approach and circling		Refer to 2 SOP-AP Aircraft Guidance Management
		k	missed approach	X	Refer to 2 SOP-GA Go-Around with FD
		l	normal landing		Refer to 2 SOP Landing
		m	post-landing		Refer to 2 SOP After Landing

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
					Refer to 2 SOP Parking Refer to 2 SOP Securing the Aircraft
		n	for aeroplanes, operations on wet and contaminated runways		Refer to 2 SUP-ADV WXR Cold Weather Procedures
3			ABNORMAL AND/OR EMERGENCY PROCEDURES		
		a	crew incapacitation		Refer to 8.3.15.4 Incapacitation of Crew Members Refer to 4.3 Flight Crew Incapacitation Refer to FCTM-PR-AEP-MISC Flight Crew Incapacitation
		b	fire and smoke drills		Refer to 3 SMOKE Smoke Refer to QRH Refer to FCTM-PR-AEP-SMOKE
		c	for aeroplanes, un-pressurised and partially pressurised flight		Refer to 2 SUP-MISC Flight Without Cabin Pressurization
		d	for aeroplanes, exceeding structural limits such as overweight landing		Refer to 8.3.15.2 Overweight Landing Refer to 3 MISC OVERWEIGHT LDG Refer to eQRH Refer to FCTM-PR-AEP-MISC Overweight Landing
		e	lightning strikes		Refer to 8.1.10 Categories of Complaints
		f	distress communications and alerting ATC to emergencies		Refer to OM-A 12.12 Distress and Urgency Signals
		g	engine/burner failure		Refer to 3 ENG Refer to eQRH Refer to FCTM-PR-AEP-ENG
		h	system failures		Refer to 3 Abnormal and Emergency Procedures
		i	guidance for diversion in case of serious technical failure		Refer to OM-A 2.3.6.5 Diversion of Flight Refer to FCTM-PR-NP-SOP-CRUISE
		j	ground proximity warning		Refer to 3 SURV
		k	ACAS / TCAS / AVAD		Refer to 3 SURV
		l	windshear		Refer to 3 SURV
		m	emergency landing/ditching		Refer to 3 ENG Refer to 3 MISC Refer to eQRH

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
					Refer to FCTM-PR-AEP-MISC-Emer Landing
		n	for aeroplanes, departure contingency procedures		Refer to TOPA.
4			PERFORMANCE		Refer to 4 Performance.
5			FLIGHT PLANNING		Refer to 5 Flight Planning.
6			MASS AND BALANCE		Refer to 6 Mass and Balance.
7			LOADING		Refer to 7 Loading.
8			CONFIGURATION DEVIATION LIST		Refer to 8 Configuration Deviation List.
9			MINIMUM EQUIPMENT LIST (MEL)		Refer to 9 Minimum Equipment List.
10			SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN		Refer to 10 Survival and Emergency Equipment including Oxygen
11			EMERGENCY EVACUATION PROCEDURES		Refer to 11 Emergency Evacuation Procedures.
12			AIRCRAFT SYSTEMS		Refer to 12 Aircraft Systems.

AIRWORTHINESS STANDARD COMPLIANCE

AIRLINE OPERATION CONTROL APPLICATIONS

The Air Traffic Service Unit (ATSU) equipment has been approved for the provision of Airlines Operational Control (AOC) applications.

The definition of the AOC application and obtaining its subsequent approval, is the responsibility of the operator.

AUTO FLIGHT SYSTEM

Flight Management System

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

– EASA AMC 20-4 (or JAA TGL 2 Rev 1) for Basic RNAV

– EASA AMC 20-27 for RNP APPROACH (RNP APCH) Operations with or without APV BARO-VNAV Operations

– FAA Advisory Circular 90-105A for RNP2 operations in domestic, oceanic and remote continental area

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

  • RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment

  • RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

  Note: *1. RNP APCH without APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV Minimum.*
  2. RNP APCH with APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV/VNAV Minimum.

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)

– FAA Advisory Circular 20-129 for baro VNAV

– FAA Advisory Circular 90-100A for terminal and en route RNAV operations

– FAA Order 8400.33 for RNP 4 in oceanic and remote area

– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

  RNP 10 oceanic/remote area operations are approved:

  • With GPS PRIMARY

  • Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: *Compliance with the applicable airworthiness requirements does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

Flight Guidance System

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

Note: *Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.*

BOARDCONNECT

Use of WLAN in the aircraft cabin and cockpit during all flight phases has been demonstrated in accordance with EASA AMC1 to CAT.GEN.MPA.140 Table 1 Scenario 4. Compliance has been demonstrated using RTCA DO-307 (including Change 1) and EUROCAE ED-130.

ELECTRONIC FLIGHT BAG - CLASS 2

The dual Class 2 Electronic Flight Bag (EFB) system is approved only as an installed EFB resources consisting of 2 docking stations and 2 display units.

The definition of the Portable Electronic Device (PED) hosted in the EFB docking station and obtaining its approval is the responsibility of the operator.

The airworthiness approval is based on the assumption that:

– EFB resources are used in accordance with JAA TGL 36 "Approval of Electronic Flight

– Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01

– the PED and its associated applications are developed and justified in accordance with JAA TGL 36 "Approval of Electronic Flight Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01.

Note: *Compliance with the above limitation does not constitute an authorization to use the EFB. Such authorization must be obtained by the operator from the appropriate authorities.*

FANS - ATC DATALINK APPLICATION SYSTEM

The ATC datalink communications system and its applications comply with ED-110B/DO-280B, with ED-120/DO-290 (including Change 1 and 2), with AMC 20-11, with FAA AC 20-140A and with Eurocontrol SES 29/2009 for:

– The Controller-Pilot Data-Link Communication (CPDLC) which supports the implementation of the following operational Air Traffic Services (ATS):

  • The ATC Communication Management (ACM)

  • The ATC Clearance (ACL)

  • The ATC Microphone Check (AMC)

– The Context Management (CM) which supports:

  • The Data Link Initiation Capability (DLIC) Air Traffic Service (ATS).

This approval is based on assumptions and requirements contained in FANS B+ Airworthiness Approval Summary document reference 00D460P0214/C02 for:

– The Air Traffic Control (ATC) environment and procedures

– The end to end system interoperability, safety and performance.

Note:
a. *Voice communication remains the primary means of communication.*
b. *The CPDLC is only available when there is a VDL Mode 2 (VHF Data Link Mode 2) coverage.*
c. *Compliance with the above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

INERTIAL REFERENCE SYSTEM (IRS)

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

KA SATCOM SYSTEM

Usage of IP communication via Ka-band Satcom System is allowed within the cabin and cockpit, limited to Non-Required Telecommunication Services, as per Advisory Circular AC 20-177.Any usage of IP communication via Ka-band Satcom System for Electronic Flight Bags (EFB) will require a separate additional approval fulfilling the requirements of EASA AMC 20-25.

This technical approval does not constitute an operational approval.

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

The transponder mode S extended squitter, Automatic Dependent Surveillance – Broadcast (ADS-B) Out function, has been demonstrated to comply with airworthiness requirements for ADS-B Out in Non-Radar and Radar Areas contained in Commission Regulation (EU) No 1207/2011 and CS.ACNS.D.ADSB (covering AMC 20-24), U.S 14 CFR 91.227 and AC 20-165A. This approval is based on standards, descriptions, operational procedures and limitations contained in "ADS-B Out Capability Declaration" document certification reference 00D340P5333/C0S at the latest issue.

Note:
1. *Direct ATC controller-pilot VHF voice communications must be available to conduct ADS-B Out operations in Non-Radar Areas.*
2. *Compliance with the above does not constitute an operation approval. Such authorization must be obtained by the operator from the appropriate authorities.*

MODE S - EHS ENHANCED SURVEILLANCE

The transponder system capable of Mode A/Mode C, Elementary Surveillance (ELS) and Enhanced Surveillance (EHS) has been demonstrated to comply with the Annex II Part A and Part C of the Commission Regulation (EU) No 1207/2011, CS.ACNS.D.ELS (covering TGL 13) and CS.ACNS.D.EHS (covering AMC 20-13).

NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

  The FMGS is certified in accordance with the performance requirements of MASPS ED-75/DO-236 for RNP operations.

  The RNP accuracy with GPS PRIMARY has been demonstrated to be :

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En Route	1 NM	1 NM	1.1 NM
In Terminal Area	0.5 NM	0.51 NM	0.51 NM
In Approach	0.3 NM	0.3 NM	Not authorized

- **Without GPS PRIMARY:**

  The FMGS is certified in accordance with the accuracy requirements and assumptions of MASPS ED-75/DO-236 for RNP operations provided the appropriate RNP value is checked or entered on the MCDU and HIGH accuracy is displayed.

  The navigation accuracy (without GPS PRIMARY) is a function of ground radio navaid infrastructure or elapsed time since last radio update.

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: Compliance with the standard noted above does not constitute an operational approval.Such authorization must be obtained by the operator from the appropriate authorities.

NOISE LEVELS

Noise levels shown in this supplement comply with EASA CS-36, 14 CFR Part 36 Stage 5, and ICAO Annex 16 Volume 1 Chapter 14, noise requirements and were obtained by analysis of approved data from approved noise tests.

OM-B COMPLIANCE

Ident.: 0-10-00013363.0000800 / 18 DEC 2024
Criteria: A321 (-AEUC)
Applicable to: D-AEUC

The content of the Operations Manual Part B is in accordance with the Airbus DLH A319/A320/A321 Airplane Flight Manual (AFM).

The content of the Operations Manual Part B is in accordance with all the relevant AFM Supplements to the revision as shown below.

Airplane Fight Manual Reference

AFM	Description	Approval Reference	Approved By	Approval Date
A319/A320/A321	Approved Flight Manual	10083427	EASA	06 NOV 2024

AFM Supplement

Supplement	Description	Reference	Date
STC TA0668 FAA STC ST01432LA	Airworks Cockpit Door Surveillance System (CDSS)		28 AUG 2003
EASA STC 10049061	Installation of a Class II Electronic Flight Bag (EFB)	10049061	24 NOV 2021
Doc.-No. A-33–04/4621–AFM	Photoluminenscent Emergency Floor Path Marking System	01/01	04 APR 2017
EASA STC 10053544 EASA.A.064	TCAS Change 7.1	10053544	04 JUN 2015
A-00–16/39–AFM	BoardConnect	01/03	31 OCT 2016
A-00–16/45–AFM	Ka Satcom System	03/00	27 OCT 2016
EASA STC 10063638 EASA.A.064	ADS-B Out Activation	10063638	06 NOV 2017
A–34–05/260–AFM	Mode S Transponder for (EHS) Enhanced Surveillance	27/05	27 JUN 2005

EASA ORO.MLR.100 Part B Compliance

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
0			GENERAL INFORMATION AND UNITS OF MEASUREMENT		Refer to 0 General Information and Units of Measurement
1			LIMITATIONS		
	1.1		Certified limitations and the applicable operational limitations		
		a	certification status		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		b	passenger seating configuration		Refer to 6–20 Seat Version
		c	types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		d	crew composition		Refer to 1 AG-GEN Minimum Flight Crew
		e	mass and centre of gravity		Refer to 1 AG-WGHT Weights Refer to 1 AG-WGHT-CGE Center of Gravity Envelope

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		f	speed limitations		Refer to 1 AG-SPD
		g	flight envelope(s)		Refer to 1 AG-OP Environmental Envelope
		h	wind limits, including operations on contaminated runways		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		i	performance limitations		Refer to TOPA Refer to LAPA
		j	(runway) slope		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		k	for aeroplanes, limitations on wet or contaminated runways		Refer to 4-4-7 Runway Conditions
		l	airframe contamination		Refer to 8.2.4.2 Clean Aircraft Concept
		m	system limitations		Refer to 1 AIR BLEED/COND/PRESS/VENT Refer to 1 AFS Auto Flight System Refer to 1 APU Auxiliary Power Unit Refer to 1 COM Communication Refer to 1 ENG Engines Refer to 1 F-CTL Flight Controls Refer to 1 FUEL Fuel Refer to 1 HYD Hydraulic Refer to 1 ICE_RAIN Ice and Rain Protection Refer to 1 LG Landing Gear Refer to 1 NAV Navigation Refer to 1 OXY Oxygen Refer to 1 SURV Surveillance
2			NORMAL PROCEDURES		
		a	pre-flight		Refer to 2 SOP Safety Exterior Inspection Refer to 2 SOP Preliminary Cockpit Preparation Refer to 2 SOP Exterior Walkaround Refer to 2 SOP Cockpit Preparation
		b	pre-departure		Refer to 2 SOP Before Pushback or Start Refer to 2 SOP Engine Start Refer to 2 SOP After Start
		c	altimeter setting and checking,		Refer to 2 SOP-CP Glareshield

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
					Refer to 2 SOP-CL Altimeter Setting Changes To/From QNH/QFE-STD
		d	taxi, take-off and climb		Refer to 2 SOP Taxi Refer to 2 SOP Before Takeoff Refer to 2 SOP Takeoff Refer to 2 SOP After Takeoff Refer to 2 SOP Climb
		e	noise abatement		Refer to 8.3.6 Take-Off
		f	cruise and descent	X	Refer to 2 SOP Cruise Refer to 2 SOP Descent Preparation Refer to 2 SOP Descent
		g	approach, landing preparation and briefing	X	Refer to 2 SOP Approach
		h	VFR approach	X	Refer to 8.3.4.1 General Rules of Flight Procedures
		i	IFR approach	X	Refer to 2 SOP-AP Aircraft Guidance Management
		j	visual approach and circling		Refer to 2 SOP-AP Aircraft Guidance Management
		k	missed approach	X	Refer to 2 SOP-GA Go-Around with FD
		l	normal landing		Refer to 2 SOP Landing
		m	post-landing		Refer to 2 SOP After Landing Refer to 2 SOP Parking Refer to 2 SOP Securing the Aircraft
		n	for aeroplanes, operations on wet and contaminated runways		Refer to 2 SUP-ADV WXR Cold Weather Procedures
3			ABNORMAL AND/OR EMERGENCY PROCEDURES		
		a	crew incapacitation		Refer to 8.3.15.4 Incapacitation of Crew Members Refer to 4.3 Flight Crew Incapacitation Refer to FCTM-PR-AEP-MISC Flight Crew Incapacitation
		b	fire and smoke drills		Refer to 3 SMOKE Smoke Refer to QRH Refer to FCTM-PR-AEP-SMOKE
		c	for aeroplanes, un-pressurised and partially pressurised flight		Refer to 2 SUP-MISC Flight Without Cabin Pressurization

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		d	for aeroplanes, exceeding structural limits such as overweight landing		Refer to 8.3.15.2 Overweight Landing Refer to 3 MISC OVERWEIGHT LDG Refer to eQRH Refer to FCTM-PR-AEP-MISC Overweight Landing
		e	lightning strikes		Refer to 8.1.10 Categories of Complaints
		f	distress communications and alerting ATC to emergencies		Refer to OM-A 12.12 Distress and Urgency Signals
		g	engine/burner failure		Refer to 3 ENG Refer to eQRH Refer to FCTM-PR-AEP-ENG
		h	system failures		Refer to 3 Abnormal and Emergency Procedures
		i	guidance for diversion in case of serious technical failure		Refer to OM-A 2.3.6.5 Diversion of Flight Refer to FCTM-PR-NP-SOP-CRUISE
		j	ground proximity warning		Refer to 3 SURV
		k	ACAS / TCAS / AVAD		Refer to 3 SURV
		l	windshear		Refer to 3 SURV
		m	emergency landing/ditching		Refer to 3 ENG Refer to 3 MISC Refer to eQRH Refer to FCTM-PR-AEP-MISC-Emer Landing
		n	for aeroplanes, departure contingency procedures		Refer to TOPA.
4			PERFORMANCE		Refer to 4 Performance.
5			FLIGHT PLANNING		Refer to 5 Flight Planning.
6			MASS AND BALANCE		Refer to 6 Mass and Balance.
7			LOADING		Refer to 7 Loading.
8			CONFIGURATION DEVIATION LIST		Refer to 8 Configuration Deviation List.
9			MINIMUM EQUIPMENT LIST (MEL)		Refer to 9 Minimum Equipment List.
10			SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN		Refer to 10 Survival and Emergency Equipment including Oxygen
11			EMERGENCY EVACUATION PROCEDURES		Refer to 11 Emergency Evacuation Procedures.
12			AIRCRAFT SYSTEMS		Refer to 12 Aircraft Systems.

AIRWORTHINESS STANDARD COMPLIANCE

AIRLINE OPERATION CONTROL APPLICATIONS

The Air Traffic Service Unit (ATSU) equipment has been approved for the provision of Airlines Operational Control (AOC) applications.

The definition of the AOC application and obtaining its subsequent approval, is the responsibility of the operator.

AUTO FLIGHT SYSTEM

Flight Management System

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

– EASA AMC 20-4 (or JAA TGL 2 Rev 1) for Basic RNAV

– EASA AMC 20-27 for RNP APPROACH (RNP APCH) Operations with or without APV BARO-VNAV Operations

– FAA Advisory Circular 90-105A for RNP2 operations in domestic, oceanic and remote continental area

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

  • RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment

  • RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

  Note: 1. *RNP APCH without APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV Minimum.*
  2. *RNP APCH with APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV/VNAV Minimum.*

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)

– FAA Advisory Circular 20-129 for baro VNAV
– FAA Advisory Circular 90-100A for terminal and en route RNAV operations
– FAA Order 8400.33 for RNP 4 in oceanic and remote area
– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

RNP 10 oceanic/remote area operations are approved:

- With GPS PRIMARY
- Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: Compliance with the applicable airworthiness requirements does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.

Flight Guidance System

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:

– JAR 25
– ACJ 25.1329 for automatic flight system
– JAR AWO Subpart 1 - Automatic landing systems
– JAR AWO Subpart 2 - Category 2 operations
– JAR AWO Subpart 3 - Category 3 operations.

Note: Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.

BOARDCONNECT

Use of WLAN in the aircraft cabin and cockpit during all flight phases has been demonstrated in accordance with EASA AMC1 to CAT.GEN.MPA.140 Table 1 Scenario 4. Compliance has been demonstrated using RTCA DO-307 (including Change 1) and EUROCAE ED-130.

ELECTRONIC FLIGHT BAG - CLASS 2

The dual Class 2 Electronic Flight Bag (EFB) system is approved only as an installed EFB resources consisting of 2 docking stations and 2 display units.

The definition of the Portable Electronic Device (PED) hosted in the EFB docking station and obtaining its approval is the responsibility of the operator.

The airworthiness approval is based on the assumption that:

– EFB resources are used in accordance with JAA TGL 36 "Approval of Electronic Flight
– Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01
– the PED and its associated applications are developed and justified in accordance with JAA TGL 36 "Approval of Electronic Flight Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01.

Note: *Compliance with the above limitation does not constitute an authorization to use the EFB. Such authorization must be obtained by the operator from the appropriate authorities.*

FANS - ATC DATALINK APPLICATION SYSTEM

The ATC datalink communications system and its applications comply with ED-110B/DO-280B, with ED-120/DO-290 (including Change 1 and 2), with AMC 20-11, with FAA AC 20-140A and with Eurocontrol SES 29/2009 for:

– The Controller-Pilot Data-Link Communication (CPDLC) which supports the implementation of the following operational Air Traffic Services (ATS):
  • The ATC Communication Management (ACM)
  • The ATC Clearance (ACL)
  • The ATC Microphone Check (AMC)
– The Context Management (CM) which supports:
  • The Data Link Initiation Capability (DLIC) Air Traffic Service (ATS).

This approval is based on assumptions and requirements contained in FANS B+ Airworthiness Approval Summary document reference 00D460P0214/C02 for:

– The Air Traffic Control (ATC) environment and procedures
– The end to end system interoperability, safety and performance.

Note:
a. Voice communication remains the primary means of communication.
b. The CPDLC is only available when there is a VDL Mode 2 (VHF Data Link Mode 2) coverage.
c. Compliance with the above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.

INERTIAL REFERENCE SYSTEM (IRS)

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

KA SATCOM SYSTEM

Usage of IP communication via Ka-band Satcom System is allowed within the cabin and cockpit, limited to Non-Required Telecommunication Services, as per Advisory Circular AC 20-177.Any usage of IP communication via Ka-band Satcom System for Electronic Flight Bags (EFB) will require a separate additional approval fulfilling the requirements of EASA AMC 20-25.

This technical approval does not constitute an operational approval.

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

Note: 1. *Direct ATC controller-pilot VHF voice communications must be available to conduct ADS-B Out operations in Non-Radar Areas.*
2. *Compliance with the above does not constitute an operation approval. Such authorization must be obtained by the operator from the appropriate authorities.*

MODE S - EHS ENHANCED SURVEILLANCE

NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

The RNP accuracy with GPS PRIMARY has been demonstrated to be :

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En Route	1 NM	1 NM	1.1 NM
In Terminal Area	0.5 NM	0.51 NM	0.51 NM
In Approach	0.3 NM	0.3 NM	Not authorized

- **Without GPS PRIMARY:**

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: *Compliance with the standard noted above does not constitute an operational approval.Such authorization must be obtained by the operator from the appropriate authorities.*

NOISE LEVELS

Noise levels shown in this supplement comply with EASA CS-36, JAR 36, 14 CFR (FAR) Part 36 Stage 4, and ICAO Annex 16 Chapter 4, noise requirements and were obtained by analysis of approved data from approved noise tests.

OM-B COMPLIANCE

Ident.: 0-10-00013363.0000900 / 18 DEC 2024
Criteria: A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ

The content of the Operations Manual Part B is in accordance with the Airbus DLH A319/A320/A321 Airplane Flight Manual (AFM).

The content of the Operations Manual Part B is in accordance with all the relevant AFM Supplements to the revision as shown below.

Airplane Fight Manual Reference

AFM	Description	Approval Reference	Approved By	Approval Date
A319/A320/A321	Approved Flight Manual	10083427	EASA	06 NOV 2024

AFM Supplement

Supplement	Description	Reference	Date
STC TA0668 FAA STC ST01432LA	Airworks Cockpit Door Surveillance System (CDSS)		28 AUG 2003
EASA STC 10049061	Installation of a Class II Electronic Flight Bag (EFB)	10049061	24 NOV 2021
Doc.-No. A-33–04/4621–AFM	Photoluminenscent Emergency Floor Path Marking System	01/01	04 APR 2017
EASA STC 10053544 EASA.A.064	TCAS Change 7.1	10053544	04 JUN 2015
A-00–16/39–AFM	BoardConnect	01/03	31 OCT 2016
A-00–16/45–AFM	Ka Satcom System	03/00	27 OCT 2016
EASA STC 10063638 EASA.A.064	ADS-B Out Activation	10063638	06 NOV 2017
A–34–05/260–AFM	Mode S Transponder for (EHS) Enhanced Surveillance	27/05	27 JUN 2005

EASA ORO.MLR.100 Part B Compliance

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
0			GENERAL INFORMATION AND UNITS OF MEASUREMENT		Refer to 0 General Information and Units of Measurement
1			LIMITATIONS		
	1.1		Certified limitations and the applicable operational limitations		

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		a	certification status		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		b	passenger seating configuration		Refer to 6–20 Seat Version
		c	types of operation that are approved (e.g. VFR/IFR, CAT II/III, RNP, flights in known icing conditions, etc		Refer to 1 AG-GEN-1 Certification Status/Kinds Of Airplane Operation
		d	crew composition		Refer to 1 AG-GEN Minimum Flight Crew
		e	mass and centre of gravity		Refer to 1 AG-WGHT Weights Refer to 1 AG-WGHT-CGE Center of Gravity Envelope
		f	speed limitations		Refer to 1 AG-SPD
		g	flight envelope(s)		Refer to 1 AG-OP Environmental Envelope
		h	wind limits, including operations on contaminated runways		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		i	performance limitations		Refer to TOPA Refer to LAPA
		j	(runway) slope		Refer to 1 AG-OP-AOaW Airport Operations and Wind Limitations
		k	for aeroplanes, limitations on wet or contaminated runways		Refer to 4-4-7 Runway Conditions
		l	airframe contamination		Refer to 8.2.4.2 Clean Aircraft Concept
		m	system limitations		Refer to 1 AIR BLEED/COND/PRESS/VENT Refer to 1 AFS Auto Flight System Refer to 1 APU Auxiliary Power Unit Refer to 1 COM Communication Refer to 1 ENG Engines Refer to 1 F-CTL Flight Controls Refer to 1 FUEL Fuel Refer to 1 HYD Hydraulic Refer to 1 ICE_RAIN Ice and Rain Protection Refer to 1 LG Landing Gear Refer to 1 NAV Navigation Refer to 1 OXY Oxygen Refer to 1 SURV Surveillance
2			NORMAL PROCEDURES		

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		a	pre-flight		Refer to 2 SOP Safety Exterior Inspection Refer to 2 SOP Preliminary Cockpit Preparation Refer to 2 SOP Exterior Walkaround Refer to 2 SOP Cockpit Preparation
		b	pre-departure		Refer to 2 SOP Before Pushback or Start Refer to 2 SOP Engine Start Refer to 2 SOP After Start
		c	altimeter setting and checking,		Refer to 2 SOP-CP Glareshield Refer to 2 SOP-CL Altimeter Setting Changes To/From QNH/QFE-STD
		d	taxi, take-off and climb		Refer to 2 SOP Taxi Refer to 2 SOP Before Takeoff Refer to 2 SOP Takeoff Refer to 2 SOP After Takeoff Refer to 2 SOP Climb
		e	noise abatement		Refer to 8.3.6 Take-Off
		f	cruise and descent	X	Refer to 2 SOP Cruise Refer to 2 SOP Descent Preparation Refer to 2 SOP Descent
		g	approach, landing preparation and briefing	X	Refer to 2 SOP Approach
		h	VFR approach	X	Refer to 8.3.4.1 General Rules of Flight Procedures
		i	IFR approach	X	Refer to 2 SOP-AP Aircraft Guidance Management
		j	visual approach and circling		Refer to 2 SOP-AP Aircraft Guidance Management
		k	missed approach	X	Refer to 2 SOP-GA Go-Around with FD
		l	normal landing		Refer to 2 SOP Landing
		m	post-landing		Refer to 2 SOP After Landing Refer to 2 SOP Parking Refer to 2 SOP Securing the Aircraft
		n	for aeroplanes, operations on wet and contaminated runways		Refer to 2 SUP-ADV WXR Cold Weather Procedures
3			ABNORMAL AND/OR EMERGENCY PROCEDURES		

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
		a	crew incapacitation		Refer to 8.3.15.4 Incapacitation of Crew Members Refer to 4.3 Flight Crew Incapacitation Refer to FCTM-PR-AEP-MISC Flight Crew Incapacitation
		b	fire and smoke drills		Refer to 3 SMOKE Smoke Refer to QRH Refer to FCTM-PR-AEP-SMOKE
		c	for aeroplanes, un-pressurised and partially pressurised flight		Refer to 2 SUP-MISC Flight Without Cabin Pressurization
		d	for aeroplanes, exceeding structural limits such as overweight landing		Refer to 8.3.15.2 Overweight Landing Refer to 3 MISC OVERWEIGHT LDG Refer to eQRH Refer to FCTM-PR-AEP-MISC Overweight Landing
		e	lightning strikes		Refer to 8.1.10 Categories of Complaints
		f	distress communications and alerting ATC to emergencies		Refer to OM-A 12.12 Distress and Urgency Signals
		g	engine/burner failure		Refer to 3 ENG Refer to eQRH Refer to FCTM-PR-AEP-ENG
		h	system failures		Refer to 3 Abnormal and Emergency Procedures
		i	guidance for diversion in case of serious technical failure		Refer to OM-A 2.3.6.5 Diversion of Flight Refer to FCTM-PR-NP-SOP-CRUISE
		j	ground proximity warning		Refer to 3 SURV
		k	ACAS / TCAS / AVAD		Refer to 3 SURV
		l	windshear		Refer to 3 SURV
		m	emergency landing/ditching		Refer to 3 ENG Refer to 3 MISC Refer to eQRH Refer to FCTM-PR-AEP-MISC-Emer Landing
		n	for aeroplanes, departure contingency procedures		Refer to TOPA.
4			PERFORMANCE		Refer to 4 Performance.
5			FLIGHT PLANNING		Refer to 5 Flight Planning.

Chap	Sec	Item	Title	PRIOR APP.	Operator OM Page
6			MASS AND BALANCE		Refer to 6 Mass and Balance.
7			LOADING		Refer to 7 Loading.
8			CONFIGURATION DEVIATION LIST		Refer to 8 Configuration Deviation List.
9			MINIMUM EQUIPMENT LIST (MEL)		Refer to 9 Minimum Equipment List.
10			SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN		Refer to 10 Survival and Emergency Equipment including Oxygen
11			EMERGENCY EVACUATION PROCEDURES		Refer to 11 Emergency Evacuation Procedures.
12			AIRCRAFT SYSTEMS		Refer to 12 Aircraft Systems.

AIRWORTHINESS STANDARD COMPLIANCE

AIRLINE OPERATION CONTROL APPLICATIONS

The Air Traffic Service Unit (ATSU) equipment has been approved for the provision of Airlines Operational Control (AOC) applications.

The definition of the AOC application and obtaining its subsequent approval, is the responsibility of the operator.

AUTO FLIGHT SYSTEM

Flight Management System

The FMGS has been demonstrated to comply with applicable airworthiness requirements, including FAA AC 20-130A, for a navigation system integrating multiple navigation sensors, when operating with aircraft position based on:

- IRS position and GPS update, or
- IRS position and radio navaid update, or
- IRS position only.

The FMGS also complies with the airworthiness part of:

- EASA AMC 20-4 (or JAA TGL 2 Rev 1) for Basic RNAV
- EASA AMC 20-27 for RNP APPROACH (RNP APCH) Operations with or without APV BARO-VNAV Operations
- FAA Advisory Circular 90-105A for RNP2 operations in domestic, oceanic and remote continental area

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

  • RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment

  • RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

  Note: *1. RNP APCH without APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV Minimum.*
  2. RNP APCH with APV BARO-VNAV operation corresponds to RNAV(GNSS) approach with LNAV/VNAV Minimum.

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)

– FAA Advisory Circular 20-129 for baro VNAV

– FAA Advisory Circular 90-100A for terminal and en route RNAV operations

– FAA Order 8400.33 for RNP 4 in oceanic and remote area

– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

  RNP 10 oceanic/remote area operations are approved:

  • With GPS PRIMARY

  • Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

Note: *Compliance with the applicable airworthiness requirements does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.*

Flight Guidance System

The Flight Management and Guidance System (FMGS) with the associated equipment has been found to meet the airworthiness requirements and performance criteria of:

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

Note: *Compliance with the standards noted above does not constitute an approval to conduct category II or III operations. Such authorization must be obtained by the operator from the appropriate authorities.*

BOARDCONNECT

Use of WLAN in the aircraft cabin and cockpit during all flight phases has been demonstrated in accordance with EASA AMC1 to CAT.GEN.MPA.140 Table 1 Scenario 4. Compliance has been demonstrated using RTCA DO-307 (including Change 1) and EUROCAE ED-130.

ELECTRONIC FLIGHT BAG - CLASS 2

The dual Class 2 Electronic Flight Bag (EFB) system is approved only as an installed EFB resources consisting of 2 docking stations and 2 display units.

The definition of the Portable Electronic Device (PED) hosted in the EFB docking station and obtaining its approval is the responsibility of the operator.

The airworthiness approval is based on the assumption that:

– EFB resources are used in accordance with JAA TGL 36 "Approval of Electronic Flight
– Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01
– the PED and its associated applications are developed and justified in accordance with JAA TGL 36 "Approval of Electronic Flight Bags (EFBs)" or FAA Advisory Circular 120-76A and with Airbus document reference 00D460P7110/C01.

Note: *Compliance with the above limitation does not constitute an authorization to use the EFB. Such authorization must be obtained by the operator from the appropriate authorities.*

FANS - ATC DATALINK APPLICATION SYSTEM

The ATC datalink communications system and its applications comply with ED-110B/DO-280B, with ED-120/DO-290 (including Change 1 and 2), with AMC 20-11, with FAA AC 20-140A and with Eurocontrol SES 29/2009 for:

– The Controller-Pilot Data-Link Communication (CPDLC) which supports the implementation of the following operational Air Traffic Services (ATS):
  • The ATC Communication Management (ACM)
  • The ATC Clearance (ACL)
  • The ATC Microphone Check (AMC)
– The Context Management (CM) which supports:
  • The Data Link Initiation Capability (DLIC) Air Traffic Service (ATS).

This approval is based on assumptions and requirements contained in FANS B+ Airworthiness Approval Summary document reference 00D460P0214/C02 for:

– The Air Traffic Control (ATC) environment and procedures

– The end to end system interoperability, safety and performance.

Note: *a. Voice communication remains the primary means of communication.*
b. The CPDLC is only available when there is a VDL Mode 2 (VHF Data Link Mode 2) coverage.
c. Compliance with the above does not constitute an operational approval. Such authorization must be obtained by the operator from the appropriate authorities.

INERTIAL REFERENCE SYSTEM (IRS)

The IRS are compliant with the position accuracy criteria of AC 25.4 and FAR 121 appendix G for a flight time up to 16 h (i.e. in excess of the aircraft range).

KA SATCOM SYSTEM

Usage of IP communication via Ka-band Satcom System is allowed within the cabin and cockpit, limited to Non-Required Telecommunication Services, as per Advisory Circular AC 20-177.Any usage of IP communication via Ka-band Satcom System for Electronic Flight Bags (EFB) will require a separate additional approval fulfilling the requirements of EASA AMC 20-25.

This technical approval does not constitute an operational approval.

MODE S - ADS-B OUT ENHANCED SURVEILLANCE

Note: *1. Direct ATC controller-pilot VHF voice communications must be available to conduct ADS-B Out operations in Non-Radar Areas.*
2. Compliance with the above does not constitute an operation approval. Such authorization must be obtained by the operator from the appropriate authorities.

MODE S - EHS ENHANCED SURVEILLANCE

NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

The RNP accuracy with GPS PRIMARY has been demonstrated to be :

	With AP ON in NAV	With AP OFF and FD ON in NAV	With AP OFF and FD OFF
En Route	1 NM	1 NM	1.1 NM
In Terminal Area	0.5 NM	0.51 NM	0.51 NM
In Approach	0.3 NM	0.3 NM	Not authorized

- **Without GPS PRIMARY:**

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Aircraft have been certified capable to participate in RVSM operations according to JAA TGL 6 and FAA 91-RVSM requirements.

Note: *Compliance with the standard noted above does not constitute an operational approval.Such authorization must be obtained by the operator from the appropriate authorities.*

NOISE LEVELS

EQRH REVISION

Ident.: 0-10-00013341.0000100 / 18 DEC 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

The content of the electronic Quick Reference Handbook (eQRH) is in accordance with actual OM Part B Revision as shown below.

Electronic Quick Reference Handbook (eQRH)

P/N	Version
CLH37A320030425	03 APR 2025
including the following OEBs:	
– OEB #34 - FUEL L(R) XFR VALVE FAULT or FUEL CTR L(R) XFR FAULT or FUEL L(R) WING TK OVERFLOW	
– OEB #61 - CAB PR EXCESS CAB ALT	

EQRH REVISION

Ident.: 0-10-00013341.0000200 / 18 DEC 2024
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

The content of the electronic Quick Reference Handbook (eQRH) is in accordance with actual OM Part B Revision as shown below.

Electronic Quick Reference Handbook (eQRH)

P/N	Version
CLH37A320030425	03 APR 2025
including the following OEBs:	
– OEB #41 - Erroneous Alternate Fuel Predictions Upon Modification of a Company Route in the Alternate Flight Plan	
– OEB #46 - No Engagement of Guidance Mode	
– OEB #61 - CAB PR EXCESS CAB ALT	

EQRH REVISION

Ident.: 0-10-00013341.0000300 / 18 DEC 2024
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

The content of the electronic Quick Reference Handbook (eQRH) is in accordance with actual OM Part B Revision as shown below.

Electronic Quick Reference Handbook (eQRH)

P/N	Version
CLH37A320030425	03 APR 2025
including the following OEBs:	
– OEB #57 - SPEEDBRAKE LIMITATION IN APPROACH WITH GWCG ABOVE XX% OR IN OVERWEIGHT LANDING	
– OEB #61 - CAB PR EXCESS CAB ALT	

EQRH REVISION

Ident.: 0-10-00013341.0000400 / 18 DEC 2024
Criteria: A320 / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

The content of the electronic Quick Reference Handbook (eQRH) is in accordance with actual OM Part B Revision as shown below.

Electronic Quick Reference Handbook (eQRH)

P/N	Version
CLH37A320030425	03 APR 2025
including the following OEBs:	
– OEB #61 - CAB PR EXCESS CAB ALT	

PUBLICATION FORMATS

Ident.: 0-10-00013342.0000001 / 18 DEC 2024
Applicable to: ALL

The OM-B and the FCTM are electronically published in the PEGMA library on the EFB.

The content of the QRH is either published in the eQRH or the paper QRH. Some information is available in both to allow optimum use during different scenarios.

Additionally, a copy of the paper QRH content is published electronically in the PEGMA library for training and flight preparation. For operational use, the on-board paper QRH is the master document.

ARRANGEMENT OF INFORMATION

Ident.: 0-10-00013343.0000001 / 18 DEC 2024
Applicable to: ALL

OM-B BREAKDOWN AND CHAPTER DESIGNATION

OM-B Chapters	Designation
INT	Introduction
0	General Information and Units of Measurement

OM-B Chapters	Designation
1	Limitations
2	Normal Procedures
3	Abnormal and Emergency Procedures
4	Performance
5	Flight Planning
6	Mass and Balance
7	Loading
8	Configuration Deviation List
9	Minimum Equipment List
10	Survival and Emergency Equipment incl. Oxygen
11	Emergency Evacuation and Fire Fighting Procedures
12	Aircraft Systems
TAB	Temporary Abnormal Behaviors
QRD	Quick Reference Data
QRH	Quick Reference Handbook

SUPPLEMENTED PUBLICATIONS

The Operations Manual Part B is supplemented by a QUICK REFERENCE HANDBOOK (QRH).

CONTENT OF OM-B CHAPTERS

Ident.: 0-10-00013364.0000001 / 18 DEC 2024
Applicable to: ALL

CHAPTER 0 - GENERAL INFORMATION AND UNITS OF MEASUREMENT

General Information and Units of Measurement is repeated in all folders designated "OM-B" in order to provide an overview on the whole Operations Manual Part B even to holders of specific folders only.

CHAPTER 1 - LIMITATIONS

Chapter 1 contains certification and company introduced limitations governing operation of the airplane. Only those limitations of interest to the flight crew will be given.

CHAPTER 2 - NORMAL PROCEDURES

STANDARD OPERATING PROCEDURES

This subchapter contains detailed procedures for conducting a normal flight with all airplane systems operational. Procedures are listed by phase of flight, starting with flight preparation and exterior safety inspection and extending through postflight duties at destination.

Line items define the steps to be accomplished during each phase of flight and are expanded to define the action required to perform the step.

SUPPLEMENTARY PROCEDURES

This subchapter contains basic procedures which are either not related to a specific phase of flight or are not performed as routine daily procedures.

SYSTEM RELATED PROCEDURES

This subchapter contains dedicated information for the use of the more complex systems during the different flight phases.

SPECIAL OPERATIONS

This subchapter may contain performance information and procedures for non-standard flight operations due to aircraft systems, runway contamination and special environmental conditions.

TASK SHARING

This subchapter contains a summary of the Standard Operating Procedures without expanded texts.

NORMAL AND EXPANDED CHECKLIST

This subchapter contains a reproduction of the Normal Checklist and an Expanded Checklist with further clarifying information.

CHAPTER 3 - ABNORMAL AND EMERGENCY PROCEDURES

This subchapter contains all procedures which can be related to foreseeable non-normal situations. The procedures are presented in expanded form which describes in detail how and why the procedure-steps are accomplished. The procedures are arranged in same sequence and with same title as used in the QRH (Quick Reference Handbook).

This subchapter also contains illustrations depict a typical flight path and the actions required at various points in those flight paths for a selection of abnormal procedures. Illustrations include speed schedules and flaps, landing gear, thrust setting or other control settings used during each operation.

Note: Although the VO 965/2012 AIR OPS title suggests a differentiation between Abnormal and Emergency Procedures, this philosophy has not been adopted by the operator. Instead it has been agreed to maintain the VO 965/2012 AIR OPS title for this chapter but, for practical reasons, to make no distinction between both categories inside this chapter.

CHAPTER 4 - PERFORMANCE

Chapter 4 is broken down into seven subchapters as follows:

CHAPTER 4-1 - GENERAL

This subchapter contains general performance information, definitions and conversions.

CHAPTER 4-2 - TAKEOFF PERFORMANCE

This subchapter contains takeoff performance information regarding takeoff thrust ratings, takeoff distances, takeoff flight paths in case of an engine failure and the description of the EFB Performance Application to determine takeoff data.

CHAPTER 4-3 - INFLIGHT PERFORMANCE

This subchapter contains climb, cruise, holding and descent performance data as well as altitude selection charts.

CHAPTER 4-4 - LANDING PERFORMANCE

This subchapter contains landing performance information regarding go-around limitations, landing distance requirements and landing speeds.

CHAPTER 4-5 - ONE ENGINE OUT PERFORMANCE

This subchapter contains data regarding altitude capability and descent strategies in case of one engine inoperative.

CHAPTER 4-6 - NOT APPLICABLE

CHAPTER 4-7 - SPECIAL OPERATIONS PERFORMANCE

This subchapter contains performance information and procedures for non-standard flight operations due to aircraft systems and runway contamination.

CHAPTER 5 - FLIGHT PLANNING

This chapter contains all necessary information for inflight, pre-flight and alternate planning.

CHAPTER 6 - MASS AND BALANCE

This chapter contains weight limitations and CG limits.

Note: Although the EASA regulation title suggests the use of the term "mass", related texts in the OM-B will apply the familiar designation "weight" instead.

CHAPTER 7 - LOADING

This chapter contains loading limitations and fuel loading information including procedures.

CHAPTER 8 - CDL

This chapter contains the Configuration Deviation List (CDL) together with operational and maintenance information.

CHAPTER 9 - MEL

This chapter contains the Minimum Equipment List (MEL) together with operational and maintenance information.

CHAPTER 10 - SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN

This chapter contains Survival and Emergency Equipment and Oxygen.

CHAPTER 11 - EMERGENCY EVACUATION PROCEDURES

This chapter contains Instructions and Preparation of the Emergency Evacuation Procedures and Fire Fighting.

CHAPTER 12 - AIRPLANE SYSTEMS

This chapter contains all the "need to know" material for a flight crew to conduct a safe and economic flight according to the established procedures in the other chapters of OM-B and in OM-A.

When several layouts are possible for the same cockpit interface (e.g. when the position of the ON/OFF label of a switch changes depending on the aircraft configuration), the OM-B may describe only one typical layout.

QUICK REFERENCE HANDBOOK (QRH)

Ident.: 0-10-00013359.0000001 / 18 DEC 2024
Applicable to: ALL

PURPOSE

The QRH gives quick access to operational information and selected abnormal procedures.

DISTRIBUTION

There are three subtypes of the QRH

- eQRH APP
- Paper QRH
- Reprint of paper QRH (OM-B Subchapter)

EQRH APP

The eQRH contains:

- Abnormal Procedures
- OEBs
- Checklists

PAPER QRH

The paper QRH contains:

- Operational Information
- Abnormals
- Checklists

REPRINT OF PAPER QRH (OM-B SUBCHAPTER)

The reprint of the paper QRH within the PEGMA library serves as a training or flight preparation refrence only. The on-board paper QRH is the master document for operational use.

MODIFICATIONS AFFECTING CONTENT OF THE OM-B

Ident.: 0-10-00013361.0000001 / 18 DEC 2024
Applicable to: ALL

Whenever an airplane modification affects a content of the OM-B, this is reflected in the respective OM-B chapters, for example as temporary information marked with an effectivity label to show pre- and post-Mod status.

To allow the flight crew to determine the actual modification status of the particular airplane, the “Additional Crew Items”, which are content of the Hold Item List (HIL), containing operational relevant modifications which have been incorporated on the particular airplane as follows (example):

“FWS - ATQC V5 INSTALLED (EO 362794).”

The content of “Additional Crew Items” published in the HIL, is sorted by ATA chapter numbers and will be updated by maintenance.

Note: *Modifications which appear in OM-B, but are not yet incorporated on any airplane of the fleet are not listed in the “Additional Crew Items”.*

DEFINITIONS

Ident.: 0-10-00013365.0000001 / 18 DEC 2024
Applicable to: ALL

Whenever used in the OM-B, the terms "Warning", "Caution", and "Note" are defined as follows:

WARNING	Operating procedures, techniques, etc. which may result in personal injury or loss of life if not followed.

CAUTION	Operating procedures, techniques, etc. which may result in damage to equipment if not followed.

– *Note:* *Operating procedures, techniques, etc.* considered essential to emphasize.
Information contained in notes may also be safety related.

The symbol “ ⋖ “ indicates that a paragraph or an illustration is applicable only if the related optional equipment is installed.

EFFECTIVITY STATEMENT

„Typical“: This effectivity statement will be used to indicate, that a paragraph or graphic reflects the standard configuration, whereby the actual configuration might slightly be different.

INFORMATION TYPE AND LAYERS

Ident.: 0-10-00013370.0000001 / 18 DEC 2024
Applicable to: ALL

The OM-B has technical information that may be used for:

– Flight crew operations in flight, or on ground

– Airlines operations on ground

– Training.

To take the above-noted objectives into account, the OM-B is organized in three layers as follows:

– Layer 1: "Need to know"

  Layer 1 presents information that is necessary in the cockpit.

– Layer 2: "Nice to know"

  Layer 2 presents information that is used as a reference, in order to fully understand the logic of the aircraft and pilot interfaces.

– Layer 3: Detailed information

  Layer 3 provides more detailed explanations, that are not necessarily needed in flight.

Note: The following examples show the visual characteristics of each kind of layer:

EXAMPLE	- Text in layer 1 Layer 1 is the default layer. No symbology when not following layer 2 or layer 3 information.
EXAMPLE	- Text in layer 2
EXAMPLE	- Text in layer 3
EXAMPLE	- Text in layer 1 (as this text follows a text in layer 2 or 3)

OEB GENERAL DESCRIPTION

Ident.: 0-10-A-00013367.0000001 / 18 DEC 2024
Applicable to: ALL

DEFINITION

An Operations Engineering Bulletin is published to inform Operators of any deviations from initial design objectives that have a significant operational impact. An OEB provides the Operators with technical information and temporary operational procedures that take into account these deviations.

An OEB:

- Is temporary and usually focuses on one operational subject only
- Is included in the OEB section of the QRH so that the flight crew can easily access it
- At any time during the flight, if the OEB conditions are applicable, the flight crew must apply the operational procedure(s) that is in the QRH OEB section.

Ident.: 0-10-A-00013368.0000001 / 18 DEC 2024
Applicable to: ALL

TYPE OF OEB

OEBs can either be red or white, depending on their level of priority.

- RED OEBs are published to indicate that non-compliance with the recommended procedures may have a significant impact on the safe operation of the aircraft. The Operators shall provide all flight crews with these OEBs or their content without delay.
- WHITE OEBs are published to indicate that non-compliance with the recommended procedures may have a significant impact on aircraft operation. Airbus recommends that the Operators apply these OEBs within 30 days from the date of publication of these OEBs.

Airbus recommends that all operators rapidly incorporate the corrective Service Bulletins that cancel the OEB when they become available.

Ident.: 0-10-A-00013369.0000001 / 18 DEC 2024
Applicable to: ALL

OEB CONTENT AND MANAGEMENT

OEB IN THE QRH

Each OEB includes all of the following items:

- The title of the OEB PROC

– The “ECAM ENTRY" field:

  This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/ caution.

  The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the "ECAM ENTRY" field and must apply the QRH’s OEB procedure instead.

– The OEB operational procedure(s) that the flight crew must apply

– The technical explanation of the deviation from the initial design objectives.

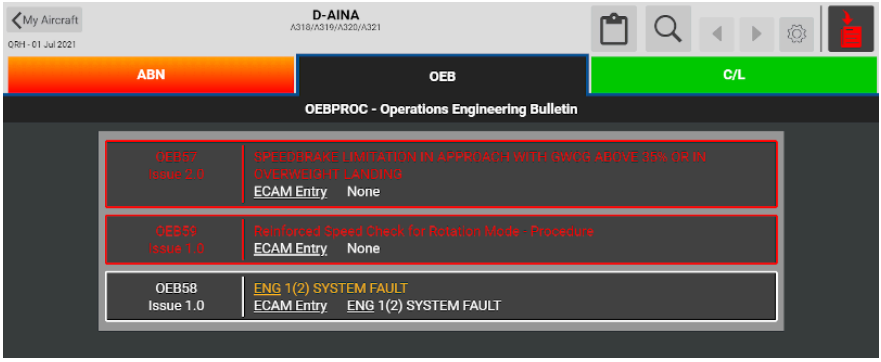
OEB IMMEDIATE ACTIONS

OEB Immediate Actions are actions that the flight crew must memorize, in order to be able to rapidly apply them, without referring the OEB.

OEB Immediate Actions are surrounded by a box in the OEB procedure, in order to enable the flight crew to easily identify them and are preceded by the phrase ‘IMMEDIATELY APPLY’.

QRH LIST OF EFFECTIVE OEBS

The LEOEB enables the flight crew to identify all the OEBs that are applicable to one specific aircraft.



The QRH LEOEB includes:

– The "Identification" field that identifies the OEB number and its issue number. The identification number and title of red OEBs are in red font in the eQRH. The identification number and title of white OEBs are in white font in the eQRH. This identification field enables the flight crew to easily identify the applicable OEBs before flight.

  Note: *OEBs are listed in numerical order and red OEBs are displayed before white OEBs.*

– The "Title" field provides the OEB title and the "ECAM Entry" part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information "ECAM Entry " does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator's maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator's responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.

TAB GENERAL DESCRIPTION

Ident.: 0-10-00013366.0000001 / 18 DEC 2024
Applicable to: ALL

A TAB is a description of a system behavior that temporarily deviates from the intended system design and that the flight crew can notice.

The TAB enables the flight crew to better recognize, understand and if applicable, react to the abnormal system behavior in order to avoid any undue operational delay.

When applicable, temporary abnormal behaviors are described in the related section of the Aircraft System in a dedicated product folder identified as "Temporary Abnormal Behaviors".

Each TAB contains a description of the malfunction with alternative instruction called "Operational recommendation" (if applicable).

Units Conversion Table ..... A

UNITS CONVERSION TABLE

Ident.: 0-20-00000203.0000001 / 28 JUN 2022
Applicable to: ALL

	METRIC → US	US → METRIC
LENGTH	1 millimeter (mm) = 0.0394 inch (in) 1 meter (m) = 3.281 feet (ft) 1 meter (m) = 1.094 yard (yd) 1 kilometer (km) = 0.540 nautical mile (nm)	1 inch (in) = 25.4 millimeter (mm) 1 foot (ft) = 0.3048 meter (m) 1 yard (yd) = 0.914 meter (m) 1 nautical mile (nm) = 1.852 kilometer (km)
SPEED	1 meter/second (m/s) = 3.281 feet/second (ft/s) 1 kilometer/hour (km/h) = 0.540 knot (kt)	1 foot/second (ft/s) = 0.3048 meter/second (m/s) 1 knot (kt) = 1.852 kilometer/hour (km/h)
WEIGHT	1 gram (g) = 0.353 ounce (oz) 1 kilogram (kg) = 2.2046 pounds (lb) 1 ton (t) = 2 204.6 pounds (lb)	1 ouce (oz) = 28.35 grams (g) 1 pound (lb) = 0.4536 kilogram (kg) 1 pound (lb) = 0.0004536 ton (t)
FORCE	1 Newton (N) = 0.2248 pounds (lb) 1 deca Newton (daN) = 2.248 pounds (lb)	1 pound (lb) = 4.448 Newtons (N) 1 pound (lb) = 0.4448 deca Newton (daN)
PRESSURE	1 BAR = 14.505 pounds per square inch (PSI) 1 millibar (mbar) = 1 hpa = 0.0145 PSI	1 pound per square inch (PSI) = 0.0689 bar 1 PSI = 68.92 millibars (mbar) = 68.92 hpa
VOLUME	1 liter (l) = 0.2642 U.S. Gallons 1 cubic meter (m^3) = 264.2 U.S. Gallons 1 liter (l) = 1.0568 Qt 1 cubic meter (m^3) = 1056.8 Qt	1 US Gallon = 3.785 liters (l) 1 US Gallon = 0.003785 cubic meter (m^3) 1 Qt = 0.94625 liter (l) 1 Qt = 0.000946 cubic meter (m^3)
MOMENTUM	1 meter × deca Newton (daNm) = 88.50 pound × inch (in lb)	1 pound × inch (in lb) = 0.0113 meter × deca Newton (daNm)
TEMPERATURE	t (°C) = 5/9 {t (°F) - 32}	t (°F) = t (°C) × 1.8 + 32

Abbreviations - A ..... A
Abbreviations - B ..... B
Abbreviations - C C
Abbreviations - D ..... D
Abbreviations - E ..... E
Abbreviations - F ..... F
Abbreviations - G ..... G
Abbreviations - H ..... H
Abbreviations - I I
Abbreviations - J ..... J
Abbreviations - K ..... K
Abbreviations - L L
Abbreviations - M ..... M
Abbreviations - N ..... N
Abbreviations - O ..... O
Abbreviations - P ..... P
Abbreviations - Q ..... Q
Abbreviations - R ..... R
Abbreviations - S ..... S
Abbreviations - T ..... T
Abbreviations - U ..... U
Abbreviations - V V
Abbreviations - W ..... W
Abbreviations - X/ Y/ Z X
Symbols ..... Y

Localization Title	Reason
0-30 C	**Addition of the CSI abbreviation.**
0-30 S	**Addition of the SURF-A abbreviation.**

ABBREVIATIONS - A

Ident.: 0-30-00009046.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
a	Speed of Sound
A	Ampere, Air, Alternate, Amber, Area, Autotune, Above (altitude)
A623	ARINC 623 format for FANS A+
AA	Airworthiness Authorities, Air-To-Air
AAIM	Aircraft Autonomous Integrity Monitoring
a.a.l.	above aerodrome level
AAL	Above Aerodrome Level
AAP	Additional Attendant Panel
AAPS	Ambient Absolute Pressure Sensor
AAR	Air to Air Refueling
AARA	Air to Air Refueling Area
AAT	Aircraft Allocation Table
A > B	A greater than B
A ≥ B	A greater than or equal to B
A < B	A smaller than B
A ≤ B	A smaller than or equal to B
ABB	Abbreviation
ABBR	Abbreviation
ABCU	Alternate Braking Control Unit
ABDC	Avionics Broadcast Data Collector
ABI	Advanced Boundary Information
ABM	Abeam
ABN	Abnormal
ABNORM	Abnormal
ABN PROC	Abnormal Procedure
ABP	Abled Body Passenger
A/BRK	Auto Brake
ABS	Auto Brake System
ABSELV	Alternate Brake Selector Valve
ABSORB	Absorber
ABV	Above

Abbreviation	Term
ABS VAL	Absolute Value
AC	Alternating Current, Advisory Circular, Air Conditioning, Aircraft
A/C	Aircraft, Air Conditioning
ACARS	Aircraft (ARINC) Communication Addressing and Reporting System
ACAS	Airborne Collision Avoidance System
ACC	Active Clearance Control, Acceleration, Aft Cargo Compartment, Area Control Centre
ACCEL	Acceleration, Accelerate
ACCELMTR	Accelerometer
ACCU	Accumulator
ACCUR	Accuracy
ACD	Additional Control Device, Airworthiness Compliance Document
ACESS	Advanced Cabin Entertainment Service System
ACF	Approvals and Certificates Folder
ACFT	Aircraft
ACG	Aircraft Center of Gravity
ACH	Aircraft change
ACID	Aircraft Identifier
ACK	Acknowledge
ACL	ATC Clearance
ACM	Air Cooling Machine, Air Cycle Machine, Aircraft Configuration Matrix, Aircraft Conversion Manual, ATC Communications Management (service), Additional Crew Member
ACMF	Aircraft Condition Monitoring Function
ACMP	AC Motor Driven Demand Pump
ACMS	Aircraft Condition Monitoring System
ACN	Aircraft Classification Number, Aircraft Customer Number
ACO	Automatic Call Out
A/COLL	Anti-Collision
ACP	Audio Control Panel (Cockpit), Area Call Panel (Cabin)
ACQ	Acquire, Acquisition Mode
ACQN	Acquisition
ACR	Avionics Communication Router
ACS	Access, Air Conditioning System
ACSC	Air Conditioning System Controller
ACT	Additional Center Tank, Active
ACTVT	Activate

Abbreviation	Term
ACU	Air Cooling Unit, Airshow Control Unit, Antenna Coupler Unit
ACUTE	AIRBUS Cockpit Universal Thrust Emulator
AD	Airworthiness Directive, Aerodrome
A/D	Analog/Digital
ADAC	Advise acceptance
ADAR	Advise arrival
ADB	Airport Data Base, Area Distribution Box
ADC	Air Data Computer
ADCU	Automatic Deployment Control Unit
ADD	Additional
ADDA	Advise on arrival
ADF	Automatic Direction Finder
ADG	Air Driven Generator
ADI	Attitude Director Indicator ADS Air Data System
ADIRS	Air Data Inertial Reference System
ADIRU	Air Data/Inertial Reference Unit
ADJ	Adjust
ADK	Activate/ Dialing Key
ADL	Automatic Data Loading, Airborne Data Loader
ADLU	Airborne Data Loading Unit
ADM	Air Data Module
ADOM	Approved Deviation to OSD-MMEL
ADP	Air Driven Pump
ADR	Air Data Reference, ACARS Defect Report
ADS	Air Data System, Automatic Dependent Surveillance
ADS-B	Automatic Dependent Surveillance-Broadcast
ADS-C	Automatic Dependent Surveillance-Contract
ADSP	Automatic Dependent Surveillance Panel (an ICAO group)
ADT	Approved Departure Time, Autonomous Distress Tracking
ADV	Advisory
ADx	Primary (AD1) or Secondary (AD2) ADF radio
AE	Audio Entertainment
AEA	Association of European Airlines
AEEC	Airlines Electronic Engineering Committee

Abbreviation	Term
AEM	Audio Entertainment Multiplexer
AeMC	Aeromedical Centre
AEO	All Engine Operative
AERO	Aviation Route Weather Control
AES	Automatic Extension System, Airborne Earth Station
AESS	Aircraft Environment Surveillance System
AESU	Aircraft Environment Surveillance Unit
AETR	Audio Entertainment Tape Reproducer
AEVC	Avionic Equipment Ventilation Controller, Avionic Equipment Ventilation Computer
AF	DME Arc to Fixed Waypoint, Audio Frequency, Initial Approach Fix
A/F	Auto Flight
AFCS	Automatic Flight Control System
AFD	Autopilot Flight Director
AFDS	Autopilot Flight Director System
AFDX	Avionics Full Duplex Switched Ethernet
AFE	Altitude above the Field Elevation
AFGS	Automatic Flight Guidance System
AFIS	Airline in Flight Information System
A.FLOOR	Alpha Floor
AFM	Aircraft Flight Manual
AFMR	Airframer
AFN	ATS Facilities Notification
AFOLTS	Automatic Fire Overheat Logic Test System
AFS	Automatic Flight System
AFT	Rear part
AFTN	Aeronautical Fixed Telecommunication Network
AG	Air to Ground
A/G	Air to Ground
AGB	Accessory Gearbox
AGC	Automatic Gain Control
AGFS	Arbeits Gemeinschaft Flight Standards
AGL	Above Ground Level
AGP	Alternate Gauging Processor
AGS	Air Generation System

Abbreviation	Term
AGT	Auto Ground Transfer, Travel Agent
AGU	Air Generation Unit
AGW	Actual Gross Weight
AH	Ampere Hour
AHP	Anti Hijacking Panel
AHR	Attitude and Heading Reference System
AHRS	Attitude and Heading Reference System
AI	Airborne Interception (radar), Analog Input
A/I	Anti-Ice
A.ICE	Anti-ice, Anti-icing
A-ICE	Anti-ice, Anti-icing
AICU	Anti-Ice Control Unit
AID	Aircraft Interface Device
AIDC	ATC Inter-centre Data Communications
AIDS	Aircraft Integrated Data System
AIL	Aileron
AIP	Additional Indication Panel, Attendant Indication Panel, Aeronautical Information Publication
AIR	Aircraft Inspection Report
AIRAC	Aeronautical Information Regulation And Control
AIRB	Airborne
AIR COND	Air Conditioning
AIRE	Atlantic Interoperability initiative to Reduce Emissions
AIREP	Special Air Report of Braking Action
AIRMAN	AIRcraft Maintenance ANalysis
AIS	Aeronautical Information Service
AIU	Audio Interface Unit
AIV	ACM Isolating Valve
AJ	Anti Jam
AKK	Abfertigungskonzept Kont
A/L	Airline
ALC	Amber Landing Concept
ALD	Actual Landing Distance
ALF	Aft Looking Forward
ALI	Airworthiness Limitations Items

Abbreviation	Term
ALIGN	Alignment
ALLA	ATN Lower Layer Access (part of the PETAL-II Front-End Processor architecture)
ALL ENG FF	All Engine Fuel Flow
ALPHA (α)	Angle of Attack
ALT	Altitude
ALT*	Altitude Capture Mode
ALT CRZ	Altitude Hold of the Cruise Flight Level
ALT CRZ*	Altitude Capture of the Cruise Flight Level
ALT CST	Altitude Constraint Hold Mode
ALT CST*	Altitude Constraint Capture Mode
ALT RPTG	Altitude Reporting
ALTM	Altimeter
ALTN	Alternate, Alternative
ALTRV	Altitude Reservation
ALTSM	Altimeter Setting Monitor
AM	Amplitude Modulation
AMAGAS	Aircraft Malfunction And Ground Action System
AMB	Ambient
AMC	Acceptable Means of Compliance, ATC Microphone Check (service)
AMCLD	Active Matrix Liquid Crystal Display
AME	Areomedical Examiner
AMI	Airline Modifiable Information
AMM	Aircraft Maintenance Manual, Airport Moving Map
AMOC	Alternative Method of Compliance
AMP	Ampere, Amplifier
AMPL	Amplifier
AMS	Aircraft Management System
AMSL	Above Mean Sea Level
AMU	Audio Management Unit
A/N	Alphanumeric
ANC	Acoustic Noise Control, Active Noise Control
ANN	Annunciator
ANP	Actual Navigation Performance
ANS	Airport Navigation System

Abbreviation	Term
ANSA	At Nearest Suitable Airport
ANSOG	Airplane Network Security Operator Guidance
ANSP	Air Navigation System Provider
ANSU	Aircraft Network Server Unit
ANT	Antenna
AO	Analog Output
AOA	Angle Of Attack
AOC	Airline Operational Control, Airline Operational Communications, Air Operator Certificate
AOD	Audio On Demand
AOG	Aircraft On Ground
AOIP	ACARS Over Internet Protocol
AOLF	Available Off-Load Fuel
AOM	Aircraft Operating Manual
AOS	Airline Operational Support
AOT	All Operator Telex, Alert Operators Transmission
AP	Autopilot
A/P	Autopilot, Airport
APB	Auxiliary Power Breaker
APCH	Approach
APD	Approach Progress Display
APF	Airline Policy File, Aft Pylon Fairing
AP/FD	Autopilot/ Flight Director
API	Application Program Interface
APL	Airplane
APM	Airplane Personality Module
APP	Approach, Accident Prevention and Flight Safety Programme
APPL	Application
APPR	Approach
APPROX	Approximately
APPSM	Approach Stabilization Monitor
APPU	Asymmetry Position Pick Off Unit
APT	Alternate Pressure Transmitter
APV	Approach Procedure with Vertical guidance
APU	Auxiliary Power Unit

Abbreviation	Term
APS	Auxiliary Power Supply
AR	As Required, Authorization Required
A/R	Audio Reproducer
ARC	Air Refueling Computer, Arc to Fix/Radius to Fix, Automatic Rollout Control
ARCTM	Air Refueling Combined Tasking Message
ARINC	Aeronautical Radio Incorporated
ARM	Airworthiness Review Meeting
ARN	Aircraft Registration Number
ARND	Around
ARNK	Arrival unknown
ARO	Air Refueling Operator
ARP	Air Report Message, Aerospace Recommended Practices
ARPT	Airport
ARR	Arrival, Arriving
ARS	Auto Retraction System
ARU	Aircraft Router Unit
ARV	Alternate Refill Valves
AS	Airspeed
A/S	Airspeed
ASA	All Speed Aileron, Autoland Status Annunciation
ASAP	As Soon As Possible
ASC	Airplane System Code
ASCII	American Standard Code for Information Interchange
ASCTU	Air Supply Control and Test Unit
ASD	Accelerate Stop Distance
ASDA	Accelerate Stop Distance Available
ASDAR	Aircraft to Satellite Data Relay System
ASE	Application Service Element
ASELV	Alternate Selector Valve
ASI	Air Speed Indicator
A/SKID	Anti-Skid
A-SKID	Anti-Skid
ASM	Aircraft Schematics Manual, Adhoc Schedule Message
ASN.1	Abstract Syntax Notation One, an international standard for specifying data

Abbreviation	Term
ASP	Audio Selector Panel
ASPSU	Autonomous Standby Power Supply Unit
ASR	Airport Surveillance Radar
ASSY	Assembly
A/STAB	Auto Stabilizer
ASTU	Automatic Stabilizer Trim Unit
ASU	Air Supply Unit
ASV	Alternate Servo Valve
ASYM	Asymmetrical
AT	Auto Thrust, Auto Throttle, Air Transport
A/T	Adjustment/Test, Auto Throttle
ATA	Air Transport Association of America, Active Turbulence Alleviation, Actual Time of Arrival
ATC	Air Traffic Control
ATCC	Air Traffic Control Center
ATCCOM	Air Traffic Control Communication
ATCO	Air Traffic Control Officer
ATD	Actual Time of Departure
ATE	Automatic Test Equipment
ATHR	Autothrust
A/THR	Autothrust
ATIS	Automatic Terminal Information Service, Airbus Technical Information System
ATK	Along Track Distance
ATLAS	Abbreviated Test Language for Avionics (All) Systems
ATM	Air Traffic Management
ATN	Aeronautical Telecommunication Network
ATNP	Aeronautical Telecommunications Network Panel
ATNSI	ATN Systems Incorporated
ATO	Air Tasking Order
ATP	Allied Tactical Publication
ATPL	Airline Transport Pilot Licence
ATQC	Airbus Temporary Quick Change
ATR	Audio Tape Reproducer
ATS	Air Traffic Service, Auto Thrust/ Throttle System
ATSAW	Airborne Traffic Situational Awareness

Abbreviation	Term
ATSMP	Air Traffic Services Message Processor
ATSP	Air Traffic Service Provider
ATSU	Air Traffic Service Unit,
ATT	Attitude
ATTND	Attendant
AUTO	Automatic
AUTO BRK	Autobrake
AUTO LAND	Automatic Landing
AUX	Auxiliary
AVAIL	Available, Availability
AV	Altitude Valve
AVG	Average
AVNCS	Avionics
AVOD	Audio/Video on Demand
AVS	Avionics Ventilation System
AVSAT	Aviation Satellite System
AVM	Airborne Vibration System
AVML	Vegetarian Meal - Asiatic
AWM	Aircraft Wiring Manual
AWO	All Weather Operation
AWRF	Appropriate Weather Report and Forecast
AWY	Airway
AY	Lateral Acceleration
AZ	Vertical Acceleration, Azimuth
AZFW	Actual Zero Fuel Weight
AZIM	Azimuth

ABBREVIATIONS - B

Ident.: 0-30-00009047.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
B	Blue
BA	Broadband Antenna
BACF	Braking Action Computation Function

Abbreviation	Term
BACV	Buffer Air Check Valve
BAL	Balance
BARO	Barometric
BASOV	Buffer Air Shut Off Valve
BAT	Battery (Electrical)
BATAP	A protocol used by ground systems to access the SITA network
BB	Broad Band
B/B	Back-Beam
BBAND	Broadband
BBML	Baby Meal
BBRG	Ball Bearing
BC	Business Class, Broadband Controller
B/C	Back Course, Business Class
BCC	Bulk Cargo Compartment, Bleed Control Computer
BCD	Binary Coded Decimal
BCDS	Bite Centralized Data System
BCF	Brake Cooling Fan
BCL	Battery Charge Limit
BCM	Backup Control Module
BCN	Beacon
BCRC	Bulk Crew Rest Compartment
B/CRS	Back Course
BCS	Brake Control System, Block Check Sum
BCU	Brake Control Unit, Bus Control Unit
B/D	Bottom of Descent
B-DAP	Broadcast Downlink of Airborne Parameters
BDLI	Bundesverband der Deutschen Luft- und Raumfahrt Industrie
BEA	Bureau Enquete Accidents
BFE	Buyer Furnished Equipment
BFO	Beat Frequency Oscillator
BGM	Boarding Music
BH	Block Hours
BI	Basic Index
BIT	Built In Test

Abbreviation	Term
BITE	Built-in Test Equipment
BIU	Bite Interface Unit
BKUP	Backup
BLD	Bleed
BLG	Body Landing Gear
BLK	Black, Block
BLND	Blind passenger
BLV	Bleed Valve
BLW	Below
BM	Beam, Bending Moment
BMC	Bleed Monitoring Computer
BMCP	Boarding Music Control Panel
BMV	Brake Metering Valve, Bundesministerium für Verkehr
BNR	Binary Numerical Representation
BOP	Booking Survey Passenger
BOV	Bias Out of View
BPCU	Bus Power Control Unit
BPPU	Backup Position Pick-Off-Unit
BPS	Bleed Pressure Sensor, Backup Power Supply, Bits Per Second
BRG	Bearing
BRK	Brake
BRKR	Breaker
BRT	Bright, Brightness
BSCS	Brake and Steering Control System
BSCT	Bassinet/baby basket
BSCU	Brake and Steering Control Unit
BSU	Beam Steering Unit
BSV	Brake Shuttle Valve, Burner Staging Valve
BTAC	Belly Taxi Aid Camera
BTB	Bus Tie Breaker
BTC	Bus Tie Contactor
BTL	Bottle
BTMS	Brake Temperature Monitoring System
BTMU	Brake Temperature Monitoring Unit

Abbreviation	Term
BTN	Button
BTS	Brake Temperature Sensor, Base Transceiver Station
BTV	Brake To Vacate
BUS	Busbar
BUSS	Back Up Speed Scale
BW	Back Course Marker
BWS	Body Wheel Steering
BYDU	Back up Yaw Damper Unit

ABBREVIATIONS - C

Ident.: 0-30-00009048.0000001 / 25 MAR 2025
Applicable to: ALL

Abbreviation	Term
C	Celsius, Centigrade, Close, Cyan, Cold
CA	Cabin Attendant
C/A	Cabin Attendant
C of A	Certificate of Airworthiness
CAA	Civil Aviation Authority
CAB	Cabin
CADC	Central Air Data Computer
CAL	Calibration
CAM	Cabin Area Microphone, Cabin Assignment Module, Corrective Action Monitoring
CAMO	Continuing Airworthiness Management Organization
CAN	Controller Area Network
CANC	Cancellation
CAO	Cargo Aircraft Only (Dangerous Goods)
CAP	Capable, Controller Access Parameters
CAPT	Captain, Capture
CAR	Civil Aviation Requirements
CARP	Calculated Air Release Point
CAS	Calibrated Air Speed, Computed Air Speed, Calculated Air Speed, Cabin Attendant Seat, Collision Avoidance System
CAT	Category, Clear Air Turbulence
CAUT	Caution
C/A	Coarse Acquisition

Abbreviation	Term
CB	Circuit Breaker
C/B	Circuit Breaker
CBBG	Cabin Baggage
CBMF	Circuit-Breaker Monitoring Function
CBT	Computer Based Training
CBMS	Circuit Breaker Monitoring System
CBMU	Circuit Breaker Monitoring Unit
CBV	Cross Bleed Valve
CC	Cabin Crew
CC1	Cabin Crew 1
CCA	Central Control Actuator
CCB	Cabin Crew Bulletin Cargo Control Box
CCC	Crew Coordination Concept
CCCV	Core Compartment Cooling Valve
CCD	Cursor Control Device
CCDA	Cabin Crew Digital Assistant
CCH	Crew Change
CCL	CIDS Caution Light Cargo Compartment Light
C/CL	Business Class
CCM	Cabin Configuration Module
CCOM	Cabin Crew Operating Manual
CCQ	Cross Crew Qualification
CCR	Credit Card Reader
CCRC	Cabin Crew Rest Compartment
CCRM	Cabin Crew Rest Module
CCS	Cabin Communication System, Cabin Connectivity System
CCTM	Cabin Configuration Test Module
CCTV	Closed Circuit Television
CCW	Counter Clockwise
CD	Compact Disc, Drag Coefficient
CDA	Continuous Descent Approach, Departure Clearance Acceptance Message, Current Data Authority
CDAS	Cargo Door Actuation System

Abbreviation	Term
CDAM	Centralized Data Acquisition Module
CDFA	Continuous descent final approach
CDI	Coursed Deviation Indicator
CDL	Configuration Deviation List
CDLCU	Cockpit Door Lock Control Unit
CDLS	Cockpit Door Locking System
CDO	Continuous Descent Operations
CDP	Compressor Discharge Pressure
CDR	Compact Disc Reproducer
CDS	Control and Display System
CDSS	Cockpit Door Surveillance System
CDU	Control and Display Unit
CEC	Center Equipment Center
CECAM	Centralized Cabin Monitoring
CELLI	Ceiling Emergency LED Light
CER	Cabin Electronics Rack
CF	Cost of Fuel, Final Approach Course to Fix
CFDIU	Centralized Fault Data Interface Unit
CFDS	Centralized Fault Display System
CFG	Configuration
CFIT	Controlled Flight Into Terrain
CFM	Cubic Feet Per Minute
CFMU	Centralized Flow Management Unit
CFO	Company FMS Overlay
CFP	Computerized Flight Plan
CFR	Code of Federal Regulations
CFRP	Carbon Fibre Reinforced Plastic
CFY	Clarify your message not understood
CG	Center of Gravity
CGCC	Center of Gravity control Computer
CH	Channel
CHA	Channel
CHAN	Channel
CHD	Child

Abbreviation	Term
CHG	Change
CHI	Computer Human Interface
CHK	Check
CHM	Chime
CHR	Chronometer
CHRG	Charge
CHRO	Chronometer
CI	Cost Index
CIC	Cabin Interphone Controller
CIDS	Cabin Intercommunication Data System
CIDS-SDF	Cabin Intercommunication Data System - Smoke Detection Function
CIH	Cabin Interphone Handset
CIN	Change Indication Number
CINS	Cabin Information Network System
CINS	Cabin Information Network System
CIS	Cabin Interphone System, Commonwealth of Independent States
CIT	Compressor Inlet Temperature
CIU	Control Indicator Unit
CIWS	Central Instrument Warning System
CK	Check
CKD	Checked
CKPT	Cockpit
CKT	Circuit
CL	Coefficient of Lift, Climb Detent on Thrust Levers, Climb, Clutch, Center Line, Check List, Close
C/L	Check List
CLA	Oceanic Clearance Readback
CLB	Climb, Cabin Log Book
CLD	Closed
CLG	Ceiling, Center Landing Gear
CLK	Clock
CLNG	Ceiling
CLR	Clear
CLR ALT	Clearance Altitude
CLS	Cargo Loading System

Abbreviation	Term
CLSD	Closed
CLSG	Closing
CLX	Oceanic Clearance
CM	Centimeter, Cell Modem, Crew Member, Context Management
C/M	Crew Member
CM1	Crew Member (left seat pilot)
CM2	Crew Member (right seat pilot)
CM3	Crew Member (any person on the observer seat)
CMA	Canadian Marconi (Avionics)
CMB	(Radio Frequency) Combiner
CMC	Central Maintenance Computer
CMD	Command
CMF	Centralized Maintenance Function
CMI	Cabin Management Interface
CML	Consumable Material List
CMPTR	Computer
CMS	Constant Mach Segment, Cabin Management System, Centralized Maintenance System
CMT	Cabin Management Terminal
CMU	Communications Management Unit
CMV	Concentrator and Multiplexer for Video, Converted Meterological Visibility
CMx	Primary (CM1) or Secondary (CM2) COM radio
CNL	Cancellation
CNS	Communication, Navigation and Surveillance
CNTL	Control
CNTOR	Contactor
CNTR	Counter
CNX	Cancelled
CO	Company
COAT	Corrected outside air temperature
COC	Cabin Operational Center, Customer Originated Changes, Cockpit (crew)
COL	Column
COM	Communication, Command
COMM	Communication
COMMS	Communication Radios

Abbreviation	Term
COMP	Compartment, Compensator
COMPT	Compartment
CON	Max Continuous
CONC	Concentrator, Concerning
COND	Condition, Conditioned, Conditioning
CONF	Configuration, Conference Call on Handset
CONFIG	Configuration
CONT	Continued, Control
CONV	Converter
CONX	Connect, -ing, -ion, -ed
COOL	Cooling
COORD	Coordinate
COP	Crew Operating Procedure
COR	Correction to prvious
CORR	Correct
CO RTE	Company Route
COTS	Commercial Off-the -Shelf
COUR	Courier
COWL	Cowling
CP	Control Panel, Crew Panel, Center of Pressure, Captain
CPA	Closest Point of Approach
CPC	Cabin Pressure Controller
CPCS	Cabin Pressure Control System
CPCU	Cabin Pressure Control Unit
CPDLC	Controller-Pilot Datalink Communication
C-PED	Controlled Portable Electronic Device
CPFSK	Continuous Phase Frequency Shift Key
CPIOM	Core Processing Input/ Output Module
CPL	Couple
CPS	Compass
CPT	Captain
CPTR	Computer
CPNY	Company
CPU	Central Processing Unit

Abbreviation	Term
CR	Cruise, Change Request
CRA	Crew Remote Access
CRC	Continuous Repetitive Chime, Crew Rest Compartment, Central Radio Control, Cruise Relief Copilot
CRDC	Common Remote Data Concentrator
CRG	Cargo
CRM	Crew Resource Management
CRP	Computed Air Release Point
CRS	Course, Certificate of Release to Service
CRSD	Crew Rest Smoke Detection
CRT	Cathode Ray Tube
CRU	Central Refrigeration Unit, Card Reader Unit
CRZ	Cruise
CS	Certification Specifications
C/S	Call Sign
CS 25	On Certification Specifications, including Airworthiness Codes and acceptable means of Compliance, for large Aeroplanes (CS-25)
C/SA	Business Class when Seat Available
CSCU	Cargo Smoke Control Unit
CSD	Constant Speed Drive
CS-E	Certification Specifications for Engines
CSEU	Control System Electronics Unit
CSI	Cockpit Static Inverter
CSM/G	Constant Speed Motor/ Generator
CSN	Catalog Sequence Number
CSP	Cockpit Smartphone
CSR	Confidential Safety Report
CSS	Cockpit Safety Survay
CST	Cabin Service Trainer Constraint
CSTR	Constraint
CSU	Cassette Stowage Unit, Command Sensor Unit
CT	Cost of Time, Crew Terminal
CTA	Control Area
CTC	Common Trajectory Coordination
CTK	Center Tank

Abbreviation	Term
CTL	Control
CTLR	Controller
CTOT	Coordinated Take Off Time (Slot)
CTR	Center
CTS	Contact, -ed, -ing
CTU	Cabin Telecommunication Unit
CU	Control Unit
CUDU	Current Unbalance Detection Unit
CV	Check Valve
CVMS	Cabin Video Monitoring System
CVR	Cockpit Voice Recorder
CVRS	Cockpit Voice Recorder System
CVSS	Cockpit Video Surveillance System
CW	Clockwise
C&W	Caution and Warning
CWLU	Cabin Wireless LAN Units
CWS	Central Warning System, Cabin Work Station, Crew Work Station, Control Wheel Steering
CWT	Center Wing Tank
CWY	Clearway
Cx	COM radio (primary: CM1, secondary: CM2)
CXX	Cancellation of flight (internal)
CY	Cycle
CYL	Cylinder

ABBREVIATIONS - D

Ident.: 0-30-00009049.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
D	Drag
DA	Decision Altitude, Drift Angle
D/A	Digital to Analog
DAA	Digital Analog Adapter
DAC	Digital Audio Control
DADC	Digital Air Data Computer

Abbreviation	Term
DAF	Damping Augmentation Function
daN	DecaNewton (Load)
DAP	Downlink Airborne Parameters
DAR	Digital ACMS Recorder, Digital AIDS Recorder
DASM	Doors Actuators Symmetry Monitoring
D-ATIS	Datalink Automatic Terminal Information Service
dB	Decibel
DB	Decibel, Data Base
D-BIT	Delivery Confirmation Bit
DBML	Diabetic Meal
DBUS	Digital Backup Speed
DC	Direct Current
DCAS	Digital Controlled Audio System
DCC	Digital Cockpit Controller
DCDR	Decoder
DCDU	Datalink Control and Display Unit
DCIR	DC-Isolation Relay
DCL	Departure Clearance, Digital Cabin Logbook
DCMS	Door Control and Monitoring System
DCR	Dock-on Crew Rest Digital Crew Report (dCR)
DCT	Direct To
DCV	Directional Control Valve Double Check Valve
DD	Driftdown, DME/DME
D/D	Engine Out Drift Down Point
DDD	Decompression Deceleration Device
DDG	Dispatch Deviations Guide
DDRMI	Digital Distance and Radio Magnetic Indication
DEAF	Deaf-mute passenger
DEC	Declination
DECEL	Decelerate, Deceleration Point
DED	Dedicated, Directorate of EATCHIP Development
DEF	Definition

Abbreviation	Term
DEG	Degree
DEL	Delay Message, Delete
DELTA P (ΔP)	Differential Pressure
DEM	Demand
DEP	Departure
DEPA	Deportee with escort
DEPO	Deportee
DEPS	Door Emergency Power Supply
DEPT	Department, Departure
DES	Descend, Descent, Destination
DEST	Destination
DET	Detection, Detector
DEU	Decoder/ Encoder Unit
DEV	Deviation
DF	Direction Finding, Direct to Fix
DFA	Delayed Flap Approach
DFDAC	Digital Flight Data Acquisition Card
DFDAU	Digital Flight Data Acquisition Unit
DFDR	Digital Flight Data Recorder
DFT	Drift
DG	Directional GYRO
DGNSS	Differential Global Navigation Satellite System
DGAC	Direction Generale de l'Aviation Civile
DGR	Dangerous Goods Regulations
DH	Decision Height, Dead-heading
DI	Deicing, Data Input, Discrete Input
DIA	Diameter
DIFF	Differential
DIM	Dimming, Dimension
DIP	Diplexer
DIR	Direction, Direct, Director
DIR TO	Direct to
DIS	Distance
DISA	Deviation from ISA law

Abbreviation	Term
DISC	Disconnection, Disconnect, Disconnected
DISCON	(Route) Discontinuity
DISCH	Discharge
DISPL	Display
DIST	Distance
DISTR	Distribution
DITCH	Ditching
DITS	Digital Information Transfer System
DIU	Digital Interface Unit
DIV	Diversion
DL	Downlink
DLAP	Data Link Application Processor
DLCM	Data Loading Configuration Manager
DLCS	Data Loading Configuration System
DLI	Dead Load Index
DLIC	Data Link Initiation Capability
DLK	Data Link
DLP	Data Loader Panel (SATCOM)
DLR	Deutsches Zentrum für Luft und Raumfahrt
DLRA	Digital Low Range Altimeter
DLRB	Data Loading Routing Box
DLS	Direct Link Service
DLSU	Data Loading Selector Unit
DLU	Data Loader Unit
DLY	Delay
DM	Display Module, Dispatch Message
DMC	Display Management Computer
DME	Distance Measuring Equipment
DMI	Deferred Maintenance Items
DMU	Data Management Unit
DN	Down
DNTKFX	Down Track Fix
DO	Discrete Output
DOC	Direct Operating Cost

Abbreviation	Term
DOCG	Dry Operating Center of Gravity
DOD	Department of Defence
DOI	Dry Operating Index
DOLLI	Dome LED Light
DOP	Dilution of Precision
DOW	Dry Operating Weight
DP	Decision Point, Delta Pressure, Divergence Point
DPCU	Digital Passenger Control Unit
DPI	Differential Pressure Indicator
DPNA	Disabled Passenger Needing Assistance
DPO	Descent Profile Optimization
DPOS	Decentralized Pulsed Oxygen System
DQR	Data Quality Requirements
DRAIMS	Digital Radio & Audio Integrating Management System
DRMI	Distance Radio Magnetic Indicator
DRT	Derated
DSCS	Door Slide Control System
DSDL	Dedicated Serial Datalink
DSIP	Door/Slide Indication Panel
DSMCU	Door and Slides Control Unit
DSMS	Doors and Slides Management System
DSP	Display Select Panel
DSPL	Display
DSR	Display System Replacement
DSRTK	Desired Track
DSU	Data Server Unit
DT	Distress Tracking
DTD	Document Type Definition
DTE	Data Terminal Equipment
DTG	Distance to Go
DTMF	Dual Tone Multi Frequency
DTO	Derated Take-off Thrust, Direct To
DTR	Data Transceiver and Router (Broadband System)
DTRA	Transition Distance

Abbreviation	Term
DTW	Distance to Waypoint
DU	Display Unit, Documentary Unit
DVD	Digital Versatile Disc
DVO	Durchführungsverordnung
DWD	Deutscher Wetterdienst
DY	Day

ABBREVIATIONS - E

Ident.: 0-30-00009050.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
E	East
EADI	Electronic Attitude Director Indicator
EADS	European Union Aeronautic Defence and Space Company
EAROM	Electrically Alterable Read Only Memory
EAS	Equivalent Airspeed, Elevator Autopilot Servo
EASA	European Aviation Safety Agency
EAT	Expected Approach Time, Estimated Arrival Time
EATCHIP	European Air Traffic Control Harmonization and Integration Programme
EATMS	European Air Traffic Management System
EBAS	Engine Bleed Air System
EBCU	Emergency Brake Control Unit
EBHA	Electrical Backup Hydraulic Actuator
EBPTU	Emergency Brake Pedal Transmitter Unit
EC	Engine Control, Executive Controller
E/C	Economy Class
ECAM	Electronic Centralized Aircraft Monitoring
ECAS	Emergency Crew Alerting System
ECB	Electronic Control Box
ECC	Economic Cruise
ECL	Electronic Checklist
ECLS	Electrical Cargo Loading System
ECM	Engine Condition Monitoring
ECMU	Elec Contactor and Management Unit

Abbreviation	Term
ECO	Electrical Connection Box
ECON	Economy, Economic
ECP	ECAM Control Panel
ECS	Environmental Control System
ECU	Electronic Control Unit
E/D	End of Descent
EDD	Electronic Data Display
EDHP	Engine Driven Hydraulic Pump
eDLRB	enhanced Data Loading Routing Box
EDP	Engine Driven Pump, Electronic Data Progressing (EDV)
EDT	Edit
E/E	Electronic Equipment
EEC	Engine Electronic Controller, Electronic Engine Control
EEPMS	Emergency Escape Path Marking System
EEPROM	Electronic Erasable Programmable Read Only Memory
EFA	Estimated Fuel at Arrival, Engine Failure Analysis
EFB	Electronic Flight Bag
EFB DS	Electronic Flight Bag Docking Station
EFB DU	Electronic Flight Bag Display Unit
EFB PU	Electronic Flight Bag Processing Unit
EFC	Elevator Feel Computer, Expect Further Clearance
EFCC	Electronic Flight Control Computer
EFCS	Electrical Flight Control System
EFCU	Electronic Flight Control Unit, Elevator Feel and Centering Unit
EFF	Electronic Flight Folder, Effective, Effectivity
EFIS	Electronic Flight Instrument System
eFLSCU	Enhanced Fuel Level Sensing Control Unit
EFOB	Estimated Fuel on Board
EFU	Elevator Feel Unit
e.g.	For Example (exempli gratia)
EGPWC	Enhanced Ground Warning Computer
EGPWS	Enhanced Ground Proximity Warning System
EGT	Exhaust Gas Temperature
EHA	Electro-Hydrostatic Actuator

Abbreviation	Term
EHCS	Electronic Handforce Control System
EHE	Estimated Horizontal Error
EHS	Enhanced Surveillance System
EHSI	Electronic Horizontal Situation Indicator
EHSV	Electrohydraulic Servo Valve
EIC	Equipment in Compartment
EICAS	Engine Indication And Crew Alerting System
EICD	External Interface Control Document
EID	External Interface Definition
EIF	Engine Interface Function
EIPM	Engine Interface Power Management
EIS	Electronic Instruments System, Entry Into Service
EIU	Engine Interface Unit, EFIS/EICAS Interface Unit
EIVMU	Engine Interface and Vibration Monitoring Unit
ELAC	Elevator Aileron Computer
ELAN	Ethernet Local Area Network
ELAPS	Elapsed Time
ELCU	Electrical Load Control Unit
ELEC	Electric, Electrical, Electricity
ELEV	Elevation, Elevator
ELEVN	Elevation
ELMU	Electrical Load Management Unit
ELOFP	Electronic Operational Flight Plan
ELS	Electronic Library System
ELT	Emergency Locator Transmitter
ELT-DT	Emergency Locator Transmitter - Distress Tracking
ELV	Elevation
EMC	Electromagnetic Compatibility
EMCD	Electro-Magnetic Chip Detector Electrical Master Chip Detector
EMCON	Emission Control
EMER	Emergency
EMFL	Edge Mounted Flooding Light
EMG	Emergency Message

Abbreviation	Term
EMI	Electromagnetic Interface
EMIG	Emigrant
EMM	Enterprise Mobility Management
EMP	Electric Motor Pump
EMU	Engine Monitoring Unit
EMWS	Electromechanical Window Shade
END	Endurance
ENG	Engine
ENGR	Engineer
ENMU	Electrical Network Management Units
ENR	En-Route
ENRT	En-route
ENT	Entry
ENTR	Entrance
EO	Engine Out, Engineering Order
EOBT	Estimated Off-Block Time
EOD	Explosive Ordnance Disposal, End of Descent
EOLIA	European pre-Operational data Link Applications
EOSID	Engine Out Standard Instrument Departure
EP	End Point
EPAC	EATCHIP Project Allocation Committee
EPC	External Power Contactor
EPGS	Electrical Power Generation System
EPM	Electronic Protection Measures
EPR	Engine Pressure Ratio, Exhaust Pressure Ratio
EPRD	EPR Descent
EPRL	EPR Latch/ Limit
EPROM	Erasable Programmable Read Only Memory
EPS	Executive Power System
EPSU	Emergency Power Supply Unit
EPU	Emergency Power Unit, Estimated Position Uncertainty
EQPT	Equipment
ER	Extended Range, Enroute Cruise
EROPS	Extended Range Operations

Abbreviation	Term
ERP	Eye Reference Point
ERR	Error
ESA	European Space Agency
ESAD	Equivalent Still Air Distance
ESAN	Emotional Support Animal
ESC	Escape
ESCV	Eleventh Stage Cooling Valve
ESD	Electro Sensitive Device, Electro Static Discharge
ESF	Estimated Surface Friction
ESI	Engine Start Inhibited
ESS	Essential
ESSAI	Engine Stator Anti-Ice
EST	Estimated
ESV	Electrical Selector Valve
ET	Elapsed Time
ETA	Estimated Time of Arrival
ETACS	External and Taxiing Aid Camera System
ETC	ECAM Temporary Change
ETD	Estimated Time of Departure
ETE	Estimated Time En Route
ETH	Ethernet
eTLB	electronic Technical Log Book
ETOC	Enhanced Takeoff Configuration
ETOPS	Extended Range Twin Engine Aircraft Operations
ETP	Equal Time Point
ETT	Estimated Takeoff Time
ETRAC	Electrical Thrust Reverser Activation Controller
ETRAS	Electrical Thrust Reverser Activation System
EU OPS	Annex III to Council Regulation (EEC) N° 3922/91 as regards common technical Requirements and administrative Procedures applicable to commercial Transportation by Aeroplane
EVAC	Evacuate, Evacuation
EVMU	Engine Vibration Monitoring Unit
EW	Electronic Warfare
E/W	East/West
EWD	Engine and Warning Display

Abbreviation	Term
E/WD	Engine/ Warning Display
EWS	Electrical Window Shade, Electronic Warning System
EXC	Excitation
EXCESS	Excessive
EXCHG	Exchange
EXEC	Execute
EXP	Expansion
EXT	External Generator, External, Extend
EXTN	Extension
EXTING	Extinguish
EXTRACT	Extraction

ABBREVIATIONS - F

Ident.: 0-30-00009051.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
F	Minimum Flap Retract Speed, Fuel, Fahrenheit
FA	Final Approach, Fix to an Altitude
F/A	First Aid
FAA	Federal Aviation Administration
F-APP	FLS Approach
FAC	Flight Augmentation Computer
FADEC	Full Authority Digital Engine Control
FAF	Final Approach Fix
FAFEP	FANS-1/A Front-End Processer
FAIL	Failure, Failed
FAIR	Fairing
FAK	First Aid Kit
FAM	First Aid Manual
FAME	Fatty Acid Methyl Ester
FAMV	Fan Air Modulation Valve
FANS	Future Air Navigation System
FAP	Final Approach Point, Flight Attendant Panel, Forward Attendant Panel
FAR	Federal Aviation Regulations

Abbreviation	Term
FAS	Final Approach Segment
FAV	Fan Air Valve
FAWP	Final Approach Waypoint
FBGT	Flight Blocked for Group
FBT	Flugbetriebsterminal
FBW	Fly By Wire
FC	First Class, Flight Cycle
F/C	Flight Crew, First Class
FCC	Forward Cargo Compartment, Flight Control Computer
FCDC	Flight Control Data Concentrator
FCE	Flight Control Electronics
FCEU	Flight Control Electronics Unit
FCGU	Flight Control and Guidance Unit
F/CL	First Class
FCMA	FANS Central Monitoring Agency
FCMC	Fuel Control and Monitoring Computer
FCOM	Flight Crew Operating Manual (here: OM-B)
FCPC	Flight Control Primary Computer
FCPI	Flight Control Position Indication
FCR	Flight Crew Report
FCRC	Flight Crew Rest Compartment
F/CTL	Flight Control
FCTM	Flight Crew Techniques Manual
FCU	Flight Control Unit, Fuel Control Unit, Flush Control Unit, Flap Control Unit
FCUB	Flight Control Unit Backup
FCV	Flow Control Valve
FD	Flight Director, Flight Disposition Message
F/D	Flight Director
FDAC	Full Digital AGU Controller
FDAU	Flight Data Acquisition Unit
FDB	Floor Disconnect Box
FDBK	Feedback
FDCP	Flight Deck Control Panel

Abbreviation	Term
FDDU	Floppy Disc Drive Unit
FDE	Failure Detection and Exclusion
FDEP	Flight Data Entry Panel
FDH	Flight Deck Handset
FDIMU	Flight Data Interface and Management Unit
FDIU	Flight Data Interface Unit
FDM	Flight Data Message, Flight Data Monitoring
FDP	Flight Data Processing, Final Descent Point
FDPS	Flight Data Processing System
FDR	Flight Data Recorder
FDRS	Flight Data Recording System
FDS	Flight Director System
FDT	Flight Duty Time
FDU	Fire Detection Unit, Flap Drive Unit
FE	Flight Envelope
F/E	Flight Engineer
FES	Fire Extinguishing System
FEXT	Fire Extinguisher
FF	Fast Forward, Fuel Flow, Ferry Flight, Final Fix
FFCC	Forward Facing Crew Concept
FFCM	Free Fall Control Module
FFK	Front panel Function Key
FFRATS	Full Flight Regime Autothrottle System
FFU	Flight Follow-Up
FG	Flight Guidance, Gross Thrust
FGC	Flight Guidance Computer
FGS	Flight Guidance System
F-G/S	FLS Guide Slope, FLS Guide Slope Track Mode
F-G/S*	FLS Guide Slope Capture Mode
FHA	Functional Hazard Assessment
FH	Flight Hours
FI	Flight Identifier
FID	Flight Identification
FIDS	Fault Isolation and Detection System

Abbreviation	Term
FIG	Figure
FIM	Fault Isolation Manual
FIN	Functional Identification Number
FIR	Flight Information Region
FIS	Flight Information Servive
FIX	Fixed
FL	Flight Level, Fluid, Flight
FLAK	Fly Away Kit
FLC	Feel and Limitation Computer
FLCH	Flight Level Change
FLD	Factored Landing Distance, Field
FLE	Fixed Leading Edge
FLEX	Flexible
FLIS	Floor Level Indication System
F-LOC	FLS Localizer, FLS Localizer Track Mode
F-LOC*	FLS Localizer Capture Mode
FLP	Flap
FLRE	Flare
FLRF	Flap Load Relief Function
FLRS	Flap Load Relief System
FLS	FMS Landing System
FLT	Flight
FLTA	Forward Looking Terrain Avoidance
FLUOR	Fluorescent
FLX	Flexible
FLXTO	Flexible Takeoff
FLX TO	Flexible Takeoff
FM	Flight Management, Frequency Modulation, Flight Manual
FMA	Flight Mode Annunciator, Fuselage Mounted Antenna
FMC	Flight Management Computer
FMCS	Flight Management Computer System (FMC and CDU)
FMEA	Failure Mode Effects Analysis
FMGC	Flight Management and Guidance Computer
FMGEC	Flight Management Guidance Envelope Computer

Abbreviation	Term
FMGES	Flight Management Guidance Envelope System
FMGS	Flight Management and Guidance System
FMS	Flight Management System (FMCS and AFS sensors)
FMU	Fuel Metering Unit, Flight Management Unit
FMV	Fuel Metering Valve
FN	Net Thrust
FO	Fully Open, First Officer
F/O	First Officer
FOB	Fuel On Board
FOC	Flight Operation Center
FOCT	Flight Operation Consultation Tool
FOD	Foreign Object Debris, Foreign Object Damage
FODA	Flight Operations Data Analysis
FOEB	Flight Operations Evaluation Board
FOHE	Fuel Oil Heat Exchanger
FOM	Flight Operations Manual, Figure Of Merit
FOMAX	Flight Operations Maintenance Exchanger
FOO	Flight Operations Officer
FOR	Fuel Onload Rate
FOS	Fuel Operator's Station
FOSP	Flight Operation Standard Package
FPA	Flight Path Angle
FPAC	Flight Path Acceleration
FPD	Flight Path Director
FPEEPMS	Floor Proximity Emergency Escape Path Marking System
FPF	Fuel Penalty Factor
F-PLN	Flight Plan
FPM	Feet per Minute
FPMU	Fuel Properties Measurement Unit
FPPU	Feedback Position Pick-off Unit
FPT	Flight Path Target
FPU	Floating Point Unit
FPV	Flight Path Vector
FQ	Fuel Quantity

Abbreviation	Term
FQDC	Fuel Quantity Data Concentrator
FQI	Fuel Quantity Indicating
FQIS	Fuel Quantity Indicating System
FQMS	Fuel Quantity and Management System
FQU	Fuel Quantity Unit
FR	Flight Report, Ram Drag, From
FRAG	Fragile baggage
FRC	Flight Plan (Route) Conformance (service)
FRP	Function Recovery Procedure
FRQ	Frequency
FREQ	Frequency
FRM	Fault Reporting Manual
FRT	Front
FRV	Fuel Return Valve
FS	Full Size (trolley)
F/S	Fast/ Slow
FSB	Fasten Seat Belt, Flight Standardization Board, Flugsicherheitsbegleiter
FSD	Full Scale Deflection
FSM	Flight Safety Manual, Flight System Message, Logical Response, Fault System Management, Flight System Message
FSMC	Fuel System Management Card
FSN	Fleet Serial Number
FSOV	Fire Shut-Off Valve
FSV	Fuel Shutoff Valve
FT	Foot, Feet
FTAC	Fin Taxi Aid Camera
FTB	Flugtauglichkeitsbescheinigung
FTE	Fixed Trailing Edge
FTG	Fitting
FT/MN	Feet per Minute
FTO	Flexible Take-Off Thrust
FTIS	Fuel Tank Inerting System
FTL	Frequent Traveller
FTP	File Transfer Protocol
FTSP	Floor Temperature Setting Panel

Abbreviation	Term
FU	Fuel Used, Feedback Unit
FVD	Flugbetriebsleiter vom Dienst
FWC	Flight Warning Computer
FWD	Forward
FWF	Flight Warning Function
FWS	Flight Warning System
FWSOV	Firewall Shutoff Valve
FZFG	Freezing Fog

ABBREVIATIONS - G

Ident.: 0-30-00009052.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
G	Green, Gyro, Earth Acceleration
G5	Galley 5
GA	Go-Around
G/A	Ground to Air, Go-Around
gal	Gallon
GALY	Galley
GAN	Global Area Network
GAPCU	Ground and Auxiliary Power Control Unit
GA TRK	Go-Around Track Mode
GATT	General Agreement on Tariffs and Trade
GB	Generator Breaker
GBAS	Ground-Based Augmentation System
GBCT	Ground Brake Cooling Time
GCA	Ground Controlled Approach
GCAS	Ground Collision Avoidance System
GCB	Generator Control Breaker
GCS	Global Communication Suite (Panasonic FlyNet system), Ground Clutter Suppression
GCU	Ground Control Unit, Generator Control Unit
GD	Green Dot, Guard
GDO	Ground Door Opening
GDOP	Geometric Dilution of Precision

Abbreviation	Term
GDOT	Green Dot
GE	General Electric
GEM	Ground - based Engine Monitoring
GEN	Generator
GenDec	General Declaration
GEQ	Greater Than or Equal To
GES	Ground Earth Station
GGPCU	Generator and Ground Power Control Unit
GHP	Ground Handling Procedure
GLA	Gust Load Alleviation
GLARE	Glass Fibre Aluminium Reinforced Laminate
GLC	Generator Line Contactor
GLONASS	Global Navigation Satellite System (Russian)
GLS	GBAS Landing System, GNSS Landing System
GLSSU	GPS Landing System Sensor Unit
GMT	Greenwich Mean Time
GND	Ground
GNS	Global Navigation System
GNSS	Global Navigation Satellite System
GOM	Ground Operations Manual
GOP	Green Operating Procedures
GP	Glide Path, General Purpose
GPCU	Ground Power Control Unit
GPI	Ground Point of Intercept
GPIAL	GPS Position Integrity Alert Limit
GPIRS	GPS IRS
GPM	Gallons Per Minute
GPRS	General Packet Radio Service
GPS	Global Positioning System
GPSSU	Global Positioning System Sensor Unit
GPST	Group Seat request
GPU	Ground Power Unit
GPWS	Ground Proximity Warning System
GRF	Global Reporting Format for runway surface conditions

Abbreviation	Term
GRND	Ground
GRP	Geographic Reference Point
GRPS	Passenger travelling together
GRS	Gust Response Suppression System
GRU	Ground Refrigeration Unit
GRVTY	Gravity
GS	Ground Speed
G/S	Glide Slope
G/S*	Glide Slope Capture Mode
GSE	Ground Support Equipment
GSM	Global System for Mobile Communication
GT	Greater Than
GUI	Graphical User Interface
GW	Gross Weight
GWCG	Gross Weight Center of Gravity
GWDU	Galley Waste Disposal Unit
GWT	Gross Weight

ABBREVIATIONS - H

Ident.: 0-30-00009053.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
H	Hour, Hot
HA	Holding Pattern to an Altitude Termination
HAA	Height Above Airport
HARP	High Altitude Release Point
HAT	Height Above Terrain
Hb	Hämoglobin
HBC	High Bandwidth Connectivity
HCF	Heading Control Function
HCS	Host Computer System
HCU	Hydraulic Control Unit, Head-Up Combiner Unit
HDG	Heading
HDG/S	Heading Select

Abbreviation	Term
HDG/SEL	Heading Select
HDL	Handle
HDOP	Horizontal Dilution of Precision
HEATG	Heating
HESU	Head-End Server Unit
HF	High Frequency, Human Factor, Hold to Fix
HFDL	HF Data Link
HFOM	Horizontal Figure Of Merit
HG	Mercury
HGA	High Gain Antenna
HH	Hour (entry format)
HHLD	Heading Hold
HI	High
HID	High Intensity Discharge, Host Interface Device
HIL	Hold Item List
HIMC	Hydraulic Interface Module Card
HL	High Level
HLD	Hold
HOR	Hold Open Rod, Horizontal
HORIZ	Horizontal
HORZ	Horizon
HOT	Hold over time
HM	Holding Pattern with a Manual Termination
HMI	Human-Machine Interface
HMU	Hydromechanical Metering Unit, Hydro Mechanical Unit
HOLD	Holding
HOR	Horizontal
HOT	High Oil Temperature, Hold Over Time
HP	High Pressure
HPA	High Power Amplifier, Hecto Pascal
HPC	High Pressure Compressor
hPFD	Harmonized Primary Flight Display
HPSOV	High Pressure Shutoff Valve
HPT	High Pressure Turbine

Abbreviation	Term
HPTC	High Pressure Turbine Clearance
HPTCC	High Pressure Turbine Clearance Control
HPU	Head-Up Projection Unit
HPV	High Pressure Valve
HQMU	Hydraulic Quantity Monitor Unit
HR	Hour
HS	High Speed, Handset
HSD	High Speed Data
HSDU	High Speed Data Unit
HSEL	Heading Select
HSF	Horizontal Stabilizer Fuel
HSI	Horizontal Situation Indicator
HSMU	Hydraulic System Monitoring Unit
HST	Horizontal Stabilizer Tank
HSU	High Speed Data Unit
HT	Heigt
HTG	Heating
HTML	Hyper Text Mark-up Language
HTP	Horizontal Tail Plane (Stabilizer)
HTR	Heater
HTTP	Hyper Text Transfer Protocol
HUD	Head-Up Display
HUDC	Head-Up Display Computer
HV	High Voltage
HW	Hardware
HX	Cancelled Flight Plan
HYB	Hybrid
HYD	Hydraulic
HYDIM	Hydraulic Interface Module
HYQUIM	Hydraulic Quantity Interface Module
HZ	Hertz

ABBREVIATIONS - I

Ident.: 0-30-00009054.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
I	Inertial
IAC	Instrument Approach Chart
IAE	International Aero Engines
IAF	Initial Approach Fix
IAGOS	In-service Aircraft for a Global Observing System
IAS	Indicated Airspeed
IATA	International Air Transport Association
IBIT	Initiated Built-in Test
IBLC	Inter-Bus Line Contactor
IC	Integrated Circuit, Initial Climb
ICA	Instructions for Continued Airworthiness
ICAO	International Civil Aviation Organization
ICD	Interface Control Unit
IceAcc	Ice Accretion
ICU	Interface Control Unit
ID	Identity, Identification
IDENT	Identification, Identifier, Identify
IDG	Integrated Drive Generator
IDS	Integrated Display System
IDT	Identifier
IDU	Integrated Display Unit
IEEE	Institute of Electrical and Electronics Engineers
IF	Intermediate Frequency, Intermediate Fix
IFE	In-Flight Entertainment
IFEC	In Flight Entertainment Center
IFGS	Integrated Flight Guidance System
IFF	Identification Friend or Foe
IFMC	Integrated Flight Management Computer
IFPA	In-Flight Performance Application
IFR	Instrument Flight Rules
IFTB	Inflight Turnback

Abbreviation	Term
IFUN	If Unable
IGCC	Integrated Ground Cockpit Communication
IGN	Ignition
IGS	Instrument Guidance System
IGV	Inlet Guide Vane
ILD	In-Flight Landing Distance
ILF	Integrated Loading Facilities
ILFLE	Integrated Loading Facilities Loading Equipment
ILS	Instrument Landing System (LOC and G/S)
ILS PRM Approach	ILS Precision Runway Monitoring Approach
IM	Inner Marker
IMA	Integrated Modular Avionics
IMC	Instrument Meteorological Conditions, Increment
IMM	Immediate
IMN	Indicated Mach Number
IN	Inch
INACT	Inactive
INAD	Inadmissible passenger: not permitted to enter a country
INB	Inbound
IN-BND	In-Bound
INBO	Inboard
INCR	Increase, Increment
INCREM	Increment
IND	Indication
INFO	Information
INH	Inhibit
IN HG	Inches Of Mercury
INHI	Inhibit
INIT	Initial(ization)
INMARSAT	International Maritime Satellite
INOP	Inoperative
INR	Inner
INS	Inertial Navigation System
INSP	Inspection

Abbreviation	Term
INST	Instrument
INT	Interphone, Internal, Integrated, Interior, Integrity
INTC	Intercept Course
INTCP	Intercept
INTENS	Intensity
INTPH	Interphone
INV	Inverter
I/O	Input/ Output
IOM	Input/ Output Module
IP	Intermediate Pressure, Internet Protocol, Identification Point, Interface Panel
I/P	Interception Point, Intercept Profile
IPC	Illustrated Parts Catalog, Intermediate Pressure Check-valve
IPCU	Ice Protection Control Unit
IPPU	Instrumentation Position Pick-off Unit
IPRAM	Integrated Prerecorded Announcement Module
IR	Inertial Reference, Infrared
IRMP	Inertial Reference Mode Panel
IRS	Inertial Reference System
IRU	Inertial Reference Unit
ISA	International Standard Atmosphere
ISB	Inspection Service Bulletin
ISDU	Inertial System Display Unit
ISDN	Integrated Services Digital Network
ISI	In-Service Information
ISIS	Integrated Standby Instrument System
ISLN	Isolation
ISO	International Standardization Organization
ISOL	Isolation
ISOS	International SOS
ISPSS	In-Seat Power Supply System
ISPSU	In-Seat Power Supply Unit
ITP	In-Trail Procedure
ITU	Telecommunication Union
IVS	Inertial Vertical Speed, Individual Video System

Abbreviation	Term
IWT	Inner Wing Tank

ABBREVIATIONS - J

Ident.: 0-30-00009055.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
JAA	Joint Aviation Authorities
JAM	Jammed, Jamming
JAR	Joint Aviation Requirements
JB	Junction Box
JETT	Jettison
JFGW	Jettison Final Gross Weight
JTSN	Jettison

ABBREVIATIONS - K

Ident.: 0-30-00009056.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
K	Degrees Kelvin
KANDU	Ka Network Data Unit
KBD	Keyboard
KCCU	Keyboard and Cursor Control Unit
KG	Kilogram
KHZ	Kilohertz
KIAS	Knots Indicated Airspeed
KL	Confirmed from waiting list
KOZ	Keep Out Zone
KP	Kilopond
KRFU	Ku-/ Ka-Band Radio Frequency Unit
KRUG	Krueger
KSML	Kosher meal
KT	Knot(s)
KV	Kilo Volt
KVA	Kilovolt Ampere
KVARS	Kilovars

Abbreviation	Term
KVS	Factor =V2:VS (divided by)
KW	Kilowatt

ABBREVIATIONS - L

Ident.: 0-30-00009057.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
L	Left, Lift, Liter, Length
LAC	Local Area Controller
LAF	Load Alleviation Function
LAL	Loading Area Light
LAN	Local Area Network
LAND	Landing
LAND ANSA	Land At Nearest Suitable Airport
LAND ASAP	Land As Soon As Possible
LAPA	EFB Landing Performance Application
LAS	Lateral Autopilot Servo
LAT	Latitude, Lateral
LAV	Lavatory
LB	Pounds
LBA	Luftfahrt-Bundesamt
LC	Line Contactor
LCD	Liquid Crystal Display
LCG	Landing Center of Gravity
LCN	Load Classification Number
LD	Lower Deck, Left Display, Load, Landing Distance
LDA	Localizer Directional Aid, Landing Distance Available
LDC	Local Door Controller
LDCC	Lower Deck Cargo Compartment
LDCG	Landing Center of Gravity
LDCRC	Lower Deck Crew Rest Compartment
L/DEV	Lateral Deviation
LDF	Lower Deck Facilities
LDG	Landing

Abbreviation	Term
LD LAV	Lower Deck Lavatory
LDM	Load Data Message
LD-MCR	Lower Deck - Mobile Crew Rest
LDR	Light Detect Resistor
LDS	Laptop Docking Station
LE	Leading Edge, Lock Entry
LED	Light Emitting Diode
LEFDU	Leading Edge Flap Drive Unit
LEHGS	Local Electro-Hydraulic Generation System
LEOEB	List of Effective Operations Engineering Bulletins
LEP	List of Effective Pages
LEQ	Less Than or Equal To
LF	Low Frequency, Left Front
L/G	Landing Gear
LGCIS	Landing Gear Control Indication System
LGCIU	Landing Gear Control Interface Unit
LGERS	Landing Gear Extension and Retraction System
LGPIU	L/G Position Indicator Unit
LGW	Landing Gross Weight
LH	Left Hand
L/H	Left Hand
LHT	Lufthansa Technik
LIB	Library
LILAW	Loaded Index at Landing Weight
LIM	Limit, Limitation, Limiting, Limiter
LIS	Localizer Inertial Smoothing
LITOW	Loaded Index at Takeoff Weight
LK	Lock
LL	Latitude/Longitude, Low Level
LLS	Left Line Select Key
LL WAS	Low Level Windshear Alert System
LL XING	Latitude/Longitude Crossing
LLZ	Localizer (ICAO abbreviation)
LMC	Last Minute Change

Abbreviation	Term
LMF	Local Maintenance Function
LMM	Localizer Middle Marker
LMT	Local Mean Time
LNAV	Lateral NAVigation
LNG	Long
LO	Low
LoA	List of Authorized Aerodromes
LOC	Localizer, Localizer Track Mode
LOC B/C	Localizer Back Course Track Mode
LOC B/C*	Localizer Back Course Capture Mode
LOC*	Localizer Capture Mode
LOGO	Logogram
LOM	List Of Modifications, Localizer Outer Marker
LONG	Longitude
LOP	Low Oil Pressure
LOSA	Line Operations Safety Audit
LOUT	Lowest Operational Use Temperature
LP	Low Pressure, Localizer Precision approach, Localizer Performance
LPC	Low Pressure Compressor
LPM	Liters Per Minute
LPT	Low Pressure Turbine
LPTCC	Low Pressure Turbine Clearance Control
LPV	Localizer Performance with Vertical guidance
LRBL	Least Risk Bomb Location
LRC	Long Range Cruise
LRCS	Long-Range Communication System
LRCU	Landing & Rollout Control Unit
LRM	Line Replaceable Module
LRRA	Low Range Radio Altimeter
LRU	Line Replaceable Unit
LS	Landing System, Low Speed, Loudspeaker
LSB	Lower Side Band
LSD	Load Sheet Data
LSELV	Locking Selector Valve

Abbreviation	Term
LSF	Load Sheet Final
LSK	Line Selection Key
LSP	Limit Selector Panel
LSPB	Line Selector Push Button
LSR	Load Sheet Request
LSU	Lavatory Service Unit
LT	Light
LTD	Limited
LTE	Long Term Evolution
LTM	Livestock Transportation Manual
LTS	Lower Than Standard (for ILS Approaches), Load and Trim Sheet
LVDT	Linear Variable Differential Transducer
LVL	Level
LVO	Low Visibility Operation
LVP	Low Visibility Procedure
LVR	Lever
LVTO	Low Visibility Take-off
LW	Landing Weight
LWR	Lower

ABBREVIATIONS - M

Ident.: 0-30-00009058.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
m	Maintenance Procedure required, Mass Flow, Meter
M	Mach Number, Manual Tune, Meter
M2L	Name of Main Deck Door 2 Left
M3R	Name of Main Deck Door 3 Right
MA	Message Assurance
M/A	Missed Approach
MABH	Minimum Approach Breakoff Height
MAC	Mean Aerodynamic Chord
MACTOW	MAC % at TOW (TOMAC)
MADAP	Maastricht Automatic Data Processing and Display system

Abbreviation	Term
MAG	Magnetic
MAG DEC	Magnetic Declination
MAG VAR	Magnetic Variation
MAHP	Missed Approach Holding Point
MAINT	Maintenance
MALTOW	Maximum Weight for T/O (performance limited)
MALW	Maximum Allowable Landing Weight
MAN	Manual
MAP	Missed Approach Point, Missed Approach Procedure
MARSA	Military Assumes Responsibility for Separation of Aircraft
MASI	Mach and Airspeed Indicator
MASPS	Minimum Aircraft System Performance Standards
MATOW *(1)*	Maximum Allowable Take-Off Weight
MAWEA	Modular Avionics & Warning Electronics Assembly
MAX	Maximum
MAX CLB	Maximum Climb
MAX DES	Maximum Descent
MAX END	Maximum Endurance
MB	Millibar
MC	Master Caution, Master Change, Main Cabin
MCC	Maintenance Control Center, Multi Crew Concept
MCD	Magnetic Chip Detector
MCDL	Master Configuration Deviation List (here: CDL)
MCDU	Multipurpose Control and Display Unit
MCL	Maximum Climb Thrust
M/CL	Economy Class
MCO	Miscellaneous charges order
MCP	Maximum Continuous Power, Mode Control Panel
MCPU	Motor Control and Protection Unit
MCR	Maximum Cruise Thrust, Mobile Crew Rest
MCRIT	Critical Mach Number
MCS	Mission Computer System, Multi-Channel Satellite
MCT	Maximum Continuous Thrust

Abbreviation	Term
MCU	Modular Concept Unit
MD	Main Deck, Design Dive Speed (Mach)
MDA	Minimum Decision Altitude
MDCC	Main Deck Cargo Compartment
MDCD	Main Deck Cargo Door
MDCLS	Main Deck Cargo Loading System
MDDU	Multifunction Disk Drive Unit
MDH	Minimum Descent Height
MDI	Minimum Departure Interval
MEA	Minimum Enroute Altitude
MECH	Mechanic, mechanical, Mechanism
MEC	Main Engine Control, Main Equipment Center
MED	Medium
MEDA	Medical case
MEL	Minimum Equipment List
MEM	Memory
MET	Meteorological
METAR	Meteorological Airport Report
METOTS	Modified Engine Take-off Thrust Setting
MEW	Manufacturer's Empty Weight, Mean Effective Wind
MFA	Memorized Fault Annunciator
MFD	Multi Function Display
MFEP	Mode-S Front-End Processer
MFIF	Maximum Fuel in Flight
MFL	Maximum Flight Level
MFP	Multi Function Probe
MFRL	Multi-Functional Runway Light
MGA	Maximum Go-around Thrust, Minimum Safe Grid Altitude
MGMT	Management
MGRS	Military Grid Reference
MHA	Minimum Holding Altitude
MHZ	Megahertz
MI	Magnetic Indicator
MIC	Microphone

Abbreviation	Term
MID	Middle
MIDU	Multi-Input Interactive Display Unit
MIN	Minimum, Minute
MIP	Maintenance Information Printer, Manual Inflation Pushbutton
MISC	Miscellaneous
MIXIRS	Mixed IRS
MKR	Marker (radio) Beacon
MLA	Maneuver Load Alleviation
MLAW	Maximum Landing Alowable Weight
MLD	Minimum Landing Distance - Normal Operation
MLE	Maximum Landing Gear Extended Mach
MLG	Main Landing Gear
MLGB	Main Landing Gear Bay
MLI	Magnetic Level Indicator
MLO	Maximum Landing Gear Operating Mach
MLS	Microwave Landing System
MLW	Maximum (design) Landing Weight
MM	Middle Marker, Minutes (entry format), Maintenance Manual
MMEL	Master Minimum Equipment List (here: MEL)
MMI	Man Machine Interface
MMO	Maximum Mach Operating Speed
MMR	Multi-Mode Receiver
MN	Minute, Mach Number, Main
MNPS	Minimum Navigation Performance Specification
MOC	Medical Operations Center
MOD	Modular, Modified, Modification
MODMAN	Modem Manager
MON	Monitor
MOPS	Minimum Operational Performance Standards
MORA	Minimum Off Route Altitude
MOT	Motor
MP-FAP	Multi Purpose Flight Attendant Panel
MPH	Miles Per Hour

Abbreviation	Term
MPL	Mission Planning Laptop
MPLD	Maximum payload
MPU	Main Processor Unit
MRA	Minimum Reception Altitude
MRC	Maximum Range Cruise
MRIU	Maintenance and Recording Interface Unit
MRK	Mark
MRO	Maintenance, Repair and Overhaul Organisation
MRP	Map Reference Point
MRT	Manual Release Tool
MRTT	Multi Role Tanker Transport
MRVA	Minimum Radar Vectoring Altitude
MS	Maintenance Schedule
MSA	Minimum Safe/Sector Altitude
MSC	Management Safety Control Board
MSCN	Misconnect, -ed, -ion
MSG	Message
MSL	Mean Sea Level
MSLA	Mean Sea Level Altitude
MSLW	Maximum Structural Landing Weight
MSN	Manufacturer Serial Number
MSU	Media Server Unit, Mode Selector Unit (IRS)
MSTOW	Maximum Structural Takeoff Weight
MTBF	Mean Time Between Failure
MTBUR	Mean Time Between Unscheduled Removal
MTCA	Minimum Terrain Clearance Altitude
MTE	Manual Test Equipment
MTG	Miles To Go
MTO	Maximum Takeoff Thrust
MTOW	Maximum (design) Takeoff Weight
MTP	Maintenance and Test Panel
MTXW	Maximum Taxi Weight
MU	Management Unit
MUDM	Maintenance User Data Module

Abbreviation	Term
MUH	Minimum Use Height
MUX	Multiplexer
MW	Master Warning
MWP	Manual Warning Panel
MWS	Master Warning System
MZFCG	Minimum Zero Fuel Center of Gravity
MZFW	Maximum (design) Zero Fuel Weight

(1) MATOW . . . . . The Lower value of MTOW or PTOW

ABBREVIATIONS - N

Ident.: 0-30-00009059.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
n	Load Factor
N	Newton, Normal, North
N1	Engine Fan Speed, Low Pressure Rotor Speed
N2	Engine Intermediate/High Pressure Rotor Speed
N3	Engine High Pressure Rotor Speed
N/A	Not Applicable
NAA	National Aviation Authority
NAC	Nacelle
NACA	National Advisory Committee for Aeronautics
NADIN	National Airspace Data Interchange Network
NADP	Noise Abatement Departure Procedure
NAI	Nacelle Anti-Ice
NAIF	NSS ACR Instrumentation Function
NAM	Nautical Air Mile
NAR	New arrival information
NASA	National Aeronautics and Space Administration
NAT	North Atlantic
NAT-HLA	North Atlantic High Level Airspace
NATS	North American Telephone System
NAV	Navigation
NAVAID	Navigation Aid (VOR/ DME)
NAV AIDS	Navigation Aids

Abbreviation	Term
NavKit	Navigation box on board an aeroplane, containing all flight relevant documentation
NBF	Network BITE Function
NBPT	No Break Power Transfer
NBPTU	Normal Brake Pedal Transmitter Unit
NBR	Number
NBSELV	Normal Brake Selector Valve
NCD	Non Computed Data
NCL	Normal Checklist
NCU	Network Controller Unit
ND	Navigation Display
NDA	Next Data Authority
NDB	Non-Directional Beacon, Navigation Data Base
NDR	Nondirectional Radio Beacon
NEA	Nitrogen Enriched Air
NEAN	North European ADS-B Network
NEANS	North European ADS-B Network Server
NEAP	North European CNS/ATM Application Project
NEG	Negative
NEQ	Not Equal To
NEUT	Neutral
NFEP	NEAN Front-End Processor
NGC	Northrop Grumman Corporation
NIL	No items listed
NLG	Nose Landing Gear
NM	Nautical Mile
NNCL	Non-Normal Checklist
NN	Need
NO	Number
NOC	Network Operations Center
NOCN	No connection
NOOP	No operate, -ion
NORM	Normal
NOTAM	Notice to Airmen
NOTOC	Dangerous goods notification to commander

Abbreviation	Term
NOZ	Nozzle
N/P	Next Page
NPA	Non-Precision Approach, Notification of Proposed Amendment
NPN	Negative-Positive-Negative
NPRM	Notice of Proposed Rule Making
NPT	Normal Pressure Transmitter
NS	No Smoking
NSELV	Normal Selector Valve
NSS	Network Server System
NSV	Normal Servo Valve
NTAC	Nose Taxi Aid Camera
NTO	No Technical Objection
NTPD	Normal Temperature Pressure Dry
NTS	Non Textile Surface
NTSB	National Transportation Safety Board
NUA	Normal Uplock Actuator
NUM	Numerical
NVG	Night Vision Goggles
NVIS	Night Vision Imaging System
NVM	Non-Volatile Memory
NW	Nose Wheel
N/W	Nose Wheel
nWAP	(n-Standard) Wireless Access Point
NWS	Nose Wheel Steering
N/WS	Nose Wheel Steering

ABBREVIATIONS - O

Ident.: 0-30-00009060.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
o	(Crew) Operational Procedure
O	Open
O2	Oxygen
OANS	Onboard Airport Navigation System

Abbreviation	Term
OAR	Operations Assistance Request
OAT	Outside Air Temperature
OBRM	Onboard Replaceable Module
OBS	Observer
OBSVR	Observer
OCA	Obstacle Clearance Altitude, Oceanic Control Area
OCC	Ozone Catalytic Converter, Operations Control Center
OCCI	Ozone Catalytic Command Indicator
OCCPD	Occupied
OCCV	Ozone Catalytic Converter Valve
OCED	Operator Customized ECAM Database
OCH	Obstacle Clearance Height
OCL	Oceanic Clearance
OCO	Operations Control Officer
ODID	Operational Display and Input Development
ODS	Operational input and Display System
ODT	Operational Requirements and Data Processing Team
OEB	Operations Engineering Bulletin
OEI	One Engine Inoperative
OEM	Original Equipment Manufacturer
OEU	Overhead Electronic Unit
OEW	Operational Empty Weight
OFF/R	Off/Reset
OFP	Operational Flight Plan
OFS	Offset
OFST	Offset
OFV	Outflow Valve
OGV	Outlet Guide Vane
OHDU	OverHeat Detection Unit
OHSC	Overhead Stowage Compartment
OIS	Onboard Information System, Electronic Flight Bag
OIT	Onboard Information Terminal, Operator Information Telex
OK	Correct
OL	Outboard Left

Abbreviation	Term
OLD	Operational Landing Distance
OLDI	On-Line Data Interchange
OM	Outer Marker, Operations Manual
OM-A	Operations Manual part A
OM-B	Operations Manual part B
OM-C	Operations Manual part C
OM-D	Operations Manual part D
OML	Operational Multicrew Limitation
OMS	Onboard Maintenance System
OMT	Onboard Maintenance Terminal
OMTS	Onboard Mobile Telephony System
OOOI	Out-Off-On-In
OP	Open, Operational
O/P	Output
OPC	Operational Program Configuration
OP CLB	Open Climb
OP DES	Open Descent
OPER	Operative
OPMS	Oleo Pressure Monitoring System
OPP	Opposite
OPR	ATM Operational Requirements, Operate
OPR/F	Operate with Flares
OPS	Operations
OPT	Optimum, Optional
OPTG	Operating
OPV	Overpressure Valve
OR	Outboard Right
ORIG	Origin
ORM	Onboard Replaceable Module
OS	Operating System
OSCU	Oxygen System Control Unit
OSD	Operational Suitability Data
OSS	Over Station Sensor
OTA	Over The Air

Abbreviation	Term
OTHS	Other service
OTS	Organized Track System, Other Than Standard
OUT	Outlet
OUTB	Outbound
OUT-BND	Out-Bound
OUTR	Outer
OVBD	Overboard
OVHD	Overhead
OVHT	Overheat
OVRD	Override
OVSPD	Overspeed
OW	Operational Weight
OWD	Open World Diode
OXY	Oxygen

ABBREVIATIONS - P

Ident.: 0-30-00009061.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
p	Air Pressure
P	Pressure
Pa	Pascal
PA	Passenger Address, Pressure Altitude
PAC	Passenger Address Controller, Path Attenuation Compensation
PACP	Prerecorded Announcement Control Panel
PADS	Pneumatic Air Distribution System
PALCS	Passenger Address Level Control Sensor
PAM	Aircrew Acknowledgement Message
PAPI	Precision Approach Path Indicator
PAR	Precision Approach Radar
PARK	Parking
PAS	Passenger Address System
PASS	Passenger
PAT	Primary Access Terminal

Abbreviation	Term
PAX	Passenger
PB	Place/ Bearing, Pushbutton
P/B	Pushbutton
PBD	Place/ Bearing/ Distance
PBCS	Performance Based Communication and Surveillance
PBE	Protective Breathing Equipment, Portable Breathing Equipment
PBN	Performance Based Navigation
PBPB	Place/Bearing-Place/Bearing
PBSELV	Parking Brake Selector Valve
PB-SW	Pushbutton-Switch
P/BSW	Pushbutton Switch
PCA	Power Control Actuator, Pre-Conditioned Air
PCAT	Precalculated airtime
PCB	Passenger Call Button
P-CLB	Profile Climb
PCI	Passenger Convenience Item
PCMCIA	Personal Computer Memory Card International Association
PCP	Power Control Panel, Power Control Package
PCS	Propulsion Control System
PCT	Probe Compensator and Temperature
PCU	Passenger Control Unit, Power Control Unit
PD	Place/ Distance
PDA	Premature Descent Alert
PDB	Performance Data Base
PDC	Pre-Departure Clearance
PDCS	Power Distribution Control System
P-DES	Profile Decent
PDF	Portable Document Format
PDI	Post Delivery Item
PDLCU	Privacy Door Lock Control Unit
PDLS	Privacy Door Lock System
PDU	Power Drive Unit, Pilot Display Unit
PDM	Possible duplicate message
PED	Portable Electronic Device, Pedestal

Abbreviation	Term
PEE	Position Estimation Error
PERF	Performance
PERS	Personal
PES	Passenger Entertainment System
PET	Point of Equal Time
PETC	Animal (pet) in cabin
PEW	Portable Equipment and Wireless
PF	Pilot Flying
PFC	Primary Flight Computer, Porous Friction Course
PFD	Primary Flight Display
PFQ	Preselected Fuel Quantity
PFR	Post Flight Report
PFTU	Pedal Feel and Trim Unit
PG	Page
PGE	Page
PHC	Probes Heat Computer
PIL	Passenger Information List
PIM	Programming and Indication Module
PIN PROG	Pin Programming
PIP	Product Improvement Package
PIREP	Pilot Report
PISA	Passenger Interface and Supply Adapter
PIT	Programmable Interrupt Timer
PLAW	Performance Limited Landing Weight
PLCRD	Placard
PLI	Pitch Limit Indicator
PLN	Plan (EFIS)
PLP	Primary Load Path
PLS	Primary Locking System, Pulse, Passenger Lighted Signs
PLU	Power Locking Unit
PM	Pilot Monitoring
PMA	Permanent Magnetic Alternator
PMAT	Portable Multipurpose Access Terminal
PMC	Power Management Control

Abbreviation	Term
PMG	Permanent Magnet Generator
PMI	Principal Maintenance Inspector
PMP	Pump
PMR	Performance and Maintenance Recorder
PMS	Performance Management System
PMUX	Propulsion Multiplex Unit (on Engine)
PMV	Pilot Metering Valve
PN	Part Number
P/N	Part Number
PND	Primary Navigation Display
PNEU	Pneumatic
PNL	Panel
PNP	Positive-Negative-Positive
POB	Power-Off Brake
POF	Phase of Flight
POS	Position
POST	Power on Self Test
PPD	Pilot Preferences Downlink (datalink service)
PPH	Pounds Per Hour
PPM	Parts per Million
PPOS	Present Position
P.POS	Present Position
PPU	Position Pickoff Unit
PR	Pressure
PRAM	Prerecorded Announcement and Music
PRED	Prediction
PREDEF	Predefined
PRED W/S	Predictive Windshear
PRESS	Pressure, Pressurization, Pressurize
PREV	Previous
PRIM	Primary Flight Control and Guidance Computer
PRIO	Priority
PRM	Precision Runway Monitor, Passenger with Reduced Mobility
PRN	Pseudo Range Number

Abbreviation	Term
PRNAV	Precision Area Navigation
PROC	Procedure
PROC T	Procedure Turn
PROF	Profile
PROG	Program, Programming, Progress
PROM	Programmable Read Only Memory
PROT	Protection
PROTEC	Protection
PROX	Proximity
PRSOV	Pressure Regulating and Shutoff Valve
P/RST	Push To Reset
PRV	Pressure Regulation Valve
P/S	Pitot Static
PSCU	Proximity Switch Control Unit
PSEU	Proximity Switch Electronic Unit
PSI	Pound per Square Inch
PSIG	Pounds Per Square Inch Gage
PSIU	Passenger Service Information Unit
PSM	Power Supply Module
PSP	Pre-Selected Passenger
PSS	Passenger Services System
PSU	Passenger Service Unit
PTA	Passive Turbulence Alleviation
PT	Point
PT2	Engine Inlet Pressure
PTC	Pack Temperature Controller, Patient Transport Compartment
PTH	Path
PTHR	Profile Thrust
PTLU	Pedal Travel Limiter Unit
PTOW	Performance (limited) Take-Off Weight
PTP	Programming and Test Panel
PTR	Printer, Push to Reset
PTT	Push-to-Talk, Push to Test
PTU	Power Transfer Unit, Patient Transport Unit

Abbreviation	Term
PU	Processing Unit
PURS	Purser
PV	Personalvertretung
PVC	Polyvinyl Chloride
PVD	Paravisual Display
PVI	Para Visual Indicator
PW	Pratt & Whitney
PWCT	Passenger will contact
PWCU	Potable Water Control Unit
PWDP	Potable Water Drain Panel
PWIP	Potable Water Indication Panel
PWR	Power
PWS	Predictive Windshear, Portable Water System
PWSP	Potable Water Service Panel

ABBREVIATIONS - Q

Ident.: 0-30-00009062.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
QA	Quality Assurance
QAP	Quality Assurance Programme
QAR	Quick Access Recorder
QC	Quick Change
QCCU	Quantity Calculation and Control Unit
QD	Quick Donning
QDM	Magnetic bearing from aircraft to station
QDR	Magnetic bearing from station to aircraft
QFE	Field Elevation Atmospheric Pressure
QFU	Runway Heading
QNE	Sea Level Standard Atmosphere Pressure (1013 MB)
QNH	Sea Level Atmospheric Pressure
QRD	Quick Reference Data
QRH	Quick Reference Handbook
QT	Quart (US)

Abbreviation	Term
QTY	Quantity

ABBREVIATIONS - R

Ident.: 0-30-00009063.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
R	Right, Rolling Resistance, Radius, Red, Release, Reset
RA	Resolution Advisory, Radio Altimeter, Radio Altitude
RAAS	Runway Awareness and Advisory System
RAD	Radio, Radial
RADALT	Radar Altitude
RAD/INT	Function on ACP in the Cockpit
RADVR	Random Access Digital Video Reproducer
RAI	Ram Air Inlet
RAIM	Receiver Autonomous Integrity Monitor
RALT	Radio Altimeter
RAM	Random Access Memory
RAO	Ram Air Outlet
RAP	Reclearance Airport
RAT	Ram Air Turbine, Ram Air Temperature
RATC	Remote ATC Box
R-ATSU	Receiving ATS unit
RBPU	Rudder and Brake Pedal Unit
RC	Repetitive Chime
R/C	Rate of Climb
RCAM	Runway Condition Assessment Matrix
RCC	Remote Control Center
RCCB	Remote Control Circuit Breaker
RCD	Departure Clearance Request, Record
RCDF	Runway Condition Degradation Function
RCDR	Recorder
RCFM	Reconfirmed
RCL	Recall, Reclearance
RCLZFW	Reclearance Zero Fuel Weight

Abbreviation	Term
RCO	Remote Communications Outlet
RCP	Radio Control Panel, Required Communication Performance
RCR	Refueling Consumption Rate
RCS	Receiver Surveillance System
RCT	Rear Centre Tank
RCU	Remote Control Unit
RCVR	Receiver
R/D	Rate of Descent
RDC	Remote Data Concentrator
RDDMI	Radio Digital Distance Magnetic Indicator
RDMI	Radio Distance Magnetic Indicator
RDY	Ready
REACT	Rain Echo Attenuation Compensation Technique
REAC W/S DET	Reactive Windshear Detection
REC	Recommended, (Flight) Recorder
RECIRC	Recirculate
RED	Reduction
REF	Reference, Refer
REFR	Reference
REG	Regulator
REGUL	Regulation
REL	Release, Relative
REPEL	Repellent
REQ	Request, Require, Required
RESEL	Reselect
RES	Reserve
RET	Retract, Return
REU	Remote Electronic Unit
REV	Reverse, Revise, Revision
REW	Rewind
RF	Radio Frequency
RFC	Radio Facility Chart
RFCF	Runway Field Clearance Floor
RFFS	Rescue and Fire Fighting Service

Abbreviation	Term
RFL	Refill, Requested Maximum Flight Level
RFTS	Request for Technical Support
RFU	Radio Frequency Unit
RGS	Remote Ground Station
RH	Right Hand
R/H	Right Hand
RIB	Radio Interface Board
R/I	Radio/Inertial, Remove/Install
R/L	Reading Light
RLD	Required Landing Distance
RLSK	Right Line Select Key
RLY	Relay
RMI	Radio Magnetic Indicator
RMP	Radio Management Panel
RMS	Radio Management System
RMVD	Removed
RNAV	Area Navigation
RNG	Range
RNP	Required Navigation Performance
RO	Roll Out
ROC	Rate of Climb
ROD	Rate of Descent, Reliability Data on Demand
ROM	Read Only Memory
ROP	Runway Overrun Protection
ROPS	Runway Overrun Prevention System
ROT	Rotation
ROVC	Rate Of Vertical Change
ROW	Runway Overrun Warning
RP	Rear Panel
RPCP	Rollout Power Control Package
RPCU	Residual Pressure Control Unit, Rollout Power Control Unit
RPL	Repetitive Flight Plan
RPLNT	Repellent
RPLY	Replay

Abbreviation	Term
RPM	Revolution per Minute
RPTG	Reporting, Repeating
RPU	Receiver Processor Unit
RQRD	Required
RR	Reconfirmed
RRT	Rerouting
RS	Reset Restore
RSP	Radio Support Panel, Required Surveillance Performance
RSS	Rear Secondary Structure, Receiver Surveillance System
RSSI	Receive Signal Strength Indicator
RST	Reset
RSV	Reserve
RSVR	Reservoir
R/T	Receiver-Transmitter, Radiotlephony
RTA	Required Time of Arrival
RTC	Real Time Clock
RTD	Required Time to Destination
RTE	Route
RTES	Remote Test Enable Switch
RTL	Rudder Travel Limiter
RTN	Return
RTO	Rejected Takeoff
RTOW	Regulatory Take-Off Weight
RTS	Return-To-Seat
RTU	Radar Transceiver Unit, Radio Tuning Unit
RUD	Rudder
RVC	Remote Volume Control
RV	(AAR) Rendezvous
RVCP	Rendezvous Control Point
RVCT	Rendezvous Control Time
RVDT	Rotary Variable Displacement Transducer
RVIP	Rendezvous Initial Point
RVR	Runway Visual Range
RVSM	Reduced Vertical Separation Minimum

Abbreviation	Term
RW	Right Wing
RWC	Runway Weight Chart
RWY	Runway, Runway Mode
RWYCC	Runway Condition Code
RWY TRK	Runway Track Mode
RX	Receive
RZ	Return To Zero

ABBREVIATIONS - S

Ident.: 0-30-00009064.0000001 / 25 MAR 2025
Applicable to: ALL

Abbreviation	Term
S	Minimum Slat Retract Speed, South, Second
SA	Special Authorization
SAAAR	Special Aircraft and Aircrew Authorization Required
SAL	System Address Label
SAR	Search and Rescue, Smart ACMS Recorder
SARPS	Standards and Recommended Practices
SAS	Satellite Access Station
SAT	Static Air Temperature, Satellite, Special Assistance Team
SATCOM	Satellite Communication
SATURN	Second generation Anti-jam Tactical UHF Radio for NATO
SAV	Starter Air Valve
SB	Service Bulletin, Standby
SBAS	Satellite Based Augmentation System
SBB	Swift BroadBand
SC	Single Chime
S/C	Step Climb
SCA/SVU	Split Control Unit/Servo Valve Assembly
SCCM	Senior Cabin Crew Member
SCD	Side Cargo Door
SCI	Secure Communication Interface
SCID	Signal Collection / Tail ID Cards
SCM	Spoiler Control Module

Abbreviation	Term
SCR	Smart Card Reader
SCRAD	Steering Committee for Research And Development
SCS	Steering Control System, Supplemental Cooling System
SCU	System Control Unit
SD	System Display
S/D	Step Descent, Shut Down
SDAC	System Data Acquisition Concentrator, System Data Analog Converter
SDCP	Smoke Detection Control Panel
SDCU	Smoke Detection Control Unit
SDF	Smoke Detection Function, Simplified Directional Facility
SDI	Source/Destination Identifier
SDL	Software Data Loader
SDM	Smart Display Unit
SDP	Smoke Detection Panel
SDRL	Supplier Data Requirements List
SDU	Satellite Data Unit
SEAT	Seat request
SEB	Seat Electronic Box
SEC	FLT CTL Secondary Computer (FCSC), Secondary (Flight Plan), Spoiler Elevator Computer, Second
SECT	Section
SEL	Select, Selected, Selector, Selection
SELCAL	Selective Calling
SEN	Senator
SEND	Send Function on Handset
SENS	Sensitivity
SEPDC	Secondary Electrical Power Distribution Center
SET	Setting
SEU	Seat Electronic Unit
SERV	Service
SERV INT	Service Interphone
SEU	Seat Electronics Unit
S/F	Slats/Flaps
SFC	Specific Fuel Consumption
SFCC	Slat Flap Control Computer

Abbreviation	Term
SFD	Standby Flight Display
SFE	Seller Finished Equipment
SFI	Synthetic Flight Instructor
SFML	Seafood meal
SFO	Senior First Officier, SFO, SenFO
SFPI	Slats/Flaps Position Indicator
SG	Symbol Generator
SGML	Standard Generalized Markup Language
SGS	Saint-Gobain Sully
SHLD	Shield
SHT	Short
SI	Slip Indicator
SID	Standard Instrument Departure
SIGMET	Significant Meteorological Information
SIL	Service Information Letter
SIM	Simulation
SIRU	Secure Interface Router Unit
SIS	Service Interphone System
SITA	Societé Internationale de Telecommunication Aeronautics
SIU	Server Interface Unit
SLT	Slat
SL	Sea Level
SLP	Secondary Load Path
SLPR	Berth/bed in the cabin excl. Stretcher
SLS	Satellite Landing System, SBAS Landing System, SAFRAN Landing Systems
SLTA	Small Laser Transmitter Assembly
SMC	Stall Management Computer
SMI	Standard Message Identifier
SMS	Short Message Service
S/N	Serial Number
SND	Standby Navigation Display
SNGL	Single
SNR	Sensor
SNS	Standby Navigation System

Abbreviation	Term
SO	Second Officer
SOP	Standard Operating Procedure
SOV	Shut-off Valve
SP	Space, Sampling, Start Point, Symbol Generator
SPD	Speed
SPD BRK	Speedbrake
SPD LIM	Speed Limit
SPDB	Secondary Power Distribution Box
SPEC	Specification
SPECIF	Specification
SPLR	Spoiler
SPLY	Supply
SPM	Standard Practice Manual
SPS	Samples per Second
SPML	Special meal
SQL	Squelch
SQWK	Squawk
SR	Specific Range
S/R	Seat Row
SRA	Surveillance Radar Approach
SRE	Surveillance Radar Equipment
SRM	Stabilizer Trim/Rudder Ratio Modules
SRS	Speed Reference System
SRU	Shop Replaceable Unit
SS	Sky/Shading
SSA	Side Slip Angle
SSB	Single Side Band, Split System Breaker
SSC	Single Stroke Chime
SSCVR	Solid State Cockpit Voice Recorder
SSM	Sign Status Matrix
SSPC	Solid State Power Control
SSR	Secondary Surveillance Radar, Special service requirements
SSTP	Side Step (Approach)
SSV	Static Source Valve

Abbreviation	Term
STA	Station
STAB	Stabilizer
STABLA	Stab trim setting at ZFW
STABTO	Stab trim setting at TOW
STABZF	Stab trim setting at ZFW
STaMA	Standard Tanker Mission Avionics
STAP	Simple Text Avionics Protocol
STAR	Standard Terminal Arrival Route
STAT	Static, Status
STAT INV	Static Inverter
STBY	Standby
STC	Supplemental Type Certificate, Sensitivity Time Control
STCR	Stretcher passenger
STCM	Stabilizer Trim Control Module
STD	Standard, Scheduled Time of Departure
STEER	Steering
STL	System Torque Limiter
STRG	Steering
STS	Status
SUP	Supply
SUPPL	Supplementary
SURF	Surface
SURF-A	Surface Alerting Function
SURV	Surveillance, Surveillance System
SVCE	Service
SVCE INTPH	Service Interphone
sw	Switch
S/W	Software
SWC	Stall Warning Computer
SWMC	Stall Warning Management Computer
SWMM	Stall Warning Management Module
SWTG	Switching
SWY	Stopway
SYM	Symmetry

Abbreviation	Term
SYN	Synchronize
SYNC	Synchronization
SYNCHRO	Synchronization
SYS	System

ABBREVIATIONS - T

Ident.: 0-30-00009065.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
T	Temperature, Thrust, Time, True, Turn, Total, Tons
TA	Traffic Advisory
TAB	Temporary Abnormal Behaviour
TAC	Taxiing Aid Camera
TAC	Turnaround Companion
TACAN	Ultra-high Frequency Tactical Air Navigation Aid
TACH	Tachometer
TACS	Taxiing Aid Camera System
TACT	Tactical
TAD	Terrain Awareness and Display
TAF	Terminal Aerodrome Forecast
TAI	Thermal Anti-Ice
TA/RA	Traffic Advisory/ Resolution Advisory
TAS	True Air Speed
TASOV	Trim Air Shut-Off Valves
TASS	Temperature Assumed
TAT	Total Air Temperature
T-ATSU	Transferring ATS Unit
TAU	Estimated Time to Intercept
TAV	Trim Air Valve
TAWS	Terrain Awareness and Warning System
TBC	To Be Confirmed, To Be Continued
TBD	To Be Defined, To Be Determined, To Be Done, Time Between Decision
TBN	To Be Nominated
TBS	To Be Specified

Abbreviation	Term
TBV	Transient Bleed Valve, Turbine Bypass Valve
TC	Transfer Contactor, Tanker Commander, Tanker Configuration, Training Commander
T/C	Top of Climb, Tourist Class
TCA	Terminal Control Area, Turbine Cooling Air
TCAP	TCAS Alert Prevention, Tank Capacity
T2CAS	Traffic and Terrain Collision Avoidance System
T3CAS	Traffic and Terrain Collision Avoidance System
TCAS	Traffic Alert and Collision Avoidance System
TCC	Turbine Case Cooling, Thrust Control Computer
TCF	Terrain Clearance Floor, Trim/ Centering and Feel
TCM	Thrust Control Malfunction
TCMA	Thrust Control Malfunction Accommodation
TCP/IP	Transmission Control Protocol / Internet Protocol
TCS	Temperature Control System
TCU	Transport Cargo Unit
TCV	Temperature Control Valve
TD	Time Delay
T/D	Top of Descent, Touchdown
TDA	Tunnel Diode Amplifier
TDU	Temporary Documentary Unit
TDWR	Terminal Doppler Weather Radar
TDZ	Touchdown Zone
TE	Trailing Edge
TEF	Trailing Edge Flaps
TEI	Two Engines Inoperative, Text Element Identifier
TEL	Telephone
TEMP	Temperature
TERPS	United States Standard For Terminal Instrument Procedures
TERR	Terrain
TF	Track To Fix
TFC	Traffic
TFLEX	Flexible Temperature
TFR	Transfer
TFU	Technical Follow-up

Abbreviation	Term
TGL	Temporary Guidance Leaflet
TGT	Target
THR	Thrust, Throttle
THRSH	Threshold
THRT	Threat
THRU	Through
THS	Trimmable Horizontal Stabilizer
TIT	Turbine Inlet Temperature
TK	Tank, Track
TKE	Track Angle Error
TLA	Throttle/Thrust Lever Angle
TLB	Technical Log Book
TLM	Taxiway Landing Monitor
TLS	Tertiary Locking System
TLU	(Rudder) Travel Limiter Unit
TMA	Terminal Control Area
TMC	Thrust Management Computer
TMF	Thrust Management Function
TMLB	Technical and Maintenance Logbook
TMPY	Temporary
TMR	Timer
TMS	Thrust Management System
TMSP	Thrust Mode Select Panel
TNG	Training
TO	Takeoff
T/O	Takeoff
T.O.	Takeoff
TOBT	Target Off-Block Time
TOC	Table Of Contents, Top Of Climb
TOCG	Takeoff Center of Gravity
TOD	Takeoff Distance, Top Of Descent, Time Of Delivery
TODA	Takeoff Distance Available
TOF	Take Off Fuel
TOGA	Takeoff/ Go-Around

Abbreviation	Term
TOGW	Takeoff Gross Weight
TOL	Tolerance
TOM	Takeoff Monitoring
TOPA	EFB Takeoff Performance Application
TOR	Takeoff Run
TORA	Takeoff Run Available
TOW	Takeoff Weight
T-P	Turning Point
T-PED	Transmitting Portable Electronic Device
TPI	Tire Pressure Indication (Labinal System)
TPIC	Tire Pressure Indicating Computer
TPIS	Tire Pressure Indicating System
TPR	Turbofan Power Ratio
TR	Transformer Rectifier, Temporary Revision, Turn Radius, Transmit/Receive
T/R	Thrust Reverser
T-R	Transmitter-Receiver
TRAF	Traffic
TRANS	Transition
TRANSF	Transfer
TRC	Thrust Rating Computer
TRE	Type Rating Examiner
TREF	Reference Temperature, Flat-Rating Temperature
TRGT	Target
TRK	Track (angle)
TROPO	Tropopause
TRP	Thrust Rating Panel
TRPU	Trust Reverser Power Unit
TRU	Transformer Rectifier Unit
TRV	Travel
TSD	Time Sequence Diagram
TSE	Total System Error
TSFC	Thrust Specific Fuel Consumption
TSM	Trouble Shooting Manual
TSP	Tank Signal Processor

Abbreviation	Term
TT	Trim Tank, Total Time
TTF	Trim Tank Fuel
TTG	Time to Go
TTL	Taxi, Takeoff and Landing
TTS	Time To Station
TU	Tapping Unit
TURB	Turbulence, Turbulent, Turbine
TURBL	Turbulence
TVMC	Minimum Control Speed Temperature
TVOR	Terminal VOR
TWC	Tailwind Component
TWDL	Two Way Data Link
TWLU	Terminal Wireless LAN Unit
TWOV	Transit without Visa
TWY	Taxiway
TX	Transmission, Transmit
TX1	V/UHF1 Transmitting
TX2	V/UHF2 Transmitting
TYP	Typical

ABBREVIATIONS - U

Ident.: 0-30-00009067.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
UAC	Upper Area Control Centre
UAT	Universal Access Transceiver
UCB	Unaccompanied Courier Baggage
UD	Upper Deck
U/D	Upper Deck
UDM	User Date Module
UFD	Unit Fault Data
UHF	Ultra High Frequency
UL	Uplink
ULB	Underwater Locator Beacon

Abbreviation	Term
ULC	Universal Logic Card
ULD	Unit Load Device
UM	Unaccompanied Minor
UMNR	Unaccompanied Minor
UMTS	Universal Mobile Telecommunications System
UND	Under
UNXP	Unexpected
UNLK	Unlock
UNLKD	Unlocked
UP	Upper
U/S	Unserviceable
USB	Universal Serial Bus, Upper Side Band
UTC	Universal Time Coordinated
UTM	Universal Transverse Mercator
UV	Ultraviolet

ABBREVIATIONS - V

Ident.: 0-30-00009068.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
V	Speed, Volt, Velocity
V1	Takeoff Decision Speed, Critical Engine Failure Speed
V2	Takeoff Safety Speed, Takeoff Climb Speed
VA	Design Maneuvering Speed, Verfahrensanweisung
VAA	Value Added Applications
VAC	Volts AC
VACBI	Video and Computer-Based Instruction
VAL	Value
VAPP	Approach Speed
VAR	Variation
VASI	Visual Approach Slope Indicator
VBV	Variable Bleed Valve, Variable Bypass Valve
VC	Ventilation Controller, Calibrated airspeed
VCC	Video Control Center

Abbreviation	Term
VCP	Video Cassette Player
VCR	Video Cassette Recorder
VCS	Ventilation Control System
VCU	Video Control Unit
VD	Vertical Display, Design Dive Speed, VOR/DME
VDAR	Virtual Digital ACMS Recorder
VDC	Volts DC
VDEV	Vertical Deviation
V/DEV	Vertical Deviation
VDL	VHF Datalink
VDU	Video Distribution Unit
VECT	Vector
VEF	Engine Failure Speed
VEL	Velocity
VENT	Ventilation
VERT	Vertical
VERT DEV	Vertical Deviation
VERT REV	Vertical Revision
VFE	Maximum Flap Extended Speed
VFEN	VFE Next
VFG	Variable Frequency Generator
VFOM	Vertical Figure Of Merit
VFR	Visual Flight Rules
VFTO	Velocity Final Takeoff (Final Takeoff Speed)
VG	Vortex Generator
VGML	Vegetarian meal - Vegan
VHCU	Versatile Heating Control Unit
VHDU	Versatile Heating Data Unit
VHF	Very High Frequency
VHS	Very High Speed
VHV	Very High Voltage
VIB	Vibration
VIC	Very Important Cargo
VIGV	Variable Inlet Guide Valve

Abbreviation	Term
VIP	Very important person
VIS	Visible
VIVG	Variable Stator Vanes
V/L	VOR / Localizer
VLE	Maximum Landing Gear Extended Speed
VLML	Vegetarian meal - Lacto-Ovo
VLO	Maximum Landing Gear Operating Speed
VLOF	Lift-off Speed
VLR	Very Long Range
VLS	Lowest Selectable Speed, Lowest Safe Speed
VLV	Valve
VM	Maneuvering Speed
VMAX	Maximum Allowable Airspeed
VMAXOP	Maximum Operating Speed
VMAXTIRE	Maximum Tire Speed
VMBE	Maximum Brake Energy Speed
VMC	Visual Meteorological Conditions
VMCA	Minimum Control Speed in Flight
VMCG	Minimum Control Speed on Ground
VMCL	Minimum Control Speed for Landing
VMCL-2	Minimum Control Speed for Landing with two engines inoperative
VMIN	Minimum Operating Speed
VMO	Maximum Operating Speed
VMU	Minimum Unstick Speed
VNAV	Vertical NAVigation
VOD	Video On Demand
VOL	Volume
VOLMET	Meteorological Information For Aircraft In Flight
VOR	VHF Omnidirectional Range
VOR-D	VOR-DME
VORTAC	Collocated VOR and TACAN beacon
VOX	Voice
VPN	Approach Procedure with Vertical Guidance
VQAR	Virtual Quick Access Recorder

Abbreviation	Term
VR	Rotation Speed
VRA	Rough Air Speed
VRCP	Voice Recorder Control Panel
VREF	Landing Reference Speed
VRRM	Voice Recorder Remote Microphone
VRU	Voice Recorder Unit
VS	Reference Stalling Speed
V/S	Vertical Speed
VS1g	Stall Speed with a Load Factor of 1g
VSA	Visual Separation on Approach
VSC	Vacuum System Controller
VSCF	Variable Speed Constant Frequency
VSCU	Video System Control Unit
VSI	Vertical Speed Indicator
VSO	Volumetric Shutoff Valve
VSS	Stick Shaker Speed
VSSNG	Minimum Maneuver Margin Speed
VSV	Variable Stator Vane
VSW	Stall Warning Speed
VTAS	True Airspeed
VTGT	Target Speed
VTHR	Threshold Speed
VTO	Volumetric Topoff Level
VTP	Vertical Tail Plane
VTK	Vertical Track
VTR	Video Tape Reproducer, Variable Takeoff Rating
VU	Virtual Unit
VUN	Vulnerable Goods
VV	Velocity Vector

ABBREVIATIONS - W

Ident.: 0-30-00009069.0000001 / 14 DEC 2022
Applicable to: ALL

Abbreviation	Term
W	White, West, Weight
WAB	Weight and Balance
WACO	Water Cooler
WADU	Weather Antenna Drive Unit
WAI	Wing Anti-Ice
WAP	Wireless Access Point
WARN	Warning
WBA	Weight and Balance Application
WBBC	Weight and Ballance Backup Computer
WBC	Weight and Balance Computer
WBM	Weight and Balance Manual
WBS	Weight and Balance System
WCA	Wind Correction Angle
WC	Wind Component
WCHC	Wheelchair - C for cabin seat
WCHR	Wheelchair - R for ramp
WCHS	Wheelchair - S for steps
WD	Warning Display, Wind Direction
WDB	Wall Disconnect Box
WDO	Window
WEU	Warning Electronics Unit
WF	Fuel Consumption
WGD	Windshield Guidance Display
WGS	World Geodetic System
WGT	Weight
WHC	Window Heat Computer
WHL	Wheel
WHO	World Health Organisation
W-IFE	Wireless Inflight Entertainment
WiFi	Wireless Fidelity
WIPCU	Water Ice Protection Control Unit

Abbreviation	Term
WLAN	Wireless Local Area Network
WLDP	Warning Light Display Panel
WLG	Wing Landing Gear
WMFL	Wall Mounted Flood Light
WMS	Warning and Maintenance System
WNDW	Window
WOD	Word Of the DAY
WON	Wind On Nose
WOW	Weight On Wheels
WP	Waypoint Position
WPR	Waypoint Position Reporting, Way Point Reporting
WPT	Waypoint
WQAR	Wireless Quick Access Recorder
WQAR/DAR	Wireless Quick Access Recorder and Digital ACMS Recorder
WR	Weighing Report, Weather Radar
WS	Wind Speed, Windshield
W/S	Windshear
WSHLD	Windshield
WT	Weight
WTB	Wing Tip Brake
WWP	Water Waste Page
WX	Weather Mode
WXR	Weather Radar
WXRT	Weather Radar Receiver / Transmitter Unit
WYPT	Waypoint

ABBREVIATIONS - X/ Y/ Z

Ident.: 0-30-00009070.0000001 / 14 DEC 2022
Applicable to: ALL

X

Abbreviation	Term
X	Cross
XBAG	Excess Baggage
XCHECK	Crosscheck

Abbreviation	Term
XCVR	Transceiver
XDCR	Transducer
XFEED	Cross Feed
XFER	Transfer
XFMR	Transformer
XFR	Transfer
XING	Crossing
xLS	x Landing System (e.g. ILS, GLS,...)
XMIT	Transmit
XML	Extensible Markup Language
XMT	Transmit
XMTR	Transmitter
XPC	External Power Contactor
XPDR	Transponder
XPNDR	Transponder
XTE	Extended Trailing Edge Point
XTK	Crosstrack
XX	Cancel confirmed

Y

Abbreviation	Term
Y	Yellow, Year
YC	Tourist Class, Economy Class
Y/C	Tourist Class, Economy Class
Y/CL	Tourist Class, Economy Class
Y/D	Yaw Damper
YDM	Yaw Damper Module
YDS	Yaw Damper System
YSM	Yaw Damper Stabilizer Module

Z

Abbreviation	Term
Z	Zone, Greenwich Mean Time, Zulu (UTC), Altitude
ZF	Zero Fuel
ZFCG	Zero Fuel Center of Gravity

Abbreviation	Term
ZFW	Zero Fuel Weight
ZFWCG	Zero Fuel Weight Center of Gravity
ZP	Pressure Altitude
ZPMU	Zone Pressure Monitor Unit
ZTC	Zone Temperature Controller

SYMBOLS

Abbreviation	Term
<	less than
>	more than
≤	less than or equal to
≥	more than or equal to
=	equal to

SYMBOLS

Ident.: 0-30-00009130.0000001 / 14 DEC 2022
Applicable to: ALL

SYMBOLS

Abbreviation	Term
<	less than
>	more than
≤	less than or equal to
≥	more than or equal to
=	equal to

Airplane Codes ..... A

Localization Title	Reason
0-40 Airplane Codes	**D-AIJI / JM / JN deleted**

AIRPLANE CODES

Ident.: 0-40-00000228.0000001 / 25 MAR 2025
Applicable to: ALL

A319-112

Registration	Serial Nbr	IPC Nbr
D-AIBK	02131	1811
D-AIBL	02174	1812
D-AIBM	02262	1813
D-AIBN	02416	1814
D-AIBP	02547	1816
D-AIBQ	02652	1817

A319-114

Registration	Serial Nbr	IPC Nbr
D-AILB	00610	1202
D-AILP	00717	1213
D-AILS	00729	1215
D-AILT	00738	1216
D-AILW	00853	1218
D-AILX	00860	1219

A319-114 (SIM)

Registration	Serial Nbr	IPC Nbr
D-AILY	00875	1220

A320-211 (SIM)

Registration	Serial Nbr	IPC Nbr
D-AIQW	01367	1037

A320-214 (SIM)

Registration	Serial Nbr	IPC Nbr
D-AIZJ	04449	1047
D-AIZM	05203	1050

A320-271N

Registration	Serial Nbr	IPC Nbr
D-AIJH	11150	1633
D-AIJJ	11299	1635

A320-271N (SIM)

Registration	Serial Nbr	IPC Nbr
D-AIJC	09581	1628
D-AINH	07648	1608

A321-100 (SIM)

Registration	Serial Nbr	IPC Nbr
D-AIRN	00560	1111

A321-211

Registration	Serial Nbr	IPC Nbr
D-AEUA	01988	1195
D-AEUC	03504	1196
D-AEUI	05126	1197
D-AEUJ	05133	1198

8-5 Preamble

8-21 AIR CONDITIONING

8-23 COMMUNICATION

8-25 EQUIPMENT

8-27 FLIGHT CONTROL

8-28 FUEL

8-30 ICE AND RAIN PROTECTION

8-32 LANDING GEAR

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8-53 FUSELAGE

8-54 NACELLE / PYLON

8-57 WINGS

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8-5-10 General

General ..... A

8-5-20 Limitations

Limitations ..... A

8-5-30 Performance

Performance ..... A

GENERAL

Ident.: 8-5-10-00002882.0000001 / 28 JUN 2022
Applicable to: ALL

The CONFIGURATION DEVIATION LIST (CDL) has the character of a supplement to OM-B chapter 1, "Limitations". Operation of the aircraft without certain secondary airframe and engine parts is possible as indicated in this Configuration Deviation List. Any part not included in this list must be considered as necessary.

It is important to repair the aircraft at the first airport where repairs or replacements may reasonably be made, since additional malfunctions may require the airplane to be taken out of service.

Maintenance Procedure

Letter (M) in the “PROCEDURE” column indicates that some maintenance action is necessary to permit flight with these parts missing.

It is the Operator's responsibility to:

– Define the task sharing between the flight and maintenance crews.

– Ensure that all maintenance procedures are performed.

When items require high-speed tape, the CDL dispatch conditions are assessed considering that the tape is in the correct position and in good condition. The Operator must use an appropriate process to ensure that the dispatch conditions are satisfied. The Operator must define this process in accordance with its specific operations.

Note: *Unless otherwise specified in the CDL item or the relevant AMM task, a visual inspection of the high-speed tape must be made at a regular interval that must not exceed 3 calendar days.*

The CDL maintenance procedures are published in the AMM. The CDL item number may be used to find the associated task in the AMM via the dedicated function of AirN@v.

Classification

In respect to their classification, all CDL items are important (I), unless marked as Handicap (H) or Minor (M).

Note: *The sign “-” in “NUMBER INSTALLED” column indicates that the quantity is variable.*
The illustrations included in this Configuration Deviation List are given only for information to facilitate location of missing items and must not be considered as approved data.
Items numbering is used for item identification only. As a consequence it may appear some gaps in the item numbering sequence of a given aircraft.

LIMITATIONS

Ident.: 8-5-20-00002883.0000001 / 28 JUN 2022
Applicable to: ALL

No more than one part of one system may be missing except if otherwise specified. Parts of different systems may be simultaneously missing, unless otherwise specified in this list.

When missing part introduces additional limitation(s), this limitation is indicated in the dispatch condition of the item of this list. This limitation comes in addition to the ones of the OM-B chapter 1 “LIMITATIONS”. This limitation must be clearly indicated by a placard on the pilot's instrument panel.

When an CDL dispatch condition refers to the MEL, the minimum number of equipment required for dispatch is the most limiting of the two documents.

PERFORMANCE

Ident.: 8-5-30-00002884.0000001 / 28 JUN 2022
Applicable to: ALL

Performance penalties are cumulative unless specific penalties for particular combinations of missing items are indicated.

These takeoff, en route and landing penalties apply to the most limiting corresponding weight.

If performance penalties are not indicated for removed items, no more than three of such items can be missing without taking further penalty. If more than three of such items are missing together, the following performance penalties are applicable per additional missing item:

– Takeoff and approach climb performance limiting weights are reduced by 50 kg (110 lb)

– En route performance limiting weight is reduced by 60 kg (132 lb) (i.e. corresponding to a 60 ft decrease of en-route net ceiling).

8-21-01 Ram Air Inlet Flap

21-01 Ram Air Inlet Flap ..... A
Illustration Ram Air Inlet Flap ..... B

8-21-02 Ram Air Outlet Flap

21-02 Ram Air Outlet Flap ..... A
Illustration Ram Air Outlet Flap ..... B

8-21-03 Ram Air Inlet Leading Edge

21-03 Ram Air Inlet Leading Edge ..... A
Illustration Ram Air Inlet Leading Edge ..... B

21-01	Ram Air Inlet Flap

Ident.: 8-21-01-00002890.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

21-01 RAM AIR INLET FLAP	Quantity installed 2

(m) *Refer to AMM Task 21-61-00-040-004*

All may be missing.

Note: 1. *May be combined with CDL item 21-02 (Refer to 8-21-02 Ram Air Outlet Flap).*
2. *System performance in heating mode may be decreased.*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable per missing inlet flap:

  – Takeoff and approach climb performance limiting weights are reduced by 127 kg (279 lb)

  – En-route performance limiting weight is reduced by 144 kg (317 lb)

  – Fuel consumption is increased by 0.32 %.

  When combined with CDL item 21-02 (*Refer to 8-21-02 Ram Air Outlet Flap*) of the same pack, the following performance penalties are applicable per affected pack:

  – Takeoff and approach climb performance limiting weights are reduced by 190 kg (418 lb)

  – En route performance limiting weight is reduced by 216 kg (476 lb)

  – Fuel consumption is increased by 0.47 %.

Refer to 8-21-01 Illustration Ram Air Inlet Flap

21-01	Ram Air Inlet Flap

Ident.: 8-21-01-00002890.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW, D-AIZJ, D-AIZM

21-01 RAM AIR INLET FLAP	Quantity installed 2

(m) *Refer to AMM Task 21-61-00-040-004*

All may be missing.

Note: *System performance in heating mode will be decreased.*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable per missing flap:

  – Takeoff and approach climb performance limiting weights are reduced by 190 kg (418 lb)

  – En route performance limiting weight is reduced by 216 kg (476 lb)

  – Fuel consumption is increased by 0.53 %.

Refer to 8-21-01 Illustration Ram Air Inlet Flap

21-01	Ram Air Inlet Flap

Ident.: 8-21-01-00002890.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

21-01 RAM AIR INLET FLAP	Quantity installed 2

(m) *Refer to AMM Task 21-61-00-040-004*

All may be missing.

Note: *System performance in heating mode will be decreased.*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable per missing flap:

  – Takeoff performance limiting weight is reduced by 143 kg (315 lb)

  – Approach climb limiting weight is reduced by 71 kg (157 lb)

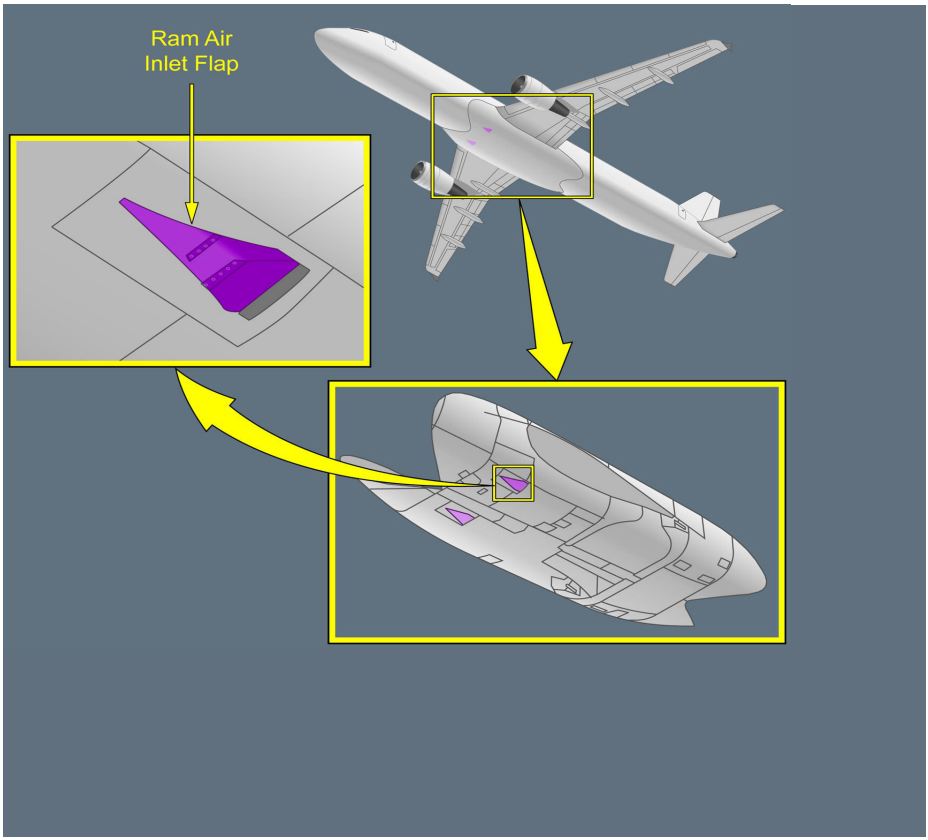
  – En route performance limiting weight is reduced by 184 kg (406 lb)

  – Fuel consumption is increased by 0.32 %.

Refer to 8-21-01 Illustration Ram Air Inlet Flap

ILLUSTRATION RAM AIR INLET FLAP

Ident.: 8-21-01-00002891.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions: *Refer to 8-21-01 Ram Air Inlet Flap*

21-02	Ram Air Outlet Flap

Ident.: 8-21-02-00002892.0000001 / 23 FEB 2023
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

21-02 RAM AIR OUTLET FLAP	Quantity installed 2

(m) *Refer to AMM Task 21-61-00-040-005*

All may be missing.

Note: 1. *May be combined with CDL item 21-01 (Refer to 8-21-01 Ram Air Inlet Flap).*
2. *System performance in heating mode may be decreased.*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  When combined with CDL item 21-01 (*Refer to 8-21-01 Ram Air Inlet Flap*) of the same pack, the following performance penalties are applicable per affected pack:

  – Takeoff and approach climb performance limiting weights are reduced by 190 kg (418 lb)

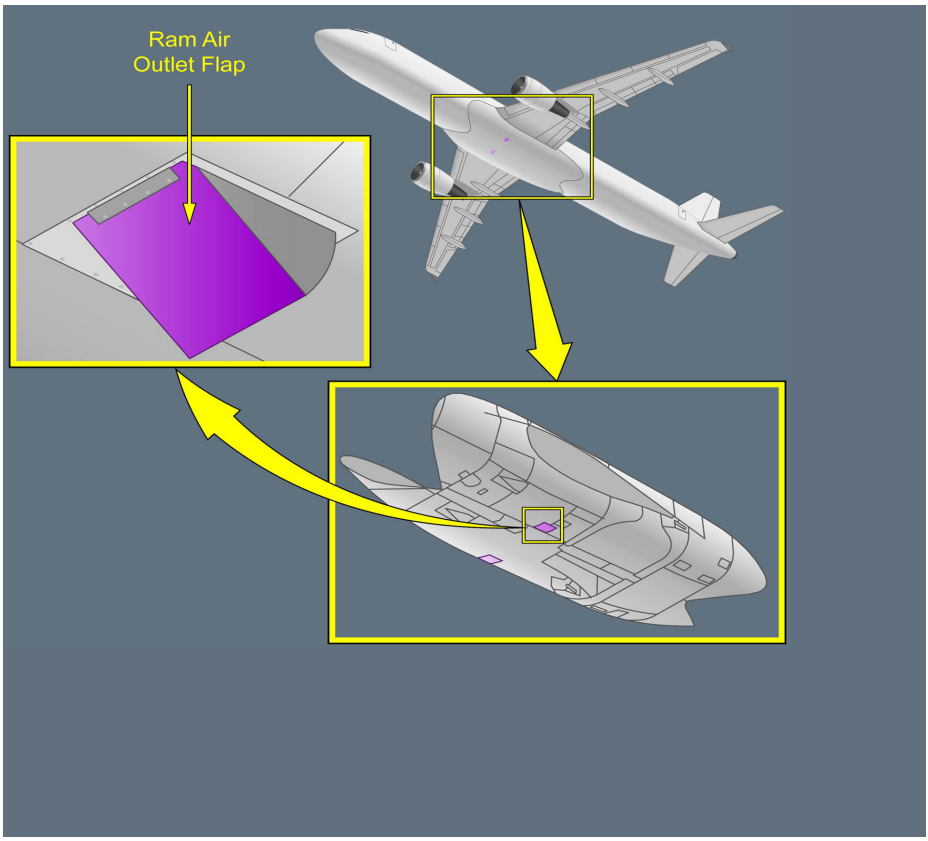
  – En route performance limiting weight is reduced by 216 kg (476 lb)

  – Fuel consumption is increased by 0.47 %.

Refer to 8-21-02 Illustration Ram Air Outlet Flap

ILLUSTRATION RAM AIR OUTLET FLAP

Ident.: 8-21-02-00002893.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN



For dispatch conditions: *Refer to 8-21-02 Ram Air Outlet Flap*

21-03	Ram Air Inlet Leading Edge

Ident.: 8-21-03-00002894.0000001 / 28 JUN 2022
Applicable to: ALL

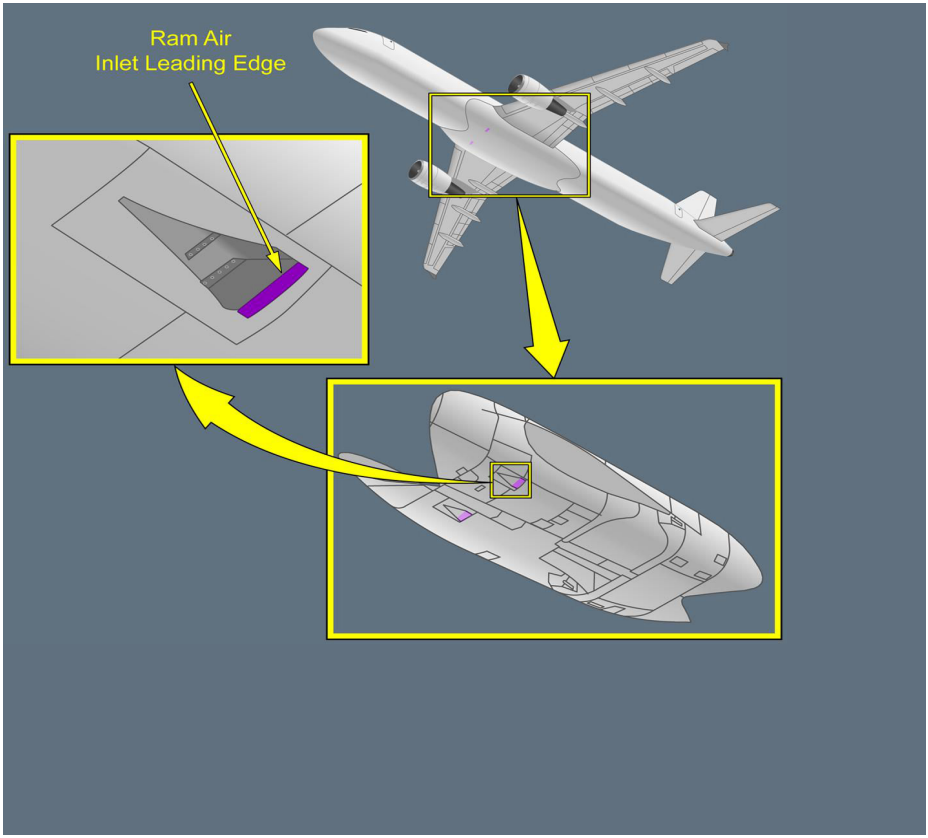
21-03 RAM AIR INLET LEADING EDGE	Quantity installed 2

One may be missing provided the associated pack is turned off (*Refer to 9-MI-21-52-01 Air Conditioning Pack*).

Refer to 8-21-03 Illustration Ram Air Inlet Leading Edge

ILLUSTRATION RAM AIR INLET LEADING EDGE

Ident.: 8-21-03-00002895.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-21-03 Ram Air Inlet Leading Edge*

8-23-01 Static Discharger

23-01 Static Discharger ..... A
Illustration Static Discharger ..... B

8-23-03 Interphone Jack Cover Spring

23-03 Interphone Jack Cover Spring ..... A
Illustration Interphone Jack Cover Spring ..... B

23-01	Static Discharger

Ident.: 8-23-01-00002896.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-01 STATIC DISCHARGER	Quantity installed -

20 % of static dischargers may be missing or inoperative on each the following areas:

– RIGHT wing

– LEFT wing

– Vertical stabilizer (including rudder)

– RIGHT horizontal stabilizer (including elevator)

– LEFT horizontal stabilizer (including elevator).

Note: 1. *If a static discharger is missing or inoperative on a flap track fairing, the VHF and HF sound quality may be slightly degraded.*

2. *When combined with the case of dispatch with a wing tip fence missing, 20 % of the remaining static dischargers of the affected wing are allowed to be inoperative or missing (Refer to 8-57-01 Wing Tip Fence).*

Refer to 8-23-01 Illustration Static Discharger

23-01	Static Discharger

Ident.: 8-23-01-00002896.0000002 / 28 JUN 2022
Criteria: A320 (-AINH)
Applicable to: D-AINH

23-01 STATIC DISCHARGER	Quantity installed -

20 % of static dischargers may be missing or inoperative on each of the following areas:

– RIGHT wing

– LEFT wing

– Vertical stabilizer (including rudder)

– RIGHT horizontal stabilizer (including elevator)

– LEFT horizontal stabilizer (including elevator).

Note: 1. *Only one static discharger may be missing per sharklet.*
2. *If a static discharger is missing or inoperative on a flap track fairing, the VHF and HF sound quality may be slightly degraded.*

Refer to 8-23-01 Illustration Static Discharger

23-01	Static Discharger

Ident.: 8-23-01-00002896.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ)
Applicable to: D-AIJC, D-AIJH, D-AIJJ

23-01 STATIC DISCHARGER	Quantity installed -

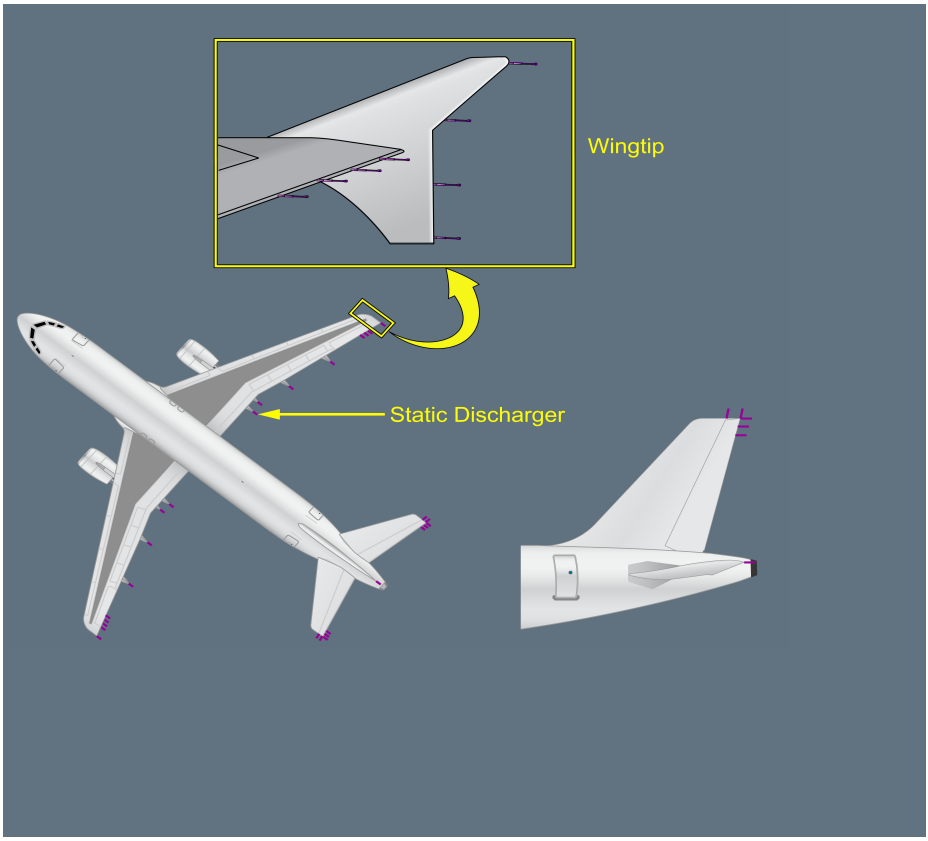
One static discharger may be missing or inoperative on each of the following areas:

– RIGHT wing
– LEFT wing
– Vertical stabilizer (including rudder)
– RIGHT horizontal stabilizer (including elevator)
– LEFT horizontal stabilizer (including elevator).

Refer to 8-23-01 Illustration Static Discharger

ILLUSTRATION STATIC DISCHARGER

Ident.: 8-23-01-00002897.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

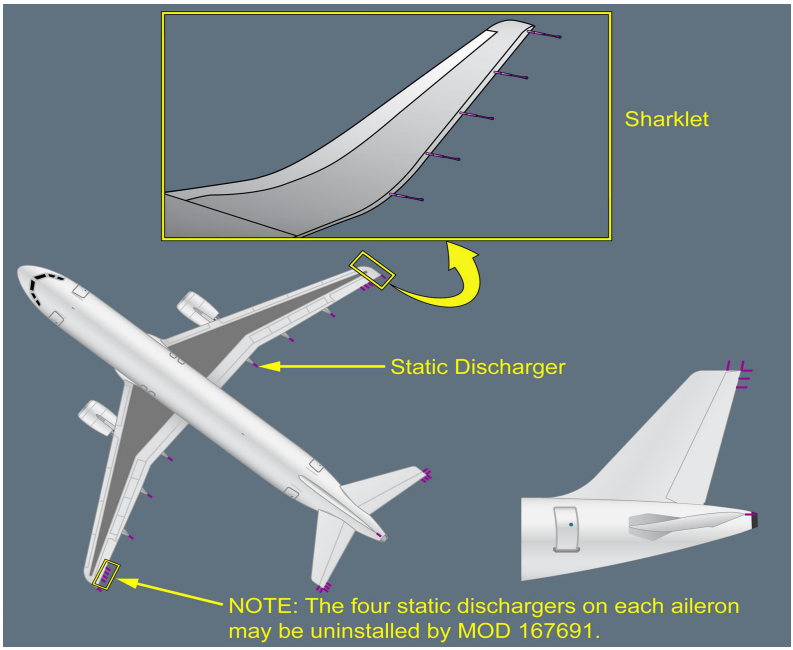


Note: *The engine pylons static dischargers may be uninstalled per Service Bulletin 23-1299. The aircraft configuration regarding the SB 23-1299 defines the number of static dischargers installed.*

For dispatch conditions:*Refer to 8-23-01 Static Discharger*

ILLUSTRATION STATIC DISCHARGER

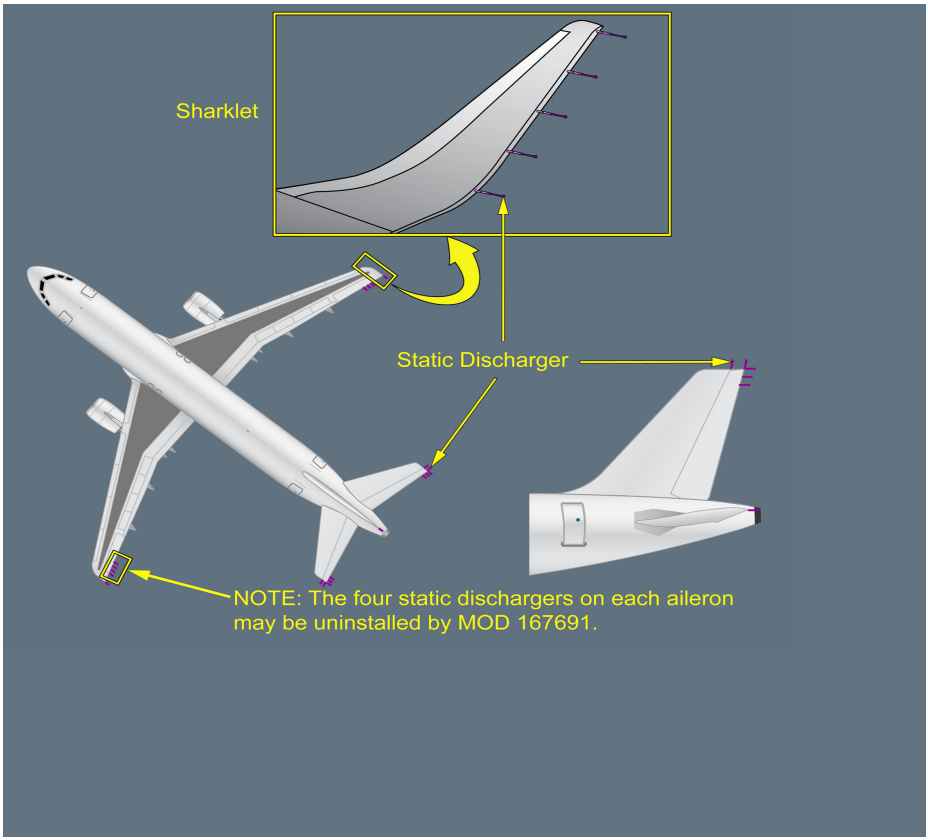
Ident.: 8-23-01-00002897.0000002 / 28 JUN 2022
Criteria: A320 (-AINH)
Applicable to: D-AINH



For dispatch conditions: *Refer to 8-23-01 Static Discharger*

ILLUSTRATION STATIC DISCHARGER

Ident.: 8-23-01-00002897.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ)
Applicable to: D-AIJC, D-AIJH, D-AIJJ



For dispatch conditions:*Refer to 8-23-01 Static Discharger*

23-03	Interphone Jack Cover Spring

Ident.: 8-23-03-00002898.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

23-03 INTERPHONE JACK COVER SPRING	Quantity installed 2

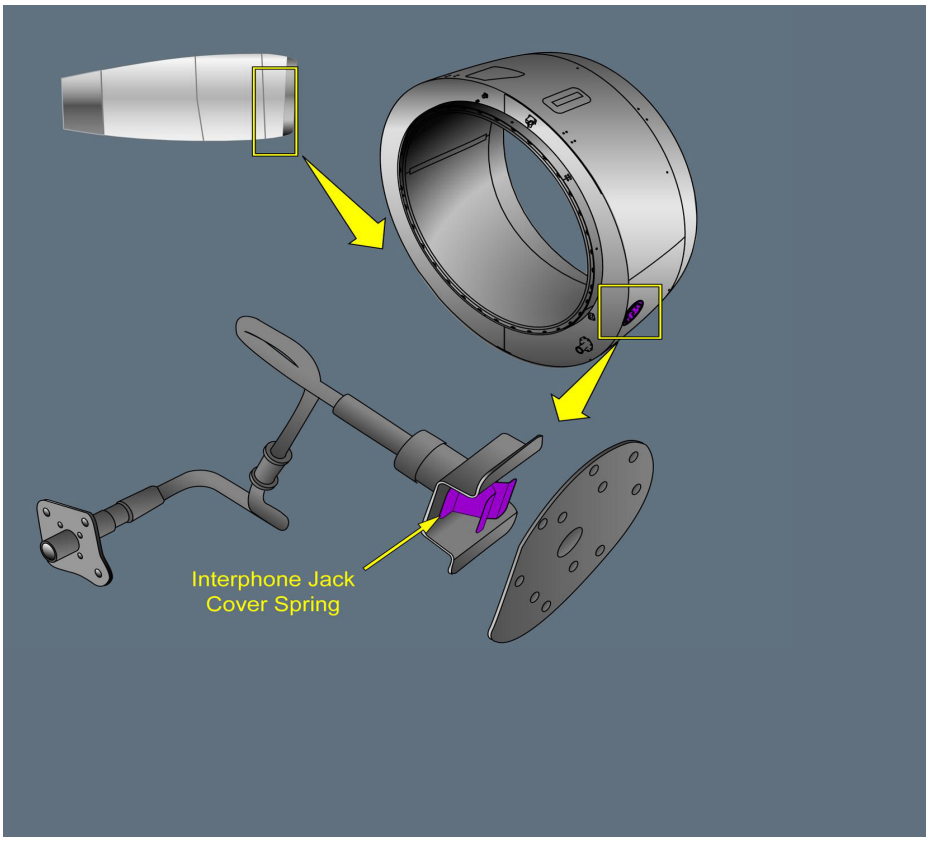
(m) *Refer to AMM Task 23-44-00-040-802*

All may be missing provided the hole is covered.

Refer to 8-23-03 Illustration Interphone Jack Cover Spring

ILLUSTRATION INTERPHONE JACK COVER SPRING

Ident.: 8-23-03-00002899.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-23-03 Interphone Jack Cover Spring*

8-25-01 ELT Antenna

25-01 ELT Antenna ..... A
Illustration ELT Antenna ..... B

25-01	ELT Antenna

Ident.: 8-25-01-00012696.0000001 / 14 MAY 2024
Applicable to: ALL

25-01 ELT ANTENNA	Quantity installed 1

(m) *Refer to AMM Task 25-65-00-040-002*

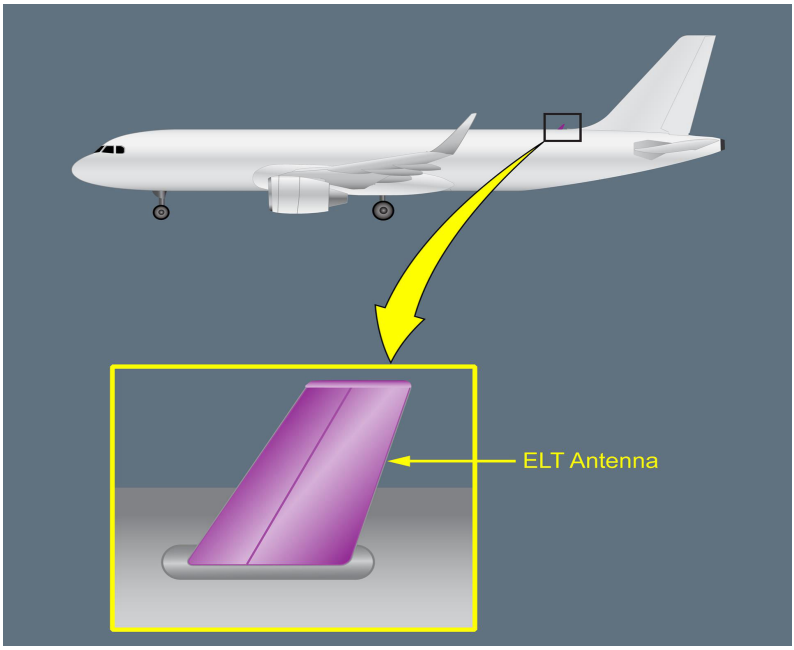
The antenna blade may be missing provided that the base plate is still in place and the ELT is deactivated. A visual inspection must be performed before each flight to ensure that there is no additional damage or contamination.

The ELT antenna must be considered inoperative. (*Refer to 9-MI-25-65-05 Automatic Emergency Locator Transmitter (if installed)*).

Refer to 8-25-01 Illustration ELT Antenna

ILLUSTRATION ELT ANTENNA

Ident.: 8-25-01-00012697.0000001 / 14 MAY 2024
Applicable to: ALL



For dispatch conditions: *Refer to 8-25-01 ELT Antenna*

8-27-01 Flap Track Fairing

27-01 Flap Track Fairing ..... A
Illustration Flap track fairing ..... B

8-27-02 Flap Track Fairing 1A Extension

27-02 Flap Track Fairing 1A Extension ..... A
Illustration Flap track fairing 1A extension ..... B

8-27-03 Slat Track Closing Plate

27-03 Slat Track Closing Plate ..... A
Illustration Slat track closing plate ..... B

8-27-05 Access Panel for Bearings at Elevator

27-05 Access Panel for Bearings at Elevator ..... A
Illustration Access panel for bearings at elevator ..... B

8-27-06 Flap Track Fairing Rear Top Cover and Tail Cone

27-06 Flap Track Fairing Rear Top Cover and Tail Cone ..... A
Illustration Flap track fairing rear top cover and tail cone ..... B

8-27-07 Rubber Seal under Slat

27-07 Rubber Seal under Slat ..... A
Illustration Rubber seal under slat ..... B

8-27-08 Seal Between Inboard and Outboard Flap

27-08 Seal Between Inboard and Outboard Flap ..... A
Illustration Seal Between Inboard and Outboard Flap ..... B

8-27-09 Inboard Aileron Edge to Wing Seal

27-09 Inboard Aileron Edge to Wing Seal ..... A
Illustration Inboard Aileron to Wing Seal ..... B

8-27-10 Slat End Seal and Weather Seal

27-10 Slat End Seal and Weather Seal ..... A
Illustration Slat End Seal and Weather Seal ..... B

8-27-11 Slat Track Filler Block

27-11 Slat Track Filler Block ..... A

Illustration Slat track filler block ..... B

8-27-12 Slat Track Sealing Packer

27-12 Slat Track Sealing Packer ..... A
Illustration Slat track sealing packer ..... B

8-27-13 Inter-flap Cushion Seal

27-13 Inter-flap Cushion Seal ..... A
Illustration Inter-flap cushion seal ..... B

8-27-14 Flap Track Moveable Fairing Seal

27-14 Flap Track Moveable Fairing Seal ..... A
Illustration Moveable flap track fairing seal ..... B

8-27-15 Flap Track Fixed Fairing Seal

27-15 Flap Track Fixed Fairing seal ..... A
Illustration Fixed flap track fairing seal ..... B

8-27-16 Flap Track Moveable Fairing Pivot Cover

27-16 Flap Track Moveable Fairing Pivot Cover ..... A
Illustration Flap Track Moveable Fairing Pivot Cover ..... B

8-27-17 Flap Tab Fairing

27-17 Flap Tab Fairing ..... A
Illustration Flap Tab Fairing ..... B

27-01	Flap Track Fairing

Ident.: 8-27-01-00002900.0000002 / 15 DEC 2023
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

27-01 FLAP TRACK FAIRING	Quantity installed 6

(m) *Refer to AMM Task 57-55-00-040-001*

One fairing may be partly or completely missing.

Note:
1. *When the forward part of the fairing is missing, the aft part must be removed.*
2. *When the aft part of the fairing is missing, the forward part may remain installed.*
3. *May be combined with CDL items:*
   - *27-08 (Refer to 8-27-08 Seal Between Inboard and Outboard Flap)*
   - *27-13 (Refer to 8-27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

  - Takeoff and approach climb performance limiting weights are reduced by 1430 kg (3153 lb)
  - En route performance limiting weight is reduced by 1575 kg (3472 lb)
  - Fuel consumption is increased by 2.81 %.

Refer to 8-27-01 Illustration Flap Track Fairing

27-01	Flap Track Fairing

Ident.: 8-27-01-00002900.0000003 / 15 DEC 2023
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

27-01 FLAP TRACK FAIRING	Quantity installed 6

(m) *Refer to AMM Task 57-55-00-040-001*

One fairing may be partly or completely missing.

Note:
1. *When the forward part of the fairing is missing, the aft part must be removed.*
2. *When the aft part of the fairing is missing, the forward part may remain installed.*

3. *May be combined with CDL items:*
   - *27-08 (Refer to 8-27-08 Seal Between Inboard and Outboard Flap)*
   - *27-13 (Refer to 8-27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

  - Takeoff performance limiting weight is reduced by 1328 kg (2928 lb)
  - Approach climb limiting weight is reduced by 664 kg (1464 lb)
  - En route performance limiting weight is reduced by 1980 kg (4365 lb)
  - Fuel consumption is increased by 3.14 %.

Refer to 8-27-01 Illustration Flap Track Fairing

27-01	Flap Track Fairing

Ident.: 8-27-01-00002900.0000005 / 15 DEC 2023
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

27-01 FLAP TRACK FAIRING	Quantity installed 6

(m) *Refer to AMM Task 57-55-00-040-001*

One fairing may be partly or completely missing.

Note:
1. *When the forward part of the fairing is missing, the aft part must be removed.*
2. *When the aft part of the fairing is missing, the forward part may remain installed.*
3. *May be combined with CDL items:*
   - *27-08 (Refer to 8-27-08 Seal Between Inboard and Outboard Flap)*
   - *27-13 (Refer to 8-27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

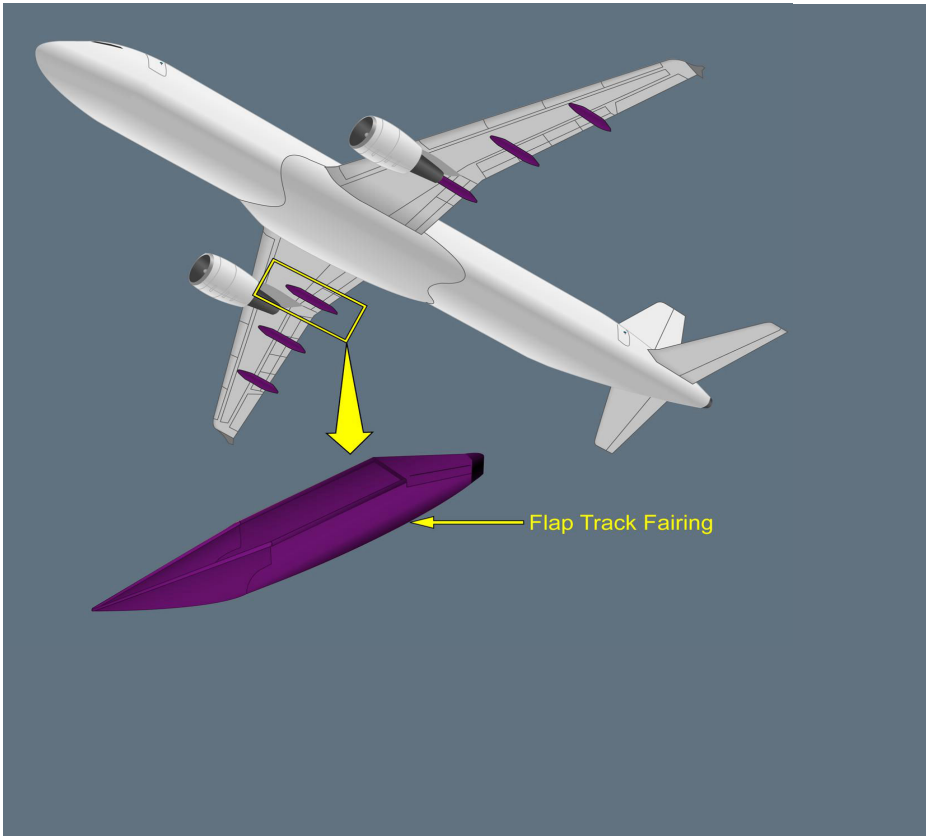
  - Takeoff and approach climb performance limiting weights are reduced by 1180 kg (2601 lb)
  - En route performance limiting weight is reduced by 1620 kg (3571 lb)

– Fuel consumption is increased by 3.14 %.

Refer to 8-27-01 Illustration Flap Track Fairing

ILLUSTRATION FLAP TRACK FAIRING

Ident.: 8-27-01-00002901.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-01 Flap Track Fairing*

27-02	Flap Track Fairing 1A Extension

Ident.: 8-27-02-00002902.0000001 / 15 DEC 2023
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

27-02 FLAP TRACK FAIRING 1A EXTENSION	Quantity installed 2

All may be missing.

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable per missing extension:

  – Takeoff and approach climb performance limiting weights are reduced by 120 kg (265 lb)

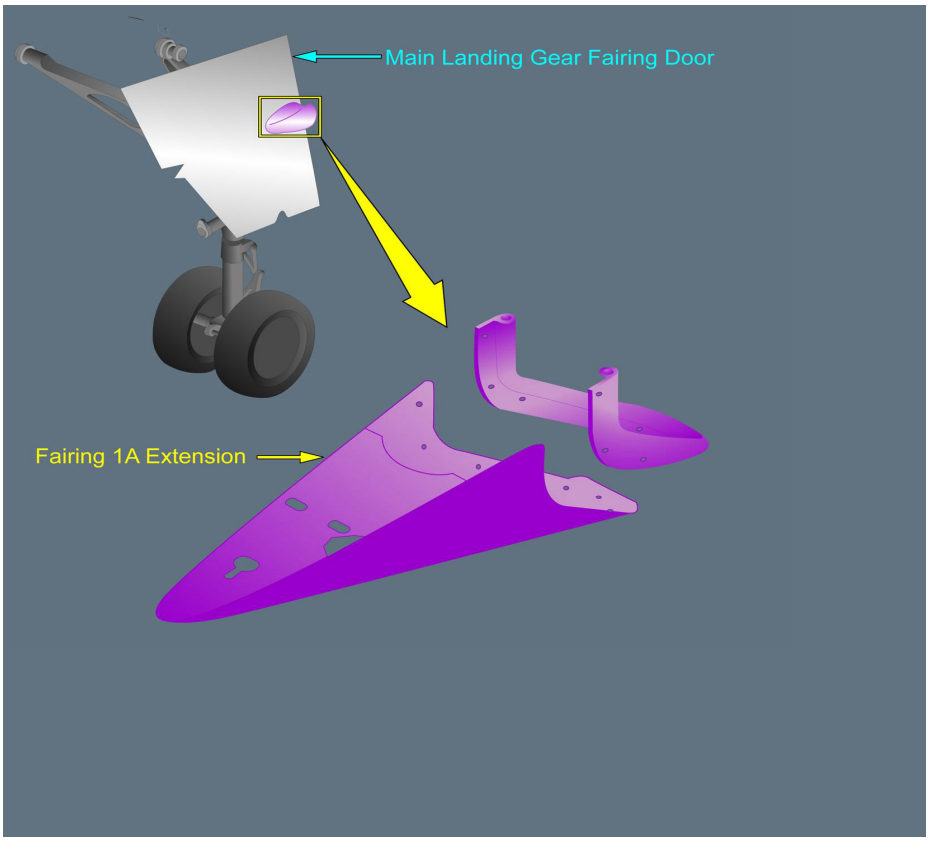
  – En route performance limiting weight is reduced by 131 kg (289 lb)

  – Fuel consumption is increased by 0.26 %.

Refer to 8-27-02 Illustration Flap Track Fairing 1A Extension

ILLUSTRATION FLAP TRACK FAIRING 1A EXTENSION

Ident.: 8-27-02-00002903.0000001 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN



For dispatch conditions:*Refer to 8-27-02 Flap Track Fairing 1A Extension*

27-03	Slat Track Closing Plate

Ident.: 8-27-03-00002904.0000001 / 28 JUN 2022
Applicable to: ALL

27-03 SLAT TRACK CLOSING PLATE	Quantity installed 24

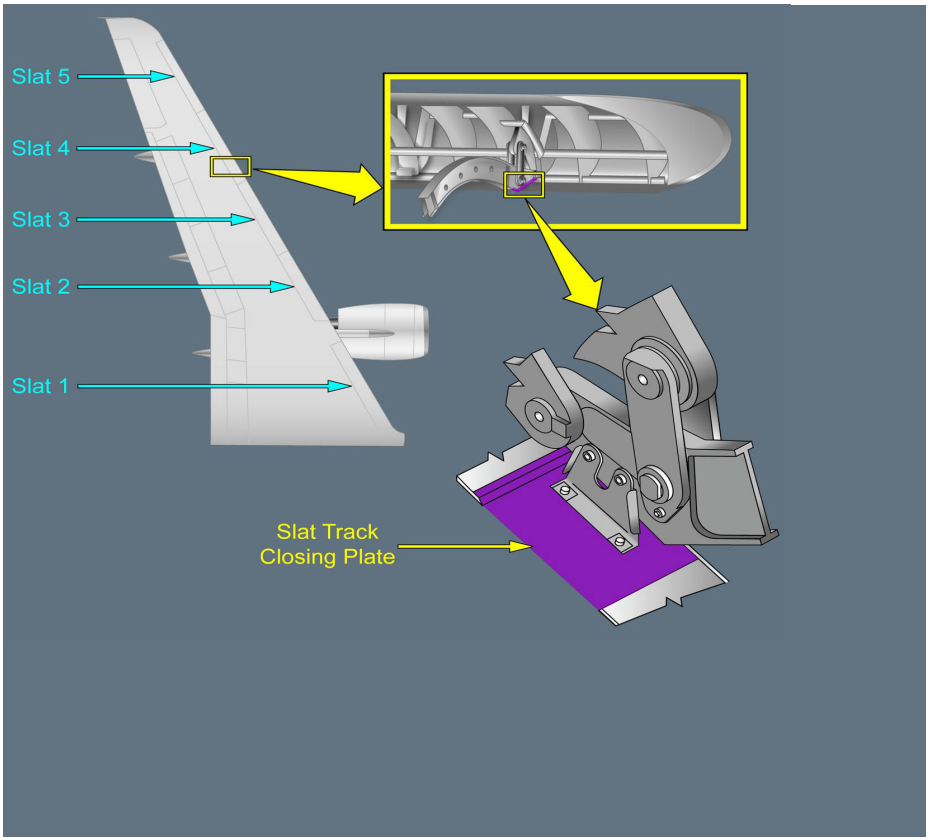
Two may be missing.

Note: *May be combined with MCDL item 27-16 (Refer to 8-27-16 Flap Track Moveable Fairing Pivot Cover).*

Refer to 8-27-03 Illustration Slat Track Closing Plate

ILLUSTRATION SLAT TRACK CLOSING PLATE

Ident.: 8-27-03-00002905.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions: *Refer to 8-27-03 Slat Track Closing Plate*

27-05	Access Panel for Bearings at Elevator

Ident.: 8-27-05-00002906.0000001 / 28 JUN 2022
Applicable to: ALL

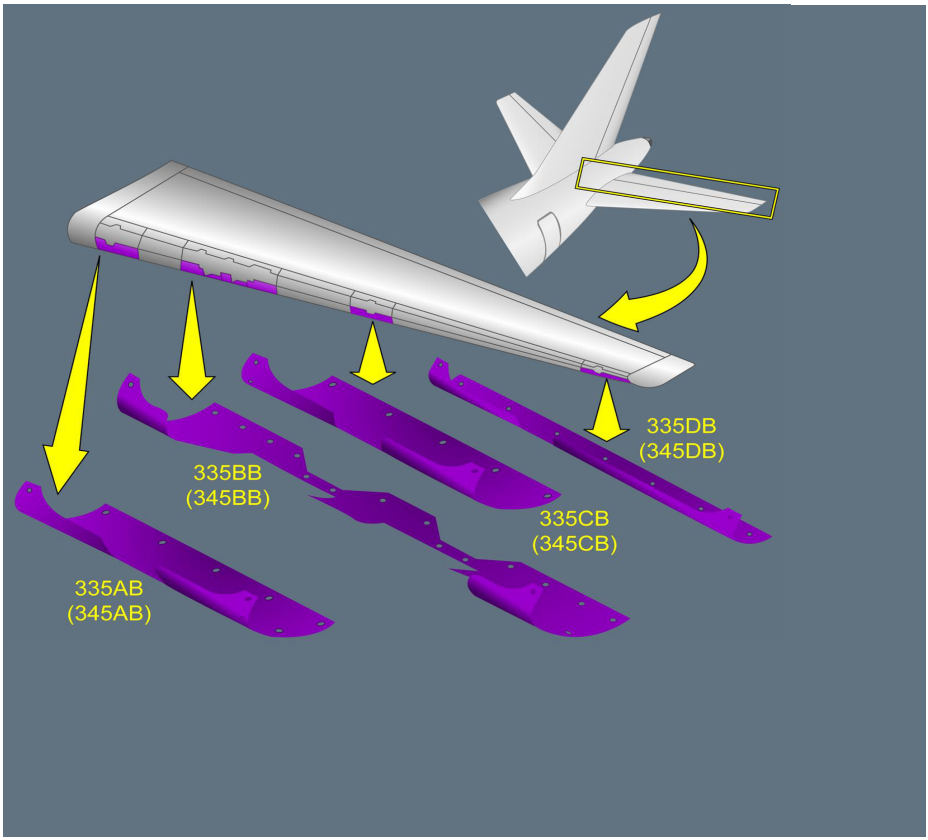
27-05 ACCESS PANEL FOR BEARINGS AT ELEVATOR	Quantity installed 8

Two may be missing.

Refer to 8-27-05 Illustration Access Panel for Bearings at Elevator

ILLUSTRATION ACCESS PANEL FOR BEARINGS AT ELEVATOR

Ident.: 8-27-05-00002907.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-05 Access Panel for Bearings at Elevator*

27-06	Flap Track Fairing Rear Top Cover and Tail Cone

Ident.: 8-27-06-00002908.0000001 / 28 JUN 2022
Applicable to: ALL

27-06 FLAP TRACK FAIRING REAR TOP COVER AND TAIL CONE	Quantity installed -

(m) *Refer to AMM Task 57-55-00-040-002*

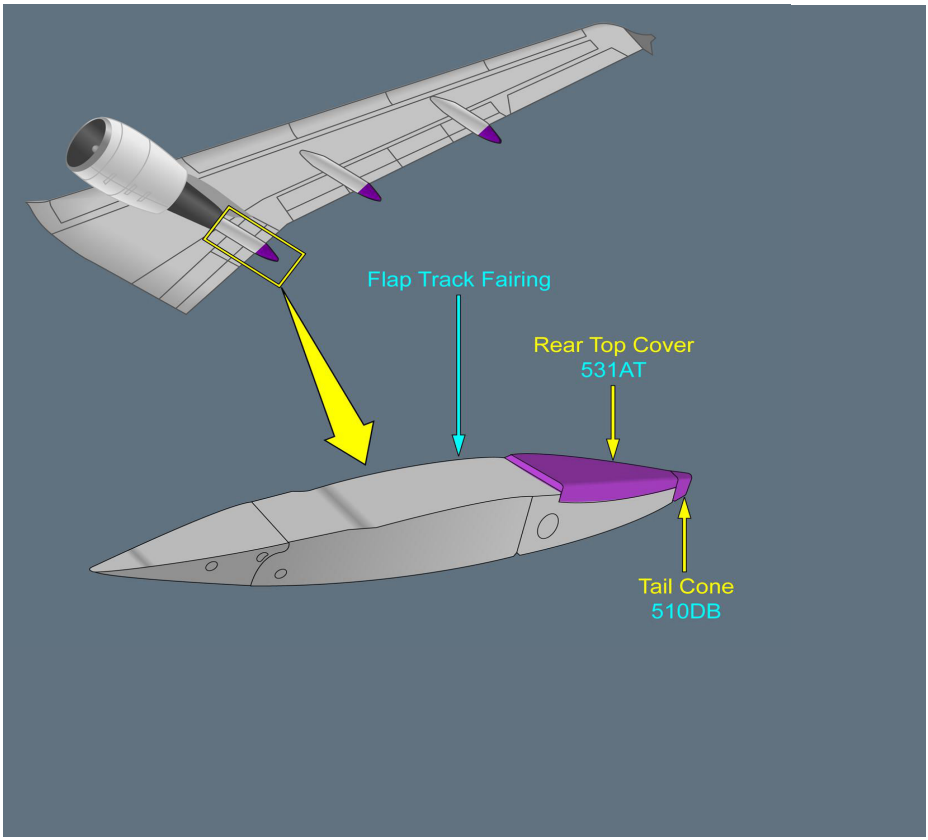
Both may be missing on two flap track fairings.

Note: 1. *When the tail cone is missing, the rear top cover may remain installed.*
2. *When the rear top cover is missing, the associated tail cone must be removed.*

Refer to 8-27-06 Illustration Flap Track Fairing Rear Top Cover and Tail Cone

ILLUSTRATION FLAP TRACK FAIRING REAR TOP COVER AND TAIL CONE

Ident.: 8-27-06-00002909.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-06 Flap Track Fairing Rear Top Cover and Tail Cone*

27-07	Rubber Seal under Slat

Ident.: 8-27-07-00002910.0000001 / 28 JUN 2022
Applicable to: ALL

27-07 RUBBER SEAL UNDER SLAT	Quantity installed -

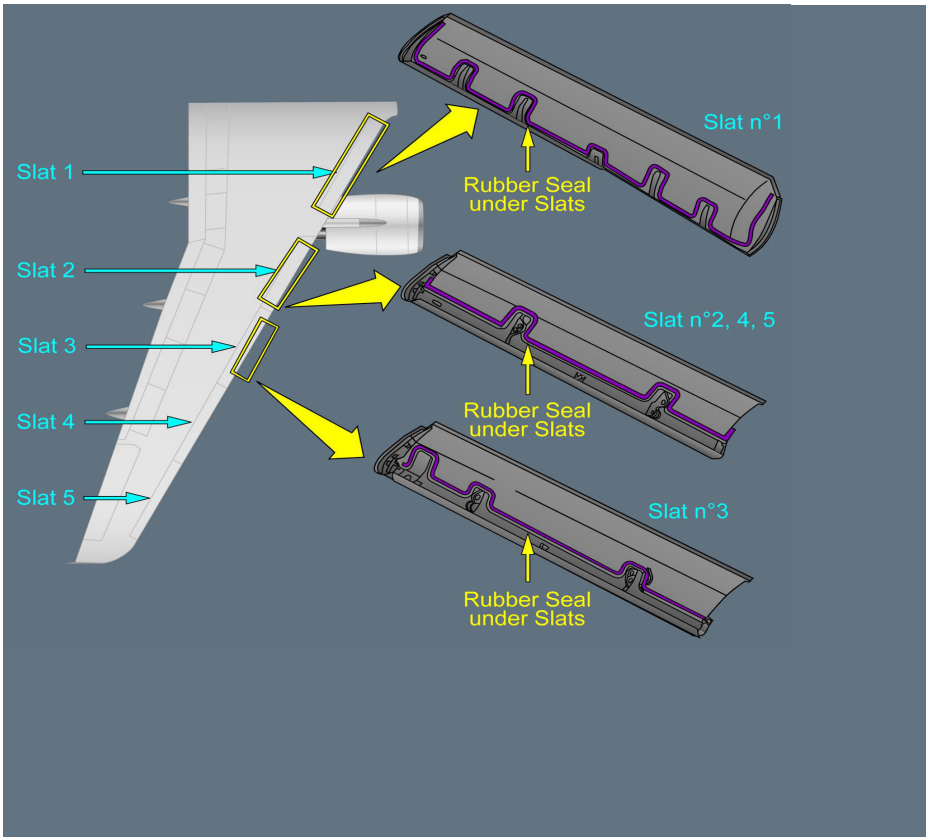
(m) *Refer to AMM Task 57-40-00-040-001*

1 m (39.3 in) per slat may be missing.

Refer to 8-27-07 Illustration Rubber Seal under Slat

ILLUSTRATION RUBBER SEAL UNDER SLAT

Ident.: 8-27-07-00002911.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-07 Rubber Seal under Slat*

27-08	Seal Between Inboard and Outboard Flap

Ident.: 8-27-08-00002912.0000001 / 15 DEC 2023
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

27-08 SEAL BETWEEN INBOARD AND OUTBOARD FLAP	Quantity installed 6

Three may be missing.

Note: *May be combined with MCDL items:*
- *27-01 (Refer to AFM/MCDL-27-01 27-01 Flap Track Fairing)*
- *27-13 (Refer to AFM/MCDL-27-13 27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb) per missing seal

  – En route performance limiting weight is reduced by 72 kg (159 lb) per missing seal

  – If two or more seals are missing, fuel consumption is increased by 0.16 % per missing seal.

Refer to 8-27-08 Illustration Seal between Inboard and Outboard Flap

27-08	Seal Between Inboard and Outboard Flap

Ident.: 8-27-08-00002912.0000002 / 15 DEC 2023
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

27-08 SEAL BETWEEN INBOARD AND OUTBOARD FLAP	Quantity installed 6

Three may be missing.

Note: *May be combined with CDL items:*
- *27-01 (Refer to 8-27-01 Flap Track Fairing)*
- *27-13 (Refer to 8-27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

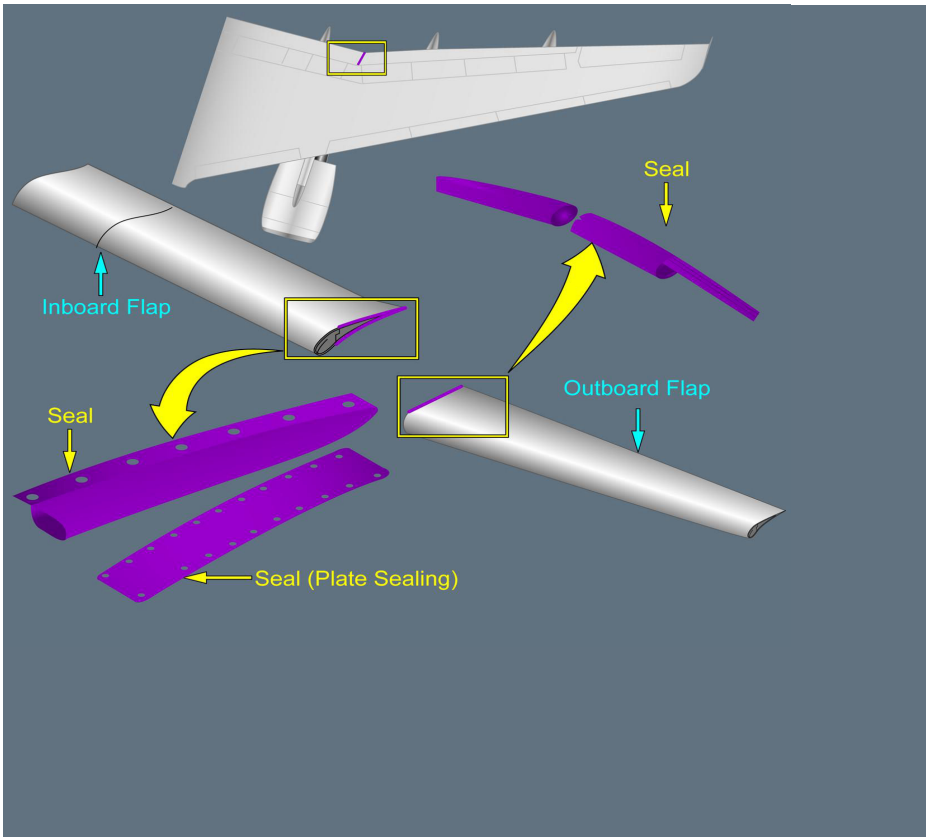
The following performance penalties are applicable:

- Takeoff performance limiting weight is reduced by 71 kg (157 lb) per missing seal
- En route performance limiting weight is reduced by 92 kg (203 lb) per missing seal
- If two or more seals are missing:
  - Approach climb limiting weight is reduced by 36 kg (79 lb) per missing seal
  - Fuel consumption is increased by 0.16 % per missing seal.

Refer to 8-27-08 Illustration Seal between Inboard and Outboard Flap

ILLUSTRATION SEAL BETWEEN INBOARD AND OUTBOARD FLAP

Ident.: 8-27-08-00002913.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-08 Seal Between Inboard and Outboard Flap*

27-09	Inboard Aileron Edge to Wing Seal

Ident.: 8-27-09-00002914.0000001 / 28 JUN 2022
Applicable to: ALL

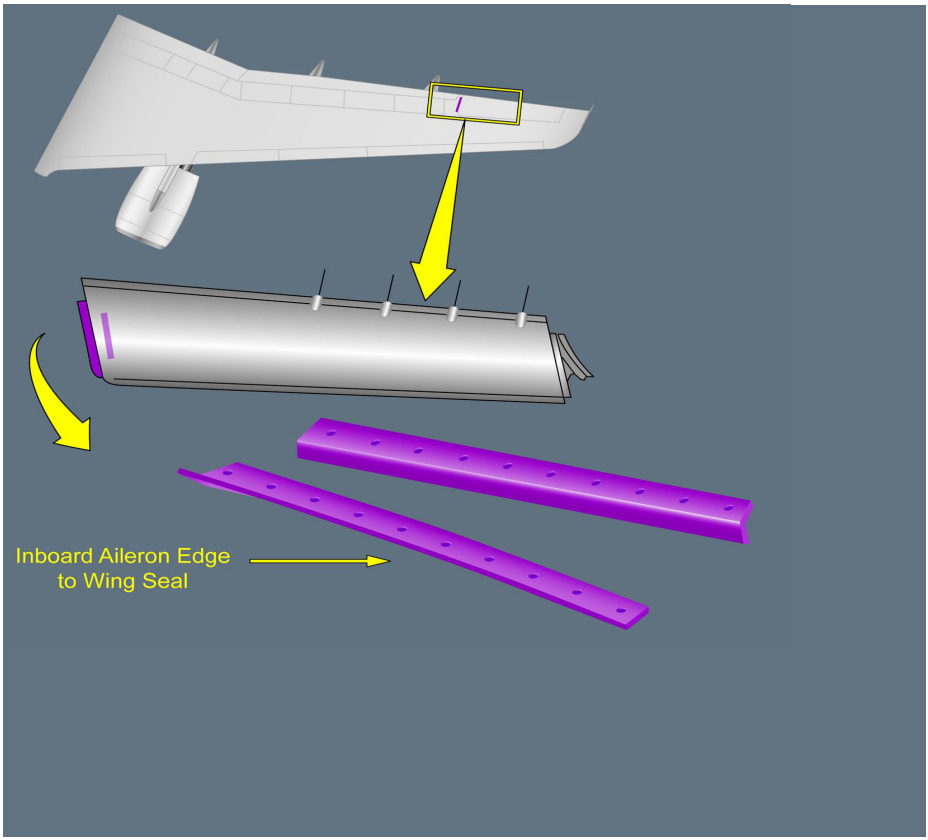
27-09 INBOARD AILERON EDGE TO WING SEAL	Quantity installed 4

One seal per aileron may be partially or completely missing provided that any loose or flapping seal material is cut off.

Refer to 8-27-09 Illustration Inboard Aileron to Wing Seal

ILLUSTRATION INBOARD AILERON TO WING SEAL

Ident.: 8-27-09-00002915.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-09 Inboard Aileron Edge to Wing Seal*

27-10	Slat End Seal and Weather Seal

Ident.: 8-27-10-00002916.0000001 / 28 JUN 2022
Applicable to: ALL

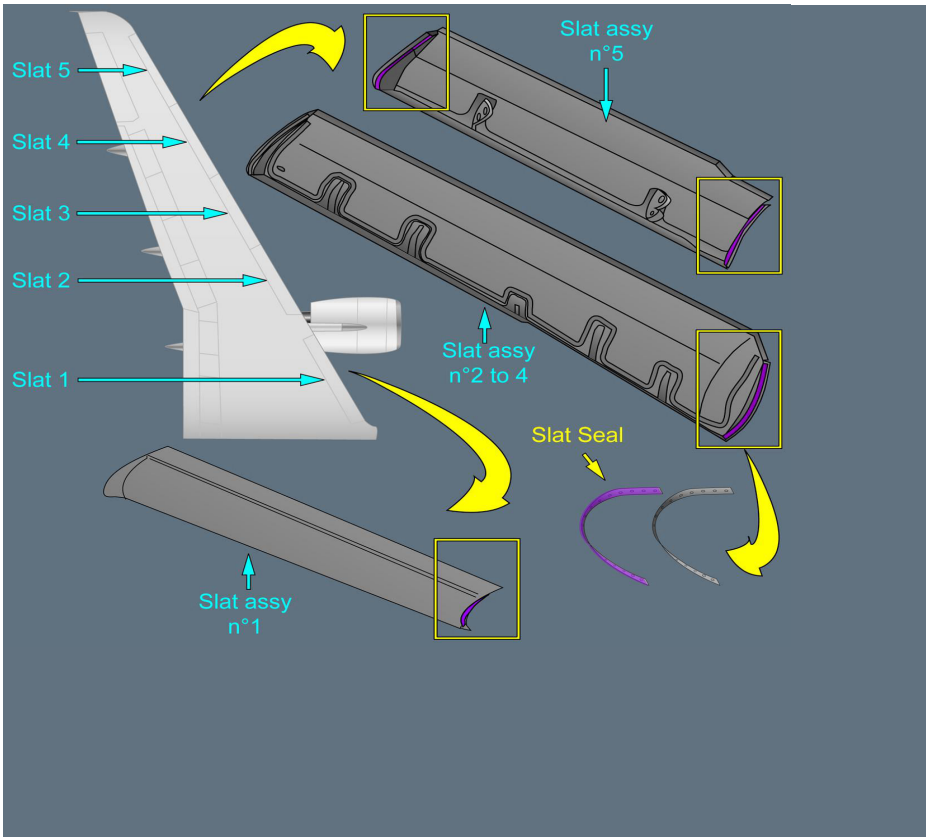
27-10 SLAT END SEAL AND WEATHER SEAL	Quantity installed 12

One seal per wing may be partially or completely missing provided any loose or flapping seal material is cut off.

Refer to 8-27-10 Illustration Slat End Seal and Weather Seal

ILLUSTRATION SLAT END SEAL AND WEATHER SEAL

Ident.: 8-27-10-00002917.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-10 Slat End Seal and Weather Seal*

27-11	**Slat Track Filler Block**

Ident.: 8-27-11-00002918.0000001 / 28 JUN 2022
Applicable to: ALL

27-11 **SLAT TRACK FILLER BLOCK**	**Quantity installed** **6**

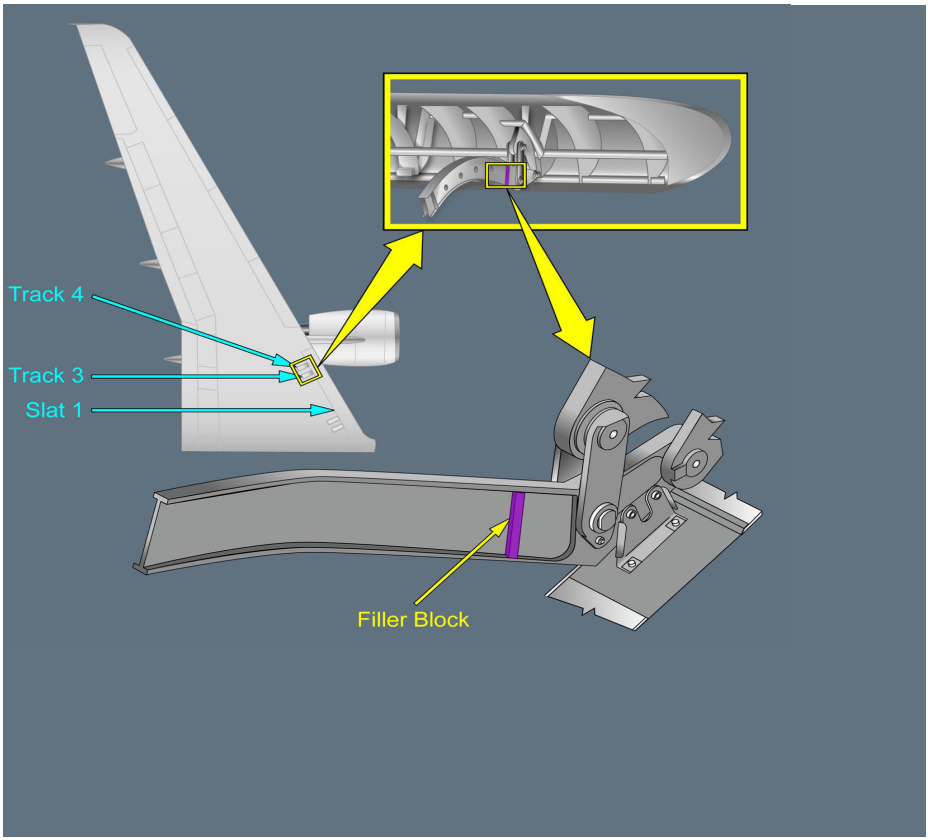
All may be missing.

Note: *May be combined with MCDL item 27-12 (Refer to 8-27-12 Slat Track Sealing Packer).*

Refer to 8-27-11 Illustration Slat Track Filler Block

ILLUSTRATION SLAT TRACK FILLER BLOCK

Ident.: 8-27-11-00002919.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-11 Slat Track Filler Block*

27-12	Slat Track Sealing Packer

Ident.: 8-27-12-00002920.0000001 / 28 JUN 2022
Applicable to: ALL

27-12 SLAT TRACK SEALING PACKER	Quantity installed 4

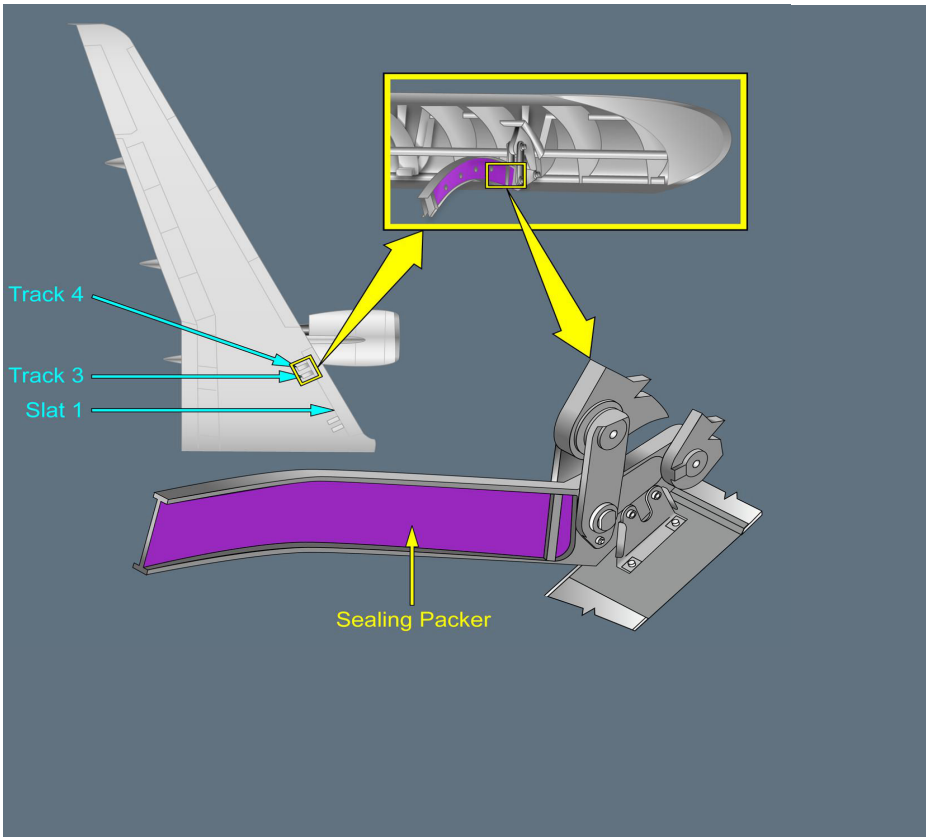
All may be missing.

Note: *May be combined with MCDL item 27-11 (Refer to 8-27-11 Slat Track Filler Block).*

Refer to 8-27-12 Illustration Slat Track Sealing Packer

ILLUSTRATION SLAT TRACK SEALING PACKER

Ident.: 8-27-12-00002921.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-12 Slat Track Sealing Packer*

27-13	**Inter-flap Cushion Seal**

Ident.: 8-27-13-00002922.0000001 / 28 JUN 2022
Applicable to: ALL

27-13 **INTER-FLAP CUSHION SEAL**	**Quantity installed** **4**

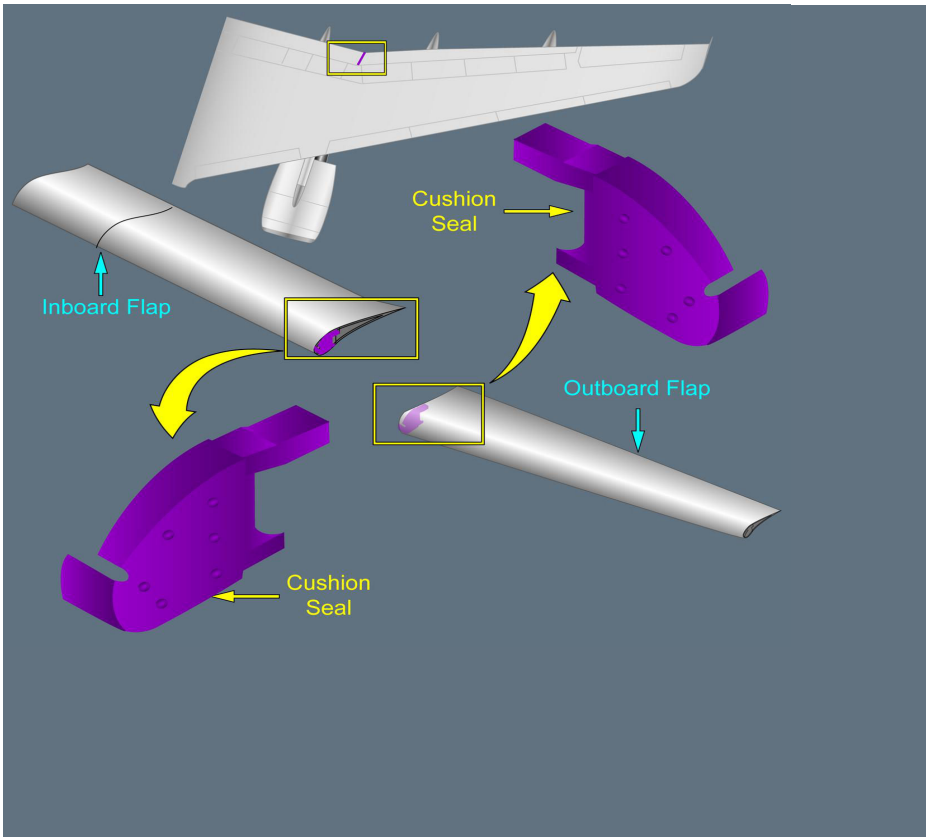
One cushion seal may be missing per wing.

Note: *May be combined with MCDL items:*
- *27-01 (Refer to 8-27-01 Flap Track Fairing)*
- *27-08 (Refer to 8-27-08 Seal Between Inboard and Outboard Flap).*

Refer to 8-27-13 Illustration Inter-Flap Cushion Seal

ILLUSTRATION INTER-FLAP CUSHION SEAL

Ident.: 8-27-13-00002923.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-13 Inter-flap Cushion Seal*

27-14	Flap Track Moveable Fairing Seal

Ident.: 8-27-14-00002924.0000001 / 28 JUN 2022
Applicable to: ALL

27-14 FLAP TRACK MOVEABLE FAIRING SEAL	Quantity installed 12

(m) *Refer to AMM Task 57-55-00-040-004*

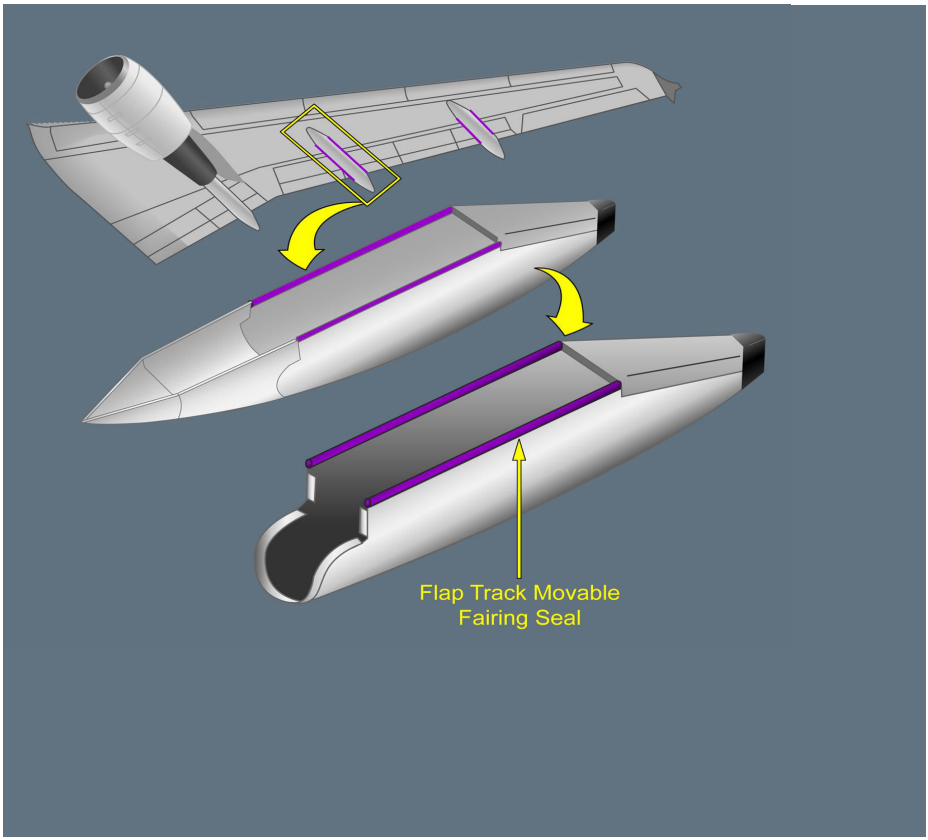
50 % of the seal length may be missing on each side of the flap track fairing for 100 flight hours provided that a visual inspection is performed before each flight to ensure there is no flapping seal on the aircraft.

Note: May be combined with MCDL item 27-15 (Refer to 8-27-15 Flap Track Fixed Fairing Seal).

Refer to 8-27-14 Illustration Flap Track Moveable Fairing Seal

ILLUSTRATION MOVEABLE FLAP TRACK FAIRING SEAL

Ident.: 8-27-14-00002925.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-14 Flap Track Moveable Fairing Seal*

27-15	Flap Track Fixed Fairing seal

Ident.: 8-27-15-00002926.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

27-15 FLAP TRACK FIXED FAIRING SEAL	Quantity installed 18

(m) *Refer to AMM Task 57-55-00-040-004*

All may be missing provided that the hole is covered and a visual inspection is performed every 7 days.

The time limitation for each missing item is 1 000 flight hours.

Note: *May be combined with MCDL item 27-14 (Refer to 8-27-14 Flap Track Moveable Fairing Seal).*

Refer to 8-27-15 Illustration Flap Track Fixed Fairing Seal

27-15	Flap Track Fixed Fairing Seal

Ident.: 8-27-15-00002926.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

27-15 FLAP TRACK FIXED FAIRING SEAL	Quantity installed 6

(m) *Refer to AMM Task 57-55-00-040-004*

All may be missing provided that the hole is covered and a visual inspection is performed every 7 days.

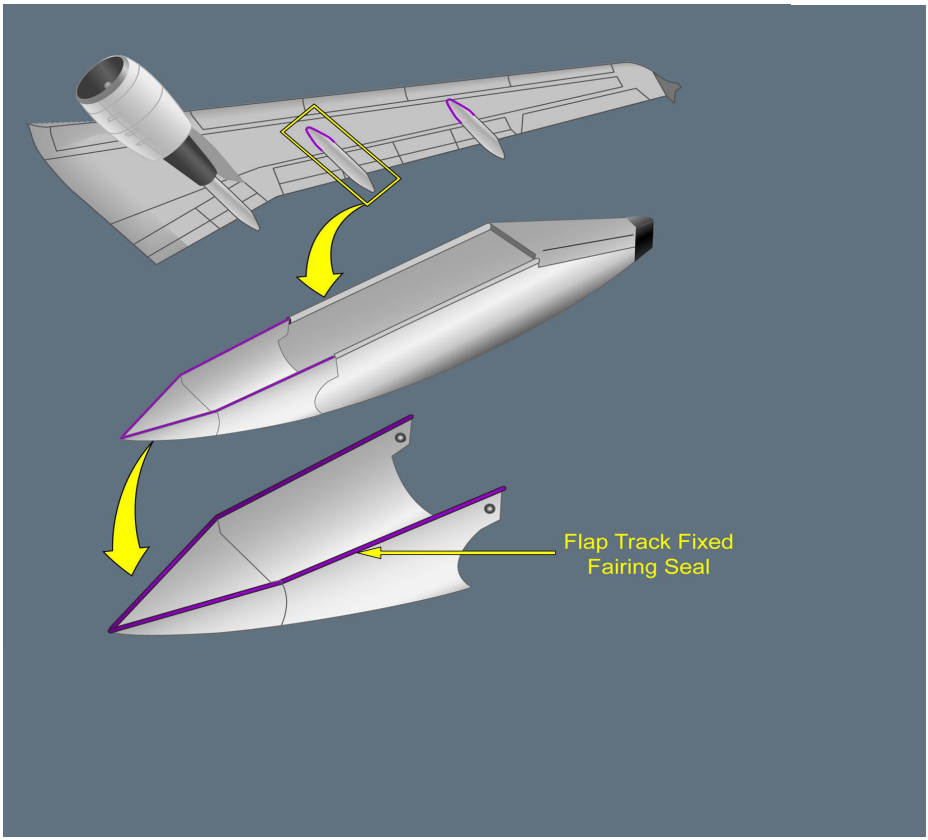
The time limitation for each missing item is 1 000 flight hours.

Note: *May be combined with MCDL item 27-14 (Refer to 8-27-14 Flap Track Moveable Fairing Seal).*

Refer to 8-27-15 Illustration Flap Track Fixed Fairing Seal

ILLUSTRATION FIXED FLAP TRACK FAIRING SEAL

Ident.: 8-27-15-00002927.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-15 Flap Track Fixed Fairing Seal*

27-16	Flap Track Moveable Fairing Pivot Cover

Ident.: 8-27-16-00002928.0000001 / 28 JUN 2022
Applicable to: ALL

27-16 FLAP TRACK MOVEABLE FAIRING PIVOT COVER	Quantity installed 12

(m) *Refer to AMM Task 57-55-00-040-005*

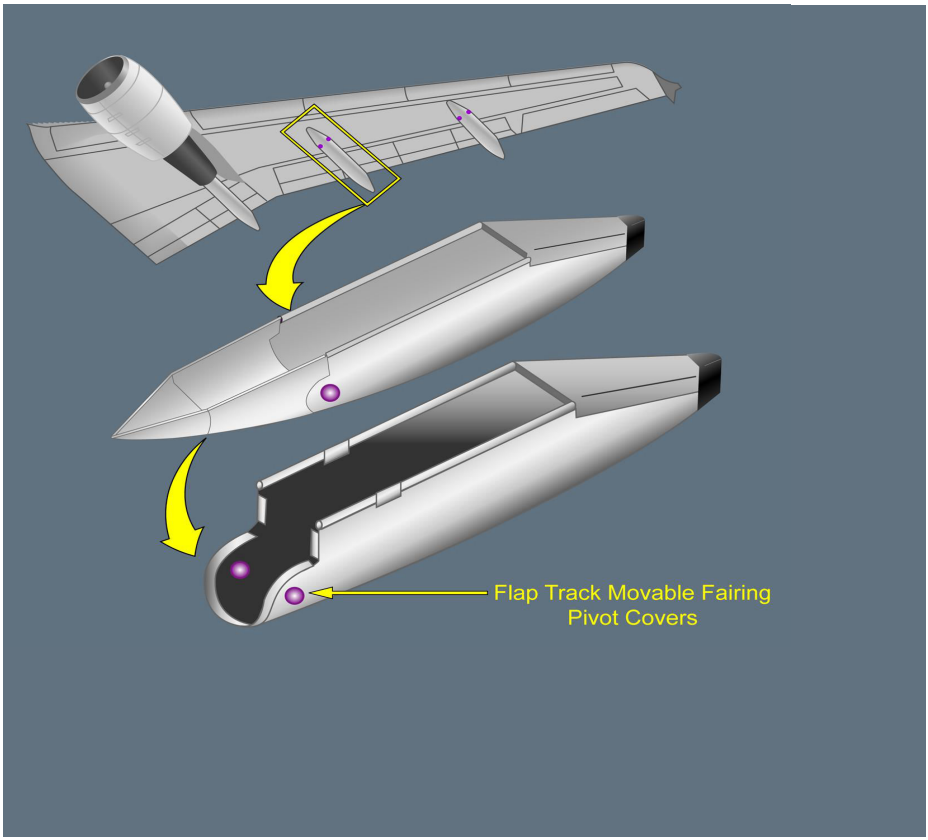
All may be missing provided that the hole is covered and a visual inspection is performed daily.

Note: *May be combined with MCDL item 27-03 (Refer to 8-27-03 Slat Track Closing Plate).*

Refer to 8-27-16 Illustration Flap Track Moveable Fairing Pivot Cover

ILLUSTRATION FLAP TRACK MOVEABLE FAIRING PIVOT COVER

Ident.: 8-27-16-00002929.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-27-16 Flap Track Moveable Fairing Pivot Cover*

27-17	Flap Tab Fairing

Ident.: 8-27-17-00002930.0000002 / 15 DEC 2023
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

27-17 FLAP TAB FAIRING	Quantity installed 10

(m) *Refer to AMM Task 57-55-00-040-802*

One fairing may be partly or completely missing.

Note: *1. When the forward part of the fairing is missing, the aft part must be removed.*
2. When the aft part of the fairing is missing, the forward part may remain installed.

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 143 kg (315 lb)

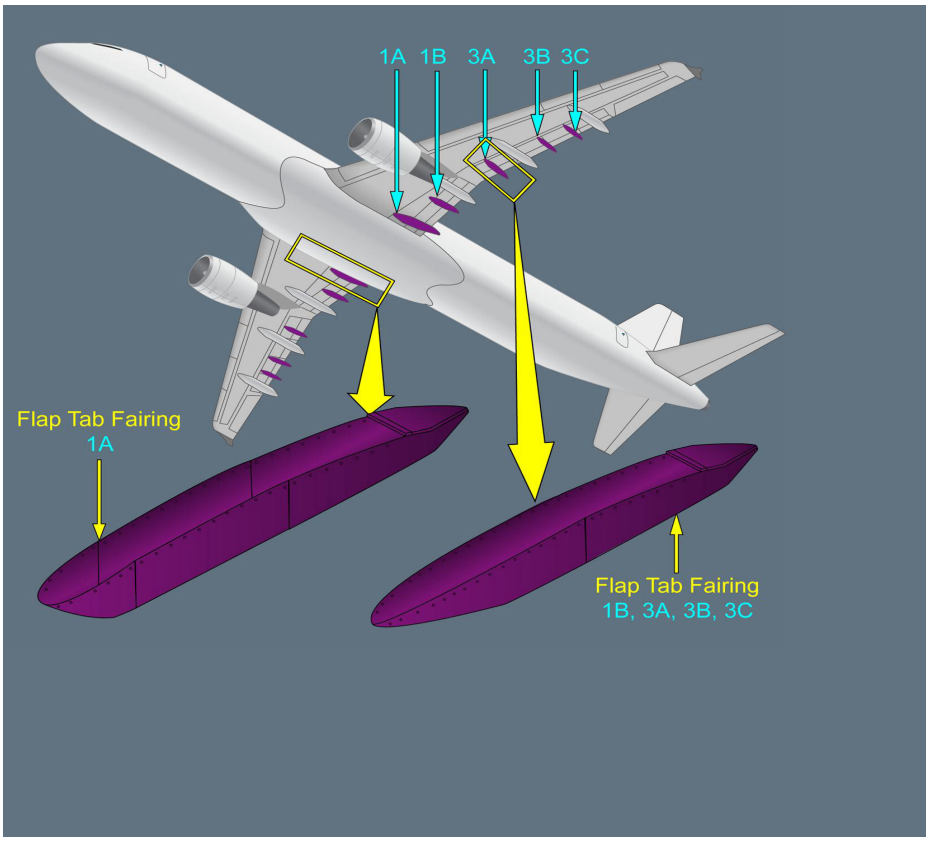
  – En route performance limiting weight is reduced by 158 kg (348 lb)

  – Fuel consumption is increased by 0.32 %.

Refer to 8-27-17 Illustration Flap Tab Fairing

ILLUSTRATION FLAP TAB FAIRING

Ident.: 8-27-17-00002932.0000001 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN



For dispatch conditions:*Refer to 8-27-17 Flap Tab Fairing*

8-28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM

28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM ..... A
Illustration Refuel/Defuel Coupling Cap 101 QM or 41 QM ..... B

8-28-02 Refuel Panel Door 192MB

28-02 Refuel Panel Door ..... A
Illustration Refuel Panel Door 192MB ..... B

28-01	Refuel/Defuel Coupling Cap 101 QM Or 41 QM

Ident.: 8-28-01-00002933.0000001 / 28 JUN 2022
Applicable to: ALL

28-01 REFUEL/DEFUEL COUPLING CAP 101 QM OR 41 QM	Quantity installed -

(m) *Refer to AMM Task 28-25-00-040-003*

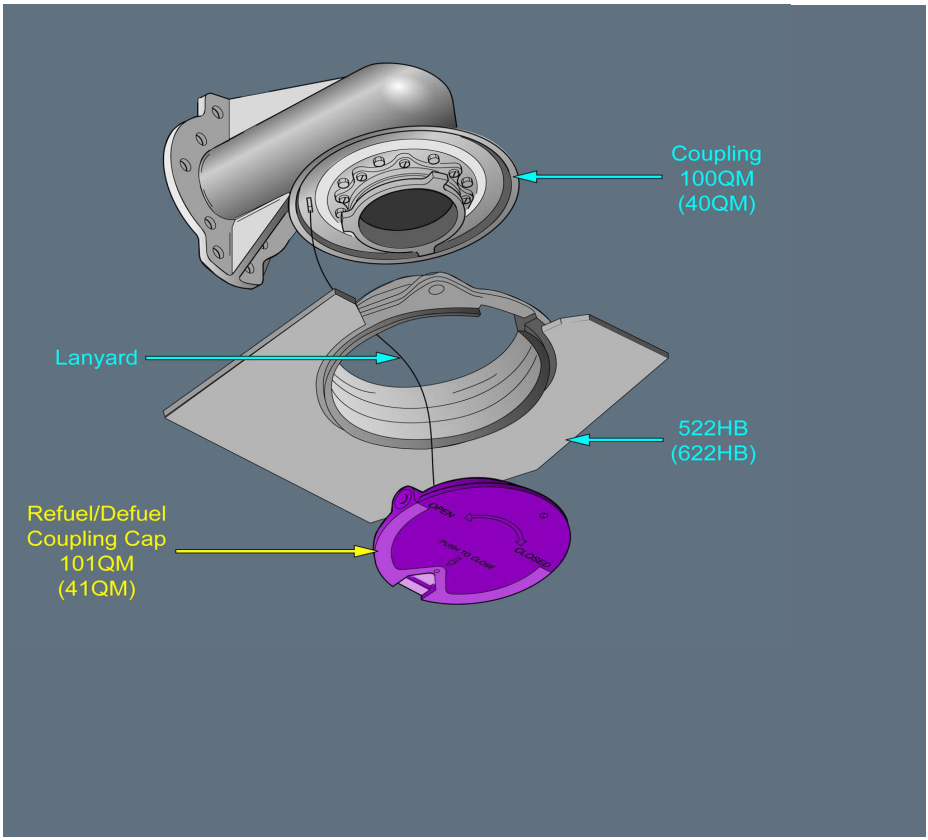
All may be missing provided seal integrity of coupling is positively confirmed (i.e. no fuel leak reported).

Note:
1. *If the coupling or O-ring is damaged and the cap cannot be fitted, dispatch is permitted in accordance with this CDL item provided the cap is removed and coupling integrity is verified.*
2. *If only the lanyard is missing, the removal of the cap is not necessary.*
3. *May be combined with MCDL item 28-02 (Refer to 8-28-02 Refuel Panel Door 192MB).*

Refer to 8-28-01 Illustration Refuel/Defuel Coupling Cap 101 QM or 41 QM

ILLUSTRATION REFUEL/DEFUEL COUPLING CAP 101 QM OR 41 QM

Ident.: 8-28-01-00002934.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM*

28-02	Refuel Panel Door

Ident.: 8-28-02-00002935.0000001 / 28 JUN 2022
Applicable to: ALL

28-02 REFUEL PANEL DOOR	Quantity installed 1

(m) *Refer to AMM Task 52-42-00-040-001*

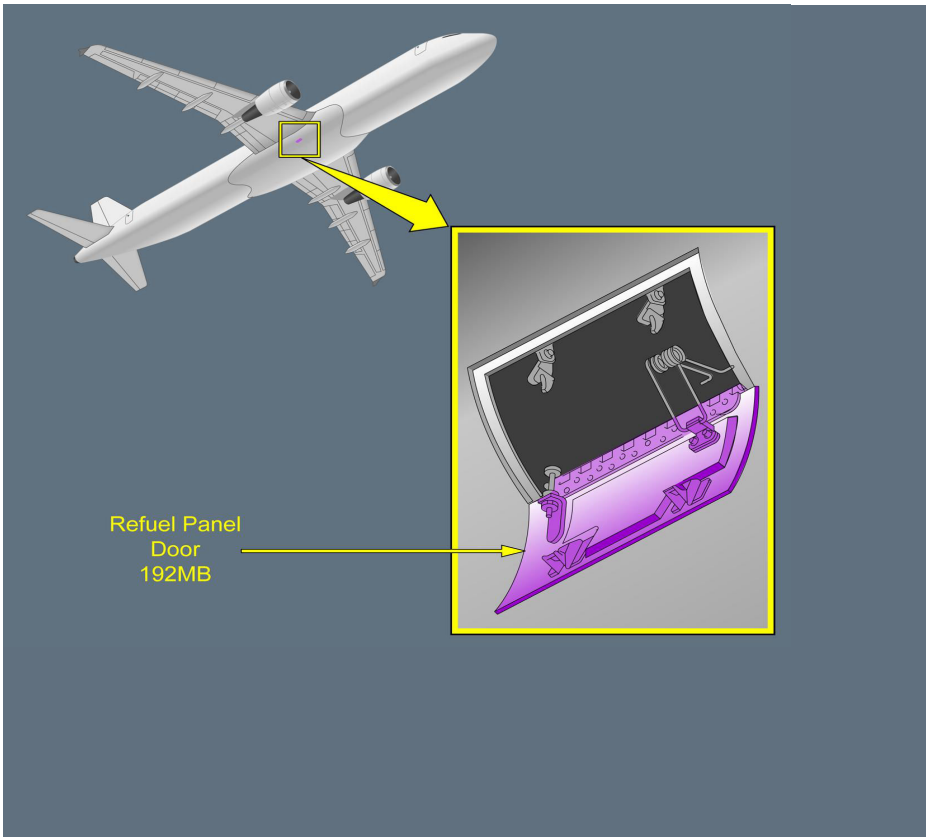
Belly fairing mounted refuel panel door 192 MB may be missing (if installed).

Note:
1. *If belly fairing mounted refuel panel door 192 MB is not installed, underwing mounted refuel panel doors (622KB, 522KB) must not be missing.*
2. *May be combined with MCDL item 28-01 (Refer to 8-28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM).*

Refer to 8-28-02 Illustration Refuel Panel Door 192MB

ILLUSTRATION REFUEL PANEL DOOR 192MB

Ident.: 8-28-02-00002936.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-28-02 Refuel Panel Door 192MB*

8-30-01 Icing Indicator

30-01 Icing Indicator ..... A
Illustration Icing Indicator ..... B

30-01	Icing Indicator

Ident.: 8-30-01-00002937.0000001 / 28 JUN 2022
Applicable to: ALL

30-01 ICING INDICATOR	Quantity installed 1

May be missing.

- **Procedures:**
  - **If icing conditions expected:**

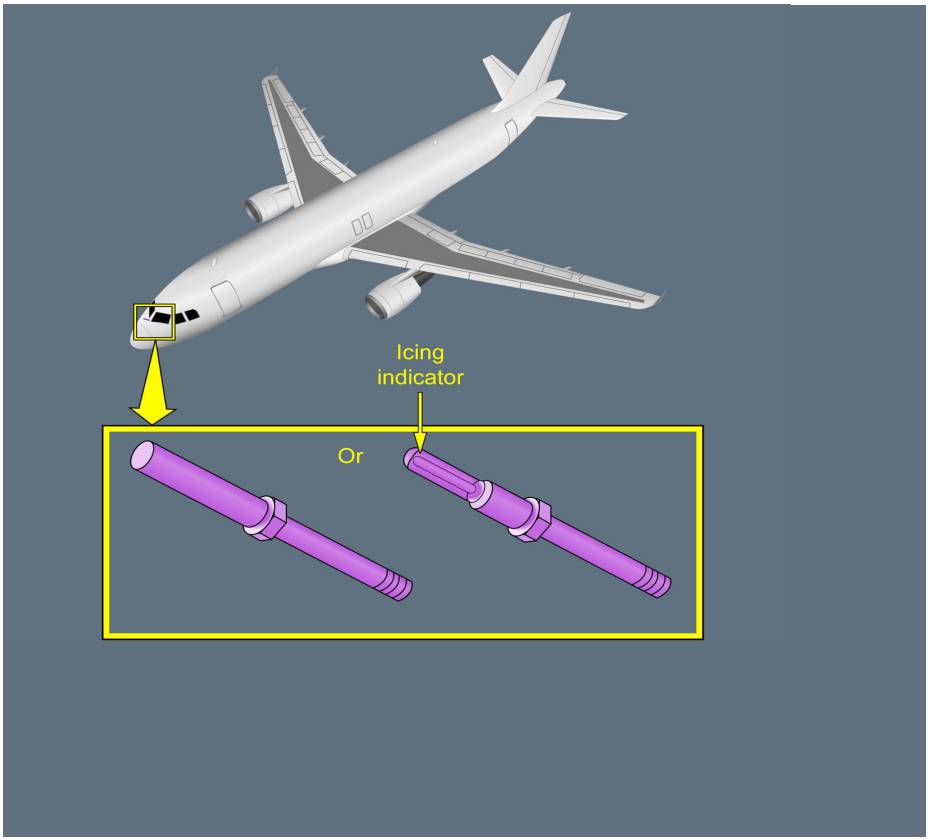
    For icing conditions definition, *Refer to 1-ICE_RAIN Definition of Icing Conditions*.

    Turn on engine and wing anti-ice.

Refer to 8-30-01 Illustration Icing Indicator

ILLUSTRATION ICING INDICATOR

Ident.: 8-30-01-00002938.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-30-01 Icing Indicator*

8-32-03 Nose Wheel Hubcap

32-03 Nose Wheel Hubcap ..... A
Illustration Nose Wheel Hubcap ..... B

8-32-04 Nose Fitting Towing

32-04 Nose Fitting Towing ..... A
Illustration Nose Fitting Towing ..... B

32-03	Nose Wheel Hubcap

Ident.: 8-32-03-00002939.0000001 / 28 JUN 2022
Applicable to: ALL

32-03 NOSE WHEEL HUBCAP	Quantity installed 2

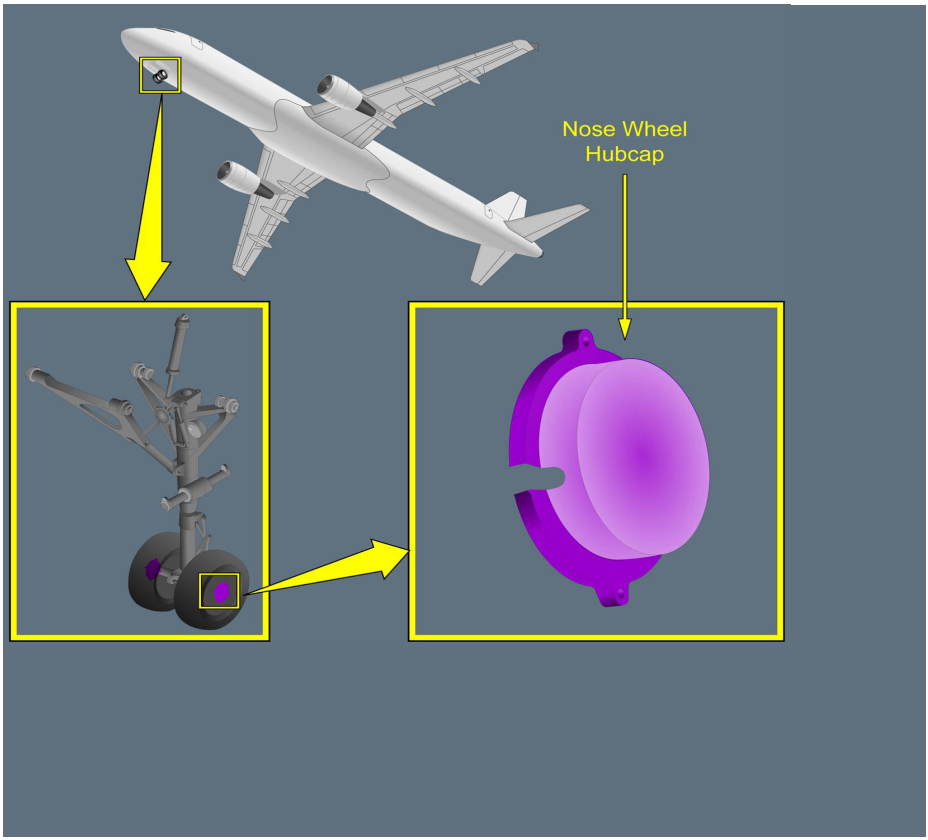
(m) *Refer to AMM Task 32-41-00-040-001*

One may be missing.

Refer to 8-32-03 Illustration Nose Wheel Hubcap

ILLUSTRATION NOSE WHEEL HUBCAP

Ident.: 8-32-03-00002940.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-32-03 Nose Wheel Hubcap*

32-04	Nose Fitting Towing

Ident.: 8-32-04-00002941.0000001 / 28 JUN 2022
Applicable to: ALL

32-04 NOSE FITTING TOWING	Quantity installed 1

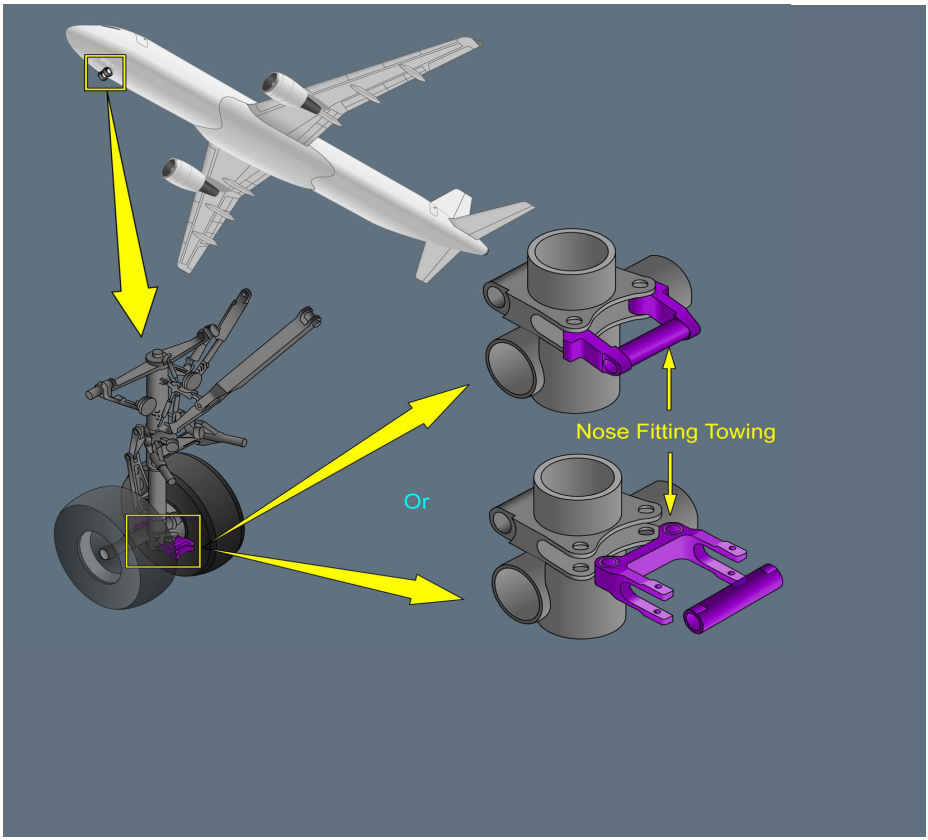
(m) *Refer to AMM Task 32-21-00-040-001*

May be missing.

Refer to 8-32-04 Illustration Nose Fitting Towing

ILLUSTRATION NOSE FITTING TOWING

Ident.: 8-32-04-00002942.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-32-04 Nose Fitting Towing*

8-33-01 Wing/Engine Scan light Cover 3LX, 4LX

33-01 Wing/Engine Scan Light Cover 3LX, 4LX ..... A
Illustration Wing/Engine Scan light Cover 3LX, 4LX ..... B

8-33-02 Taxi Light Lamp 8LR

33-02 Taxi Light Lamp 8LR ..... A
Illustration Taxi Light Lamp 8LR ..... B

8-33-03 Rear Light Lens 15LA, 16LA

33-03 Rear Light Lens 15LA, 16LA ..... A
Illustration Rear Light Lens 15LA, 16LA ..... B

8-33-04 Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover

33-04 Upper 7LV and Lower 6LV Anti-collision (Beacon) Light Cover ..... A
Illustration Upper and Lower Anti-Collision (Beacon) Light Cover ..... B

8-33-05 Logo Light Lens (Cover) 3LY, 4LY

33-05 Logo Light Lens (Cover) 3LY, 4LY ..... A
Illustration Logo Light Lens (Cover) 3LY, 4LY ..... B

8-33-07 Landing Light Lamp 7LB, 8LB

33-07 Landing Light Lamp 7LB, 8LB ..... A
Illustration Landing Light LAMP 7LB, 8LB ..... B

8-33-08 Turn OFF Light Lamp 3LC1, 3LC2

33-08 Turn OFF Light Lamp 3LC1, 3LC2 ..... A
Illustration Turn OFF Light Lamp 3LC1, 3LC2 ..... B

8-33-09 Takeoff Light Lamp 7LR

33-09 Takeoff light lamp 7LR ..... A
Illustration Takeoff Light Lamp 7LR ..... B

33-01	Wing/Engine Scan Light Cover 3LX, 4LX

Ident.: 8-33-01-00002943.0000001 / 28 JUN 2022
Applicable to: ALL

33-01 WING/ENGINE SCAN LIGHT COVER 3LX, 4LX	Quantity installed 2

(m) *Refer to AMM Task 33-49-00-040-001*

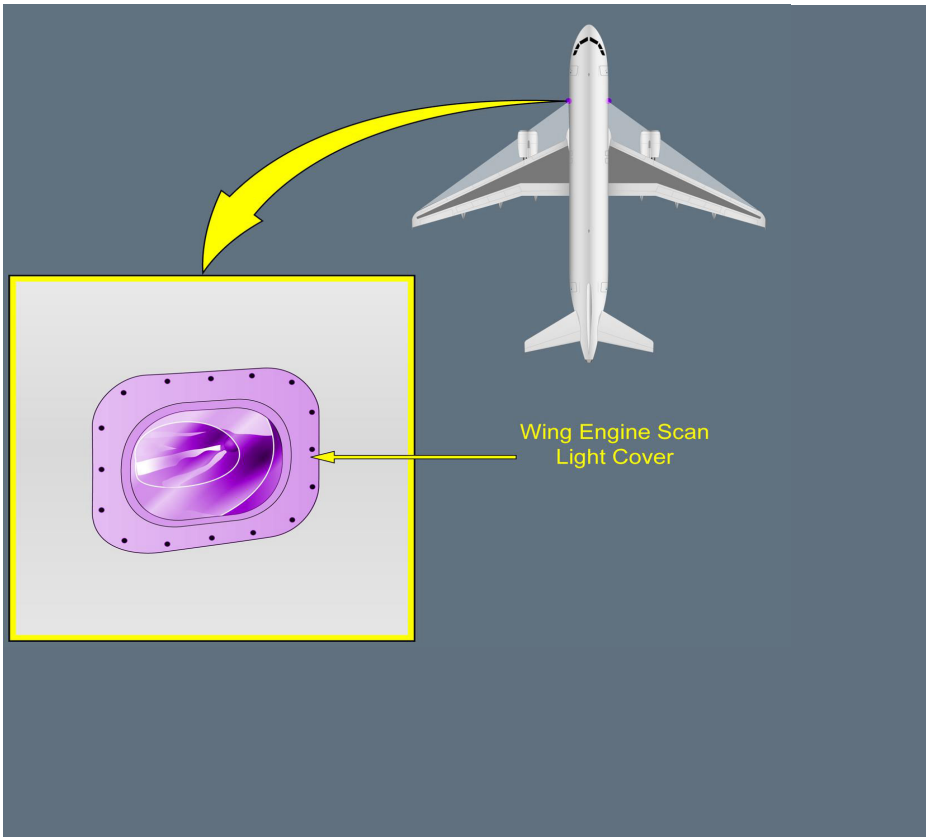
One may be missing provided the hole is covered.

Note: *If non transparent high speed tape is used, the affected light must be deactivated (Refer to 9-MI-33-40-09 Wing and Engine Scan light).*

Refer to 8-33-01 Illustration Wing/Engine Scan Light Cover 3LX, 4LX

ILLUSTRATION WING/ENGINE SCAN LIGHT COVER 3LX, 4LX

Ident.: 8-33-01-00002944.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-33-01 Wing/Engine Scan light Cover 3LX, 4LX*

33-02	Taxi Light Lamp 8LR

Ident.: 8-33-02-00002945.0000001 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-02 TAXI LIGHT LAMP 8LR	Quantity installed 1

(m) *Refer to AMM Task 33-46-00-040-001*

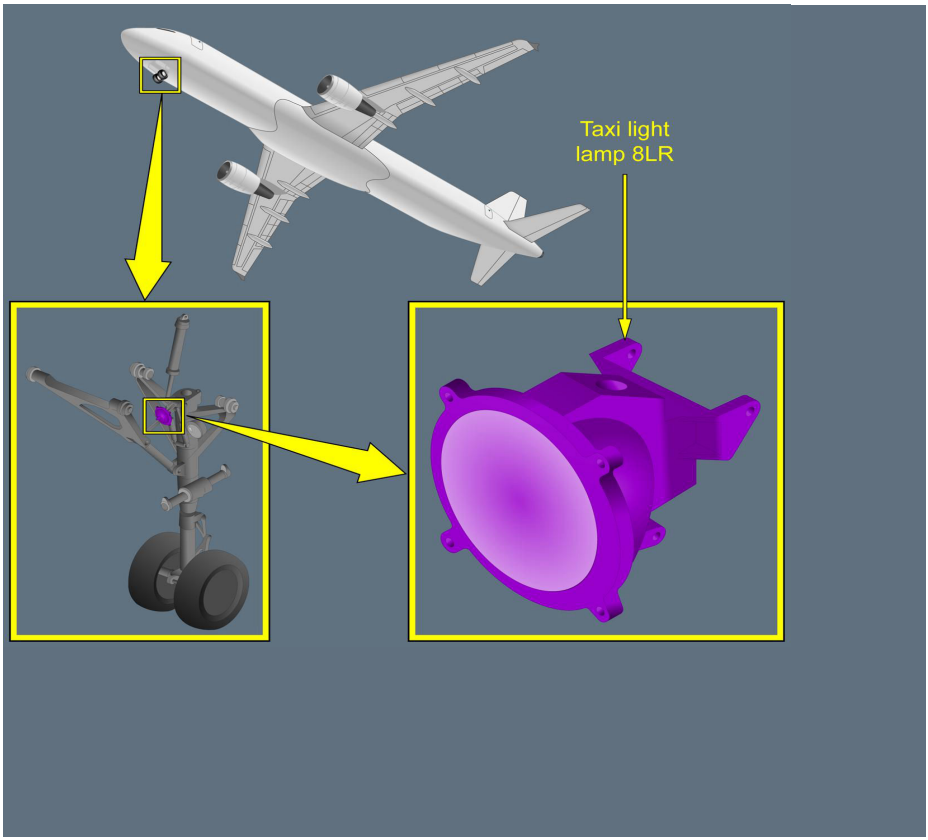
May be missing provided the affected light is deactivated (*Refer to 9-MI-33-40-06 Taxi and Takeoff light*).

Note:
- *May be combined with MCDL item 33-07 (Refer to 8-33-07 Landing Light Lamp 7LB, 8LB) only for daylight operations.*
- *May be combined with MCDL item 33-09 (Refer to 8-33-09 Takeoff Light Lamp 7LR).*

Refer to 8-33-02 Illustration Taxi Light Lamp 8LR

ILLUSTRATION TAXI LIGHT LAMP 8LR

Ident.: 8-33-02-00002946.0000001 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-33-02 Taxi Light Lamp 8LR*

33-03	Rear Light Lens 15LA, 16LA

Ident.: 8-33-03-00002947.0000001 / 28 JUN 2022
Applicable to: ALL

33-03 REAR LIGHT LENS 15LA, 16LA	Quantity installed 1

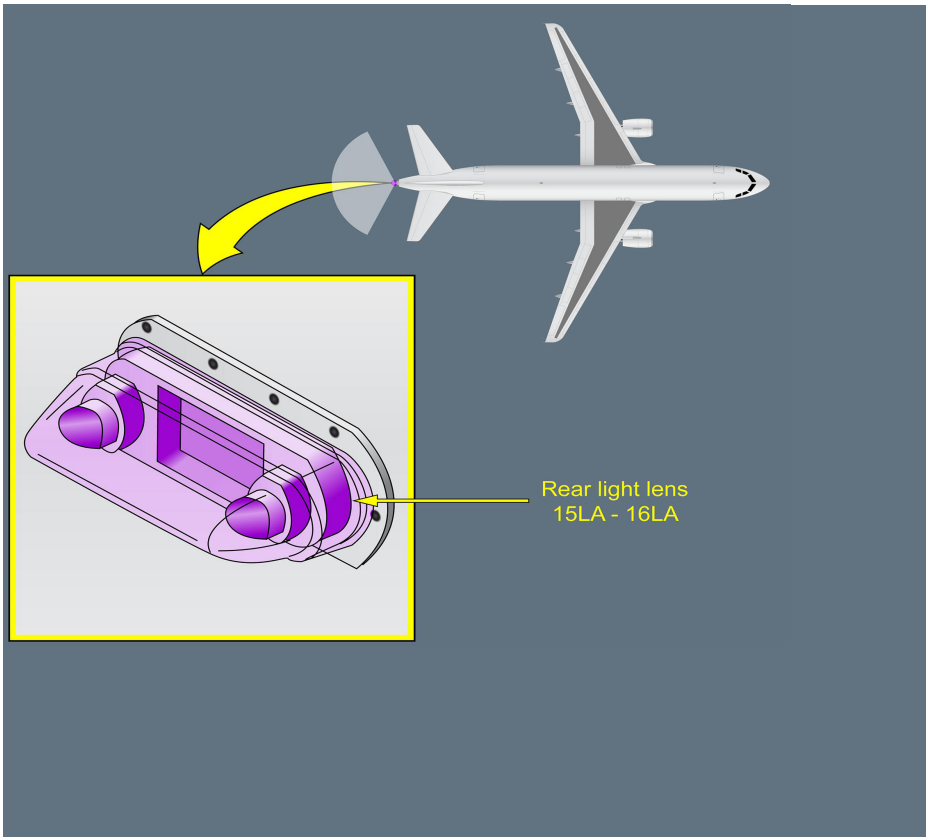
(m) *Refer to AMM Task 33-41-00-040-002*
Refer to AMM Task 33-41-00-040-804

May be missing for 10 flight cycles provided visual inspection is performed, before the first flight of the day only, to check that there is no structural buckling.

Refer to 8-33-03 Illustration Rear Light Lens 15LA, 16LA

ILLUSTRATION REAR LIGHT LENS 15LA, 16LA

Ident.: 8-33-03-00002948.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-33-03 Rear Light Lens 15LA, 16LA*

33-04	Upper 7LV and Lower 6LV Anti-collision (Beacon) Light Cover

Ident.: 8-33-04-00002949.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-04 UPPER 7LV AND LOWER 6LV ANTI-COLLISION (BEACON) LIGHT COVER	Quantity installed 2

(m) *Refer to AMM Task 33-48-00-040-001*

All may be missing provided the lamp is covered and the affected light is deactivated (*Refer to 9-MI-33-40-08 Beacon light*).

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If upper and lower light covers are missing, the following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 80 kg (177 lb)

  – En route performance limiting weight is reduced by 90 kg (199 lb)

  – Fuel consumption is increased by 0.22 %.

Refer to 8-33-04 Illustration Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover

33-04	Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover

Ident.: 8-33-04-00002949.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

33-04 UPPER 7LV AND LOWER 6LV ANTI-COLLISION (BEACON) LIGHT COVER	Quantity installed 2

(m) *Refer to AMM Task 33-48-00-040-001*

All may be missing provided the lamp is covered and affected light is deactivated (*Refer to 9-MI-33-40-08 Beacon light*).

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If upper and lower light covers are missing, the following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 90 kg (198 lb)

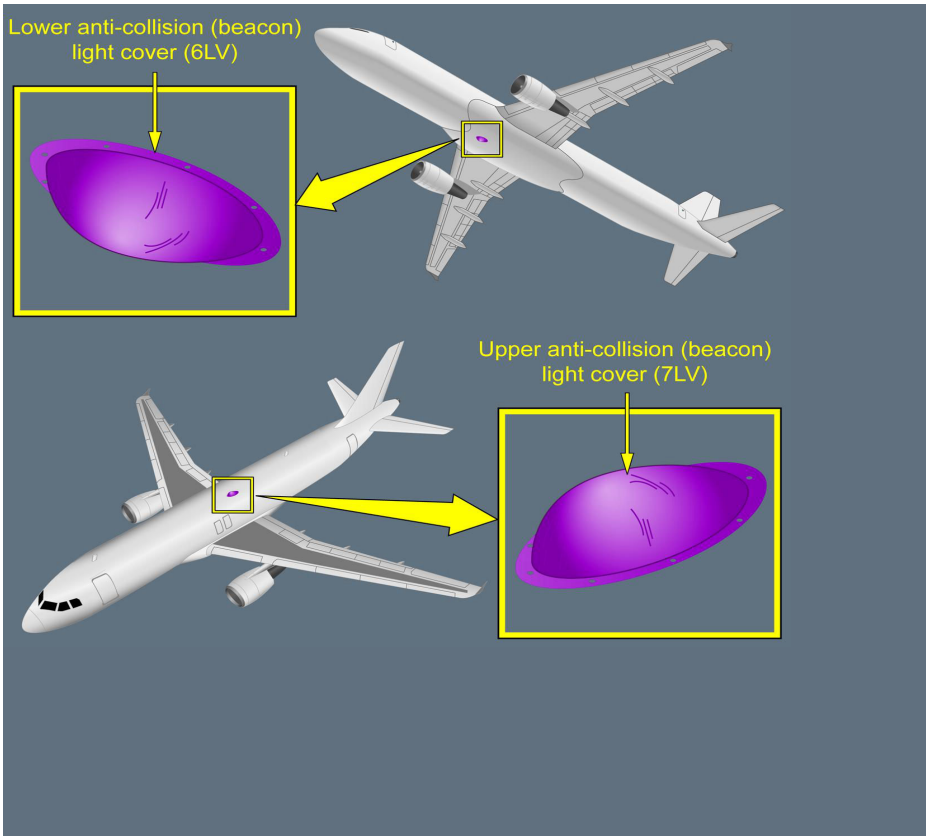
– En route performance limiting weight is reduced by 116 kg (256 lb)

– Fuel consumption is increased by 0.2 %.

Refer to 8-33-04 Illustration Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover

ILLUSTRATION UPPER AND LOWER ANTI-COLLISION (BEACON) LIGHT COVER

Ident.: 8-33-04-00002950.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-33-04 Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover*

33-05	Logo Light Lens (Cover) 3LY, 4LY

Ident.: 8-33-05-00002951.0000001 / 28 JUN 2022
Applicable to: ALL

33-05 LOGO LIGHT LENS (COVER) 3LY, 4LY	Quantity installed 2

(m) *Refer to AMM Task 33-47-00-040-001*

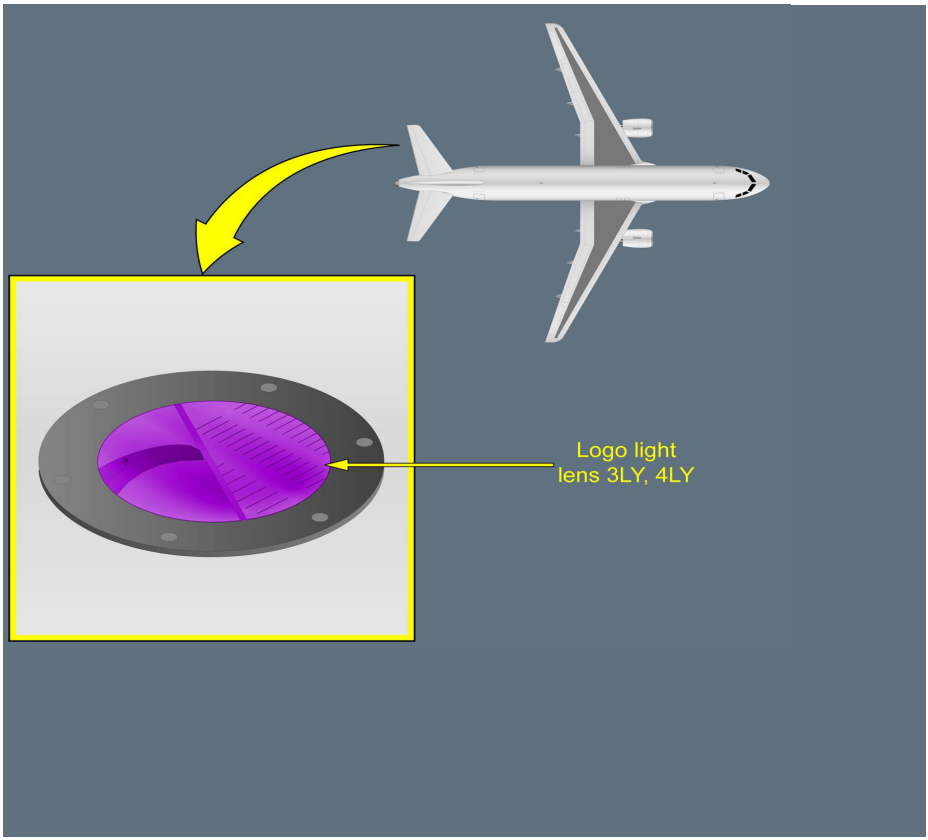
All may be missing provided the hole is covered.

Note: *If non transparent high speed tape is used, the affected light must be deactivated. (Refer to 9-MI-33-40-07 Logo light).*

Refer to 8-33-05 Illustration Logo Light Lens (Cover) 3LY, 4LY

ILLUSTRATION LOGO LIGHT LENS (COVER) 3LY, 4LY

Ident.: 8-33-05-00002952.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-33-05 Logo Light Lens (Cover) 3LY, 4LY*

33-07	Landing Light Lamp 7LB, 8LB

Ident.: 8-33-07-00002953.0000004 / 14 JUN 2023
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-07 LANDING LIGHT LAMP 7LB, 8LB	Quantity installed 2

(m) *Refer to AMM Task 33-42-00-040-001*

One may be missing provided the associated light is retracted and deactivated and the hole is covered (*Refer to 9-MI-33-40-03 Landing light*).

Note: *May be combined with MCDL item 33-02 (Refer to 8-33-02 Taxi Light Lamp 8LR) only for daylight operations.*

Refer to 8-33-07 Illustration Landing Light Lamp 7LB, 8LB

33-07	Landing Light Lamp 7LB, 8LB

Ident.: 8-33-07-00002953.0000005 / 14 JUN 2023
Criteria: A320 (-AIJC, -AINH)
Applicable to: D-AIJC, D-AINH

33-07 LANDING LIGHT LAMP 7LB, 8LB	Quantity installed 2

(m) *Refer to AMM Task 33-42-00-040-001*

One may be missing provided the associated light is retracted and deactivated and the hole is covered (*Refer to 9-MI-33-40-03 Landing light*).

Note: *May be combined with MCDL item 33-02 (Refer to 8-33-02 Taxi Light Lamp 8LR) only for daylight operations.*

- **Performance:**

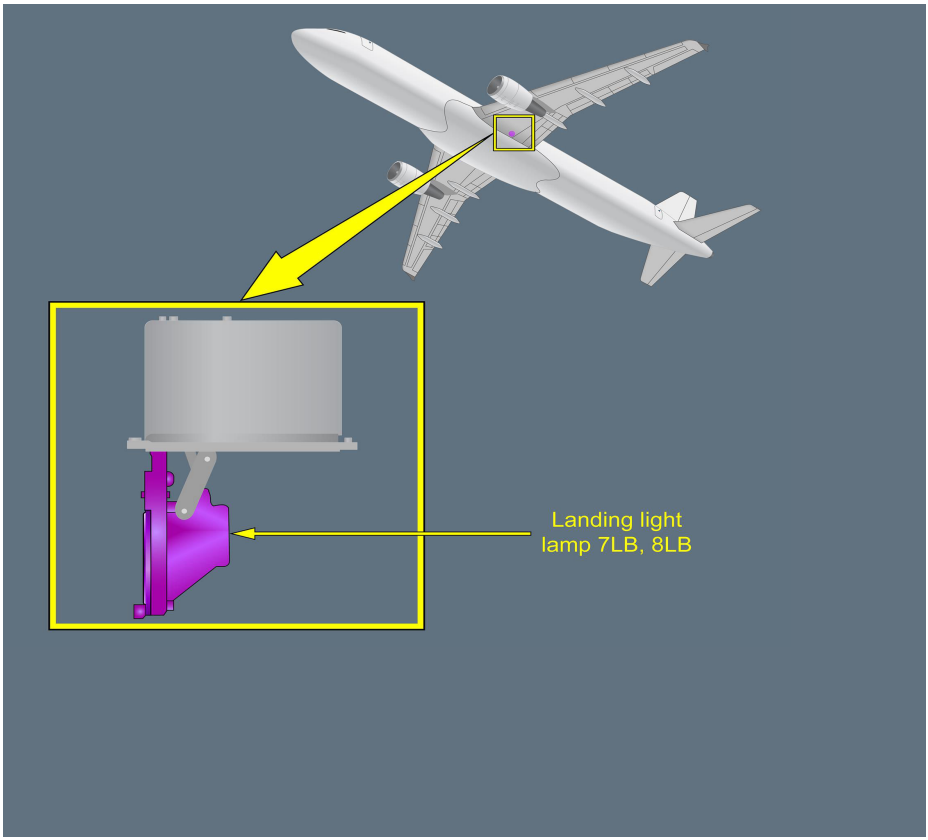
  The following performance penalty is applicable:

  – Approach climb limiting weight is reduced by 62 kg (137 lb).

Refer to 8-33-07 Illustration Landing Light Lamp 7LB, 8LB

ILLUSTRATION LANDING LIGHT LAMP 7LB, 8LB

Ident.: 8-33-07-00002954.0000001 / 14 JUN 2023
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-33-07 Landing Light Lamp 7LB, 8LB*

33-08	Turn OFF Light Lamp 3LC1, 3LC2

Ident.: 8-33-08-00002955.0000001 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-08 TURN OFF LIGHT LAMP 3LC1, 3LC2	Quantity installed 2

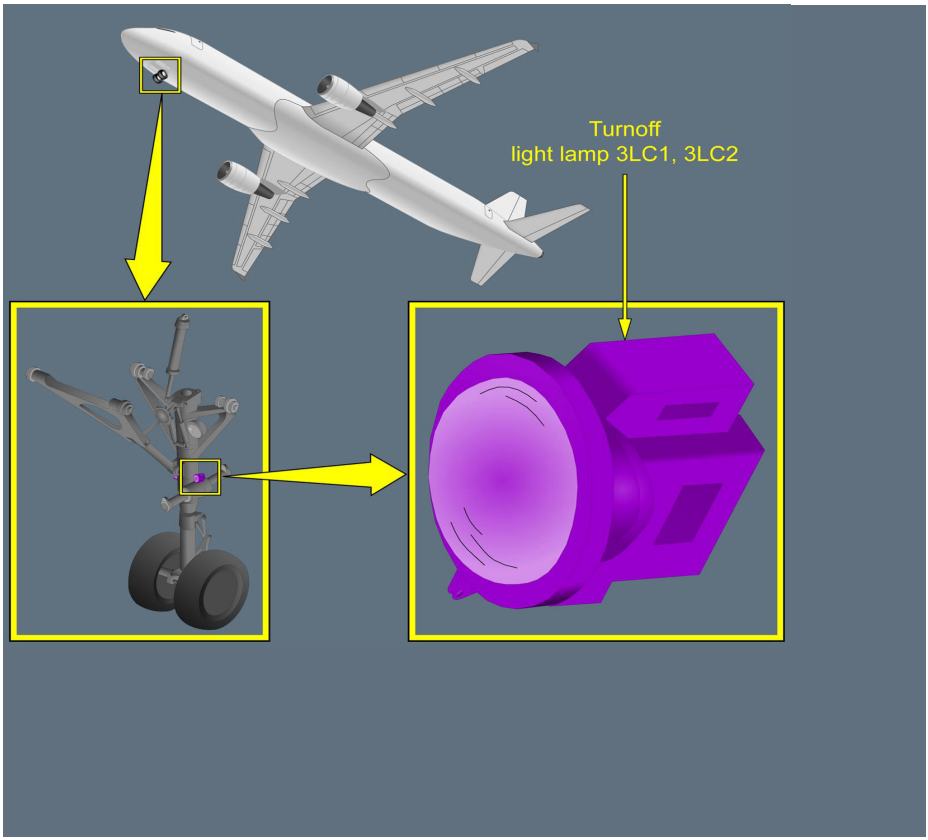
(m) *Refer to AMM Task 33-43-00-040-002*

All may be missing provided the affected light is deactivated (*Refer to 9-MI-33-40-05 Runway Turnoff light*).

Refer to 8-33-08 Illustration Turn OFF Light Lamp 3LC1, 3LC2

ILLUSTRATION TURN OFF LIGHT LAMP 3LC1, 3LC2

Ident.: 8-33-08-00002956.0000001 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-33-08 Turn OFF Light Lamp 3LC1, 3LC2*

33-09	Takeoff light lamp 7LR

Ident.: 8-33-09-00002957.0000001 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-09 TAKEOFF LIGHT LAMP 7LR	Quantity installed 1

(m) *Refer to AMM Task 33-46-00-040-002*

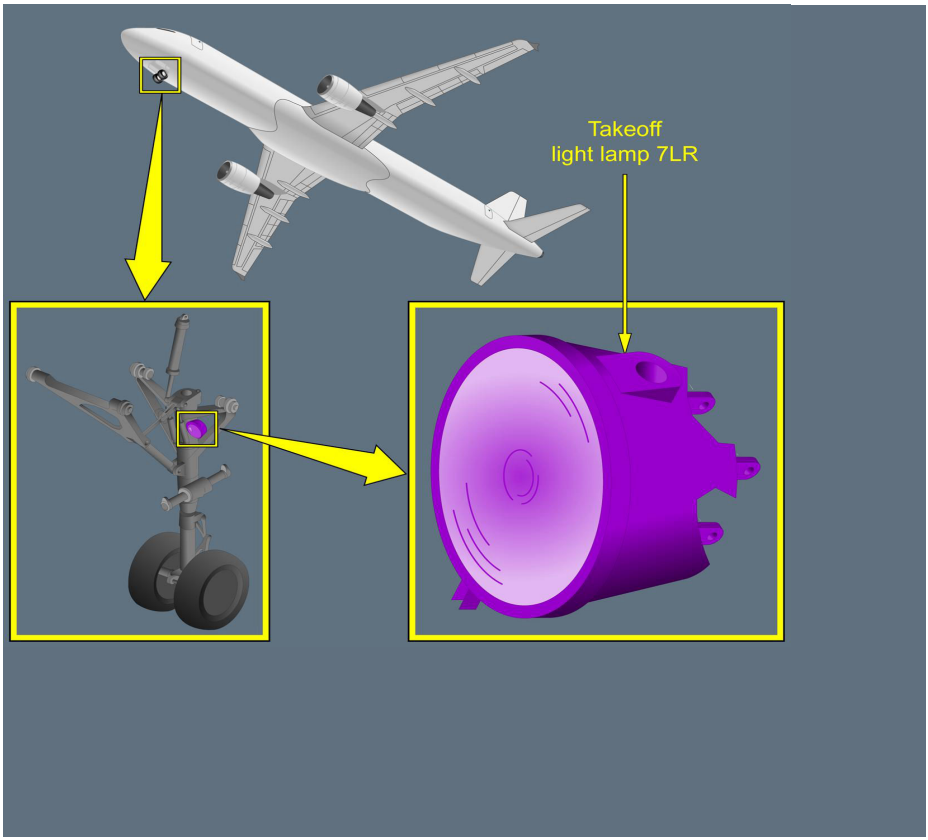
May be missing provided the affected light is deactivated (*Refer to 9-MI-33-40-06 Taxi and Takeoff light*).

Note: *May be combined with MCDL item 33-02 (Refer to 8-33-02 Taxi Light Lamp 8LR).*

Refer to 8-33-09 Illustration Takeoff Light Lamp 7LR

ILLUSTRATION TAKEOFF LIGHT LAMP 7LR

Ident.: 8-33-09-00002958.0000001 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-33-09 Takeoff Light Lamp 7LR*

8-49-01 APU Overpressure Release Door

49-01 APU Overpressure Release Door ..... A
Illustration APU Overpressure Release Door ..... B

49-01	APU Overpressure Release Door

Ident.: 8-49-01-00002959.0000001 / 28 JUN 2022
Applicable to: ALL

49-01 APU OVERPRESSURE RELEASE DOOR	Quantity installed 1

May be missing provided APU is not used in flight and on ground.

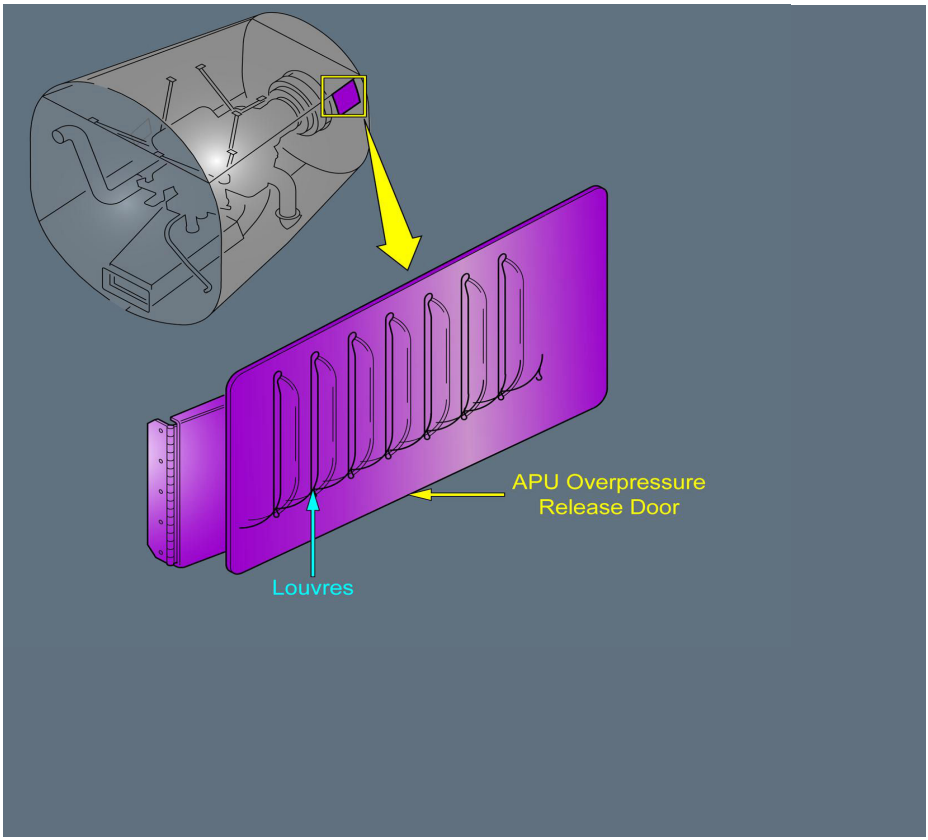
- **Limitations:**

  Flights for which APU is mandatory are not allowed.

Refer to 8-49-01 Illustration APU Overpressure Release Door

ILLUSTRATION APU OVERPRESSURE RELEASE DOOR

Ident.: 8-49-01-00002960.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-49-01 APU Overpressure Release Door*

8-51-02 Passenger Door Scuff Plate

51-02 Passenger Door Scuff Plate ..... A
Illustration Passenger Door Scuff Plate ..... B

8-51-03 Bulk Cargo Door Scuff Plate

51-03 Bulk Cargo Door Scuff Plate ..... A
Illustration Bulk Cargo Door Scuff Plate ..... B

8-51-04 Fairing Aft Safety Stay Point 311 AL

51-04 Fairing Aft Safety Stay Point 311 AL ..... A
Illustration Fairing Aft Safety Stay Point 311AL ..... B

51-02	Passenger Door Scuff Plate

Ident.: 8-51-02-00002961.0000001 / 28 JUN 2022
Applicable to: ALL

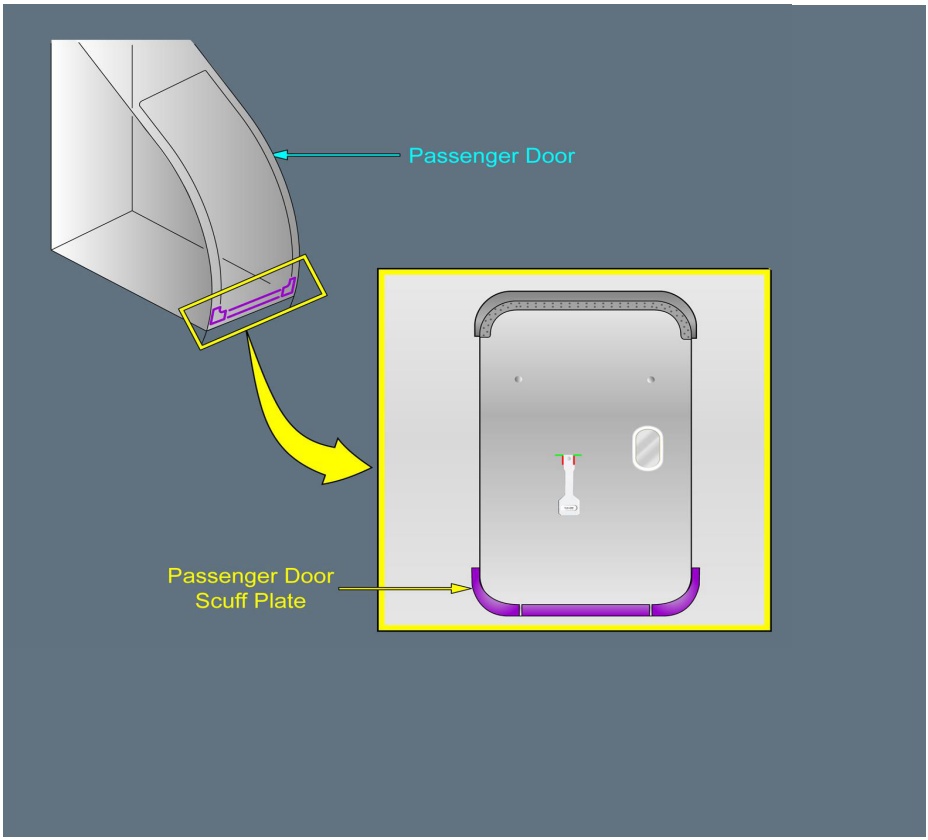
51-02 PASSENGER DOOR SCUFF PLATE	Quantity installed -

All may be missing.

Refer to 8-51-02 Illustration Passenger Door Scuff Plate

ILLUSTRATION PASSENGER DOOR SCUFF PLATE

Ident.: 8-51-02-00002962.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-51-02 Passenger Door Scuff Plate*

51-03	Bulk Cargo Door Scuff Plate

Ident.: 8-51-03-00002963.0000001 / 28 JUN 2022
Criteria: A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

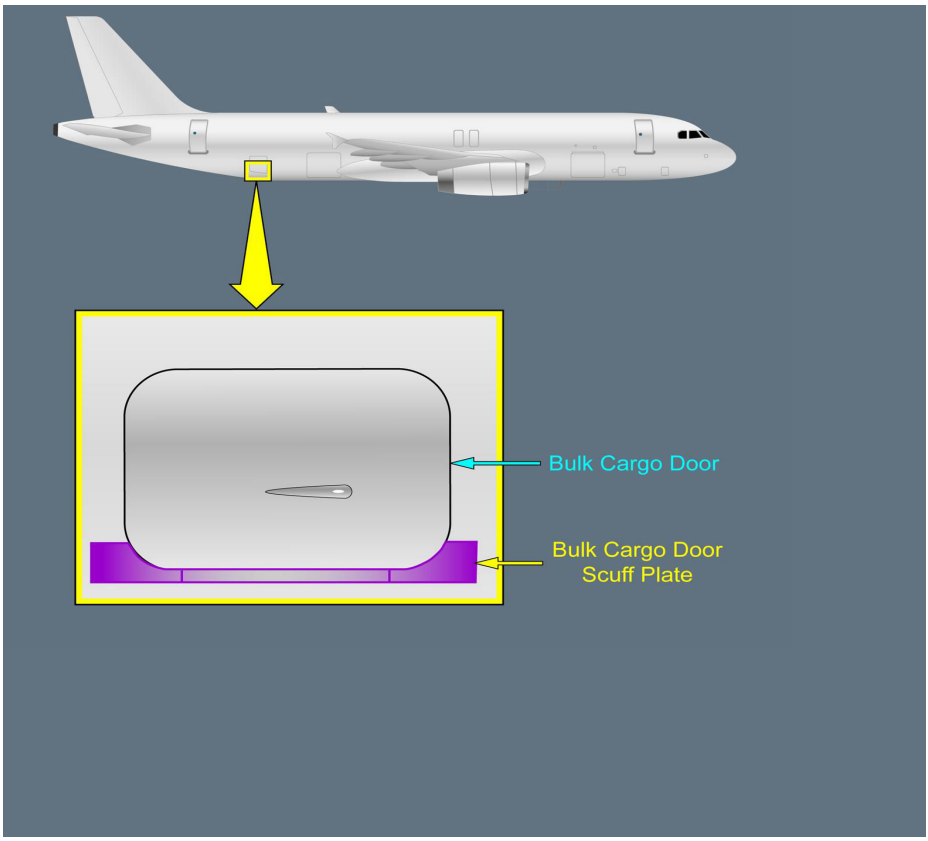
51-03 BULK CARGO DOOR SCUFF PLATE	Quantity installed 1

May be missing.

Refer to 8-51-03 Illustration Bulk Cargo Door Scuff Plate

ILLUSTRATION BULK CARGO DOOR SCUFF PLATE

Ident.: 8-51-03-00002964.0000001 / 28 JUN 2022
Criteria: A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-51-03 Bulk Cargo Door Scuff Plate*

51-04	Fairing Aft Safety Stay Point 311 AL

Ident.: 8-51-04-00002965.0000001 / 28 JUN 2022
Applicable to: ALL

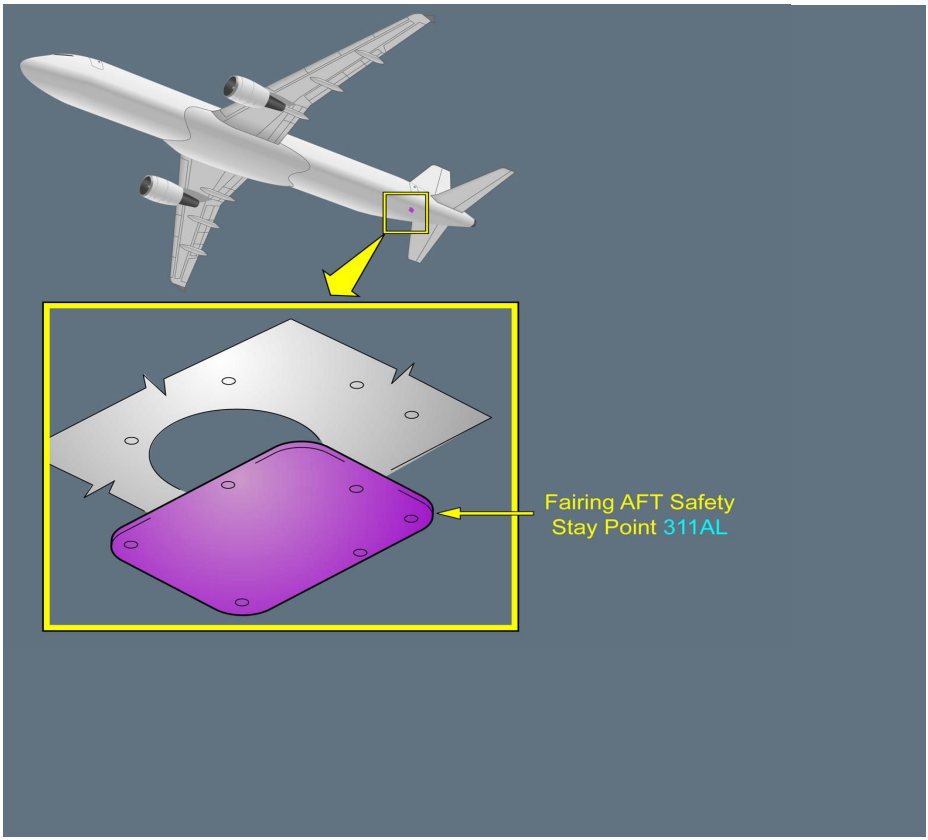
51-04 FAIRING AFT SAFETY STAY POINT 311 AL	Quantity installed 1

May be missing.

Refer to 8-51-04 Illustration Fairing Aft Safety Stay Point 311AL

ILLUSTRATION FAIRING AFT SAFETY STAY POINT 311AL

Ident.: 8-51-04-00002966.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-51-04 Fairing Aft Safety Stay Point 311 AL*

8-52-01 Toilet Servicing and Drainage Door

52-01 Toilet Servicing and Drainage Door 172 AR ..... A
Illustration Toilet Servicing and Drainage Door ..... B

8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB

52-02 Access Door To Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB ..... A
Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB ..... B

8-52-03 Access Door to Potable Water Filling and Drainage

52-03 Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB ..... A
Illustration Access Door to Potable Water Filling and Drainage ..... B

8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB

52-04 Access Door To Opening Control Of Landing Gear Doors On Ground 195 BB - 196 BB ..... A
Illustration Access door to opening control of landing gear doors on ground 195 BB - 196 BB .... B

8-52-05 Access Door to Air Conditioning Ground Supply 191 CB

52-05 Access Door To Air Conditioning Ground Supply 191 CB ..... A
Illustration Access door to air conditionning ground supply 191 CB ..... B

8-52-07 External Power Ground Connection Access Door Assy 121 AL

52-07 External Power Ground Connection Access Door Assy 121 AL ..... A
Illustration External Power Ground Connection Access Door Assy 121 AL ..... B

8-52-08 Access Door of Cargo Opening System 134 AR - 154 AR

52-08 Access Door Of Cargo Opening System 134 AR - 154 AR ..... A
Illustration Access Door of Cargo Opening System 134 AR - 154 AR ..... B

8-52-09 Nose Landing Gear Main Door (713, 714)

52-09 Nose Landing Gear Main Door (713, 714) ..... A
Illustration Nose Landing Gear Main Door (713, 714) ..... B

8-52-10 Nose Landing Gear Aft Door (715, 716)

52-10 Nose Landing Gear Aft Door (715, 716) ..... A
Illustration Nose Landing Gear Aft Door (715, 716) ..... B

8-52-11 Nose Landing Gear Leg Door (712)

52-11 Nose Landing Gear Leg Door (712) ..... A
Illustration Nose Landing Gear Leg Door (712) ..... B

8-52-12 Main Landing Gear Door (732, 742) (flight with gear up)

52-12 Main Landing Gear Door (732, 742) (flight with gear up) ..... A
Illustration Main Landing Gear Door (732, 742) ..... B

8-52-13 Main Landing Gear Door (733, 743) (flight with gear up)

52-13 Main Landing Gear Door (733, 743) (flight with gear up) ..... A
Illustration Main Landing Gear Door (733, 743) ..... B

8-52-14 Main Landing Gear Door (732, 742) (flight with gear down)

52-14 Main Landing Gear Door (732, 742) (Flight with gear down) ..... A
Illustration Main Landing Gear Door (732, 742) ..... B

8-52-15 Main Landing Gear Door (733, 743) (Flight with gear down)

52-15 Main Landing Gear Door (733, 743) (Flight with gear down) ..... A
Illustration Main Landing Gear Door (733, 743) ..... B

8-52-16 Main Landing Gear Door (734, 744) (Flight with gear down)

52-16 Main Landing Gear Door (734, 744) (Flight with gear down) ..... A
Illustration Main Landing Gear Door (734, 744) ..... B

8-52-17 Bulk Door Outer Handle

52-17 Bulk Door Outer Handle ..... A
Illustration Bulk Door Outer Handle ..... B

8-52-18 Main Landing Gear Door : Seal on Secondary Hinged Fairing

52-18 Main Landing Gear Door : Seal On Secondary Hinged Fairing ..... A
Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing ..... B

8-52-19 Pax Door Upper Cover Plate

52-19 Pax Door Upper Cover Plate ..... A
Illustration Pax Door Upper Cover Plate ..... B

8-52-20 Access Door to HP Air Ground Connector 191 DB

52-20 Access Door To HP Air Ground Connector 191 DB ..... A

Illustration Access Door to HP Air Ground Connector 191 DB ..... B

8-52-21 Blue Hydraulic Access Door 197 FB

52-21 Blue Hydraulic Access Door 197 FB ..... A
Illustration Blue Hydraulic Access Door 197 FB ..... B

8-52-22 Forward Cargo Door Access Cover Panel 825 AR

52-22 Forward Cargo Door Access Cover Panel 825 AR ..... A
Illustration Forward Cargo Door Access Cover Panel 825 AR ..... B

8-52-23 Aft Cargo Door Access Cover Panel 826 AR

52-23 Aft Cargo Door Access Cover Panel 826 AR ..... A
Illustration Aft Cargo Door Access Cover Panel 826 AR ..... B

52-01	Toilet Servicing and Drainage Door 172 AR

Ident.: 8-52-01-00002967.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-01 TOILET SERVICING AND DRAINAGE DOOR 172 AR	Quantity installed 1

(m) *Refer to AMM Task 52-42-00-040-002*

May be missing.

Note: 1. *Following the deactivation procedures of the toilet servicing and draining door, the toilet system remains operative. Ensure toilets are not used on ground due to possible ongoing servicing operations.*
2. *May be combined with MCDL items:*
   - *52-02 (Refer to AFM/MCDL-52-02 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
   - *52-03 (Refer to AFM/MCDL-52-03 52-03 Access Door to Potable Water Filling and Drainage)*
   - *52-04 (Refer to AFM/MCDL-52-04 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
   - *52-05 (Refer to AFM/MCDL-52-05 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
   - *52-20 (Refer to AFM/MCDL-52-20 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)

  – En route performance limiting weight is reduced by 72 kg (159 lb).

Refer to 8-52-01 Illustration Toilet Servicing and Drainage Door

52-01	Toilet Servicing and Drainage Door 172 AR

Ident.: 8-52-01-00002967.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-01 TOILET SERVICING AND DRAINAGE DOOR 172 AR	Quantity installed 1

(m) *Refer to AMM Task 52-42-00-040-002*

May be missing.

Note: 1. *Following the deactivation procedures of the toilet servicing and draining door, the toilet system remains operative. Ensure toilets are not used on ground due to possible ongoing servicing operations.*

2. *May be combined with the following MCDL items:*
   - *52-02 (Refer to AFM/MCDL-52-02 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
   - *52-03 (Refer to AFM/MCDL-52-03 52-03 Access Door to Potable Water Filling and Drainage)*
   - *52-04 (Refer to AFM/MCDL-52-04 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
   - *52-05 (Refer to AFM/MCDL-52-05 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
   - *52-20 (Refer to AFM/MCDL-52-20 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

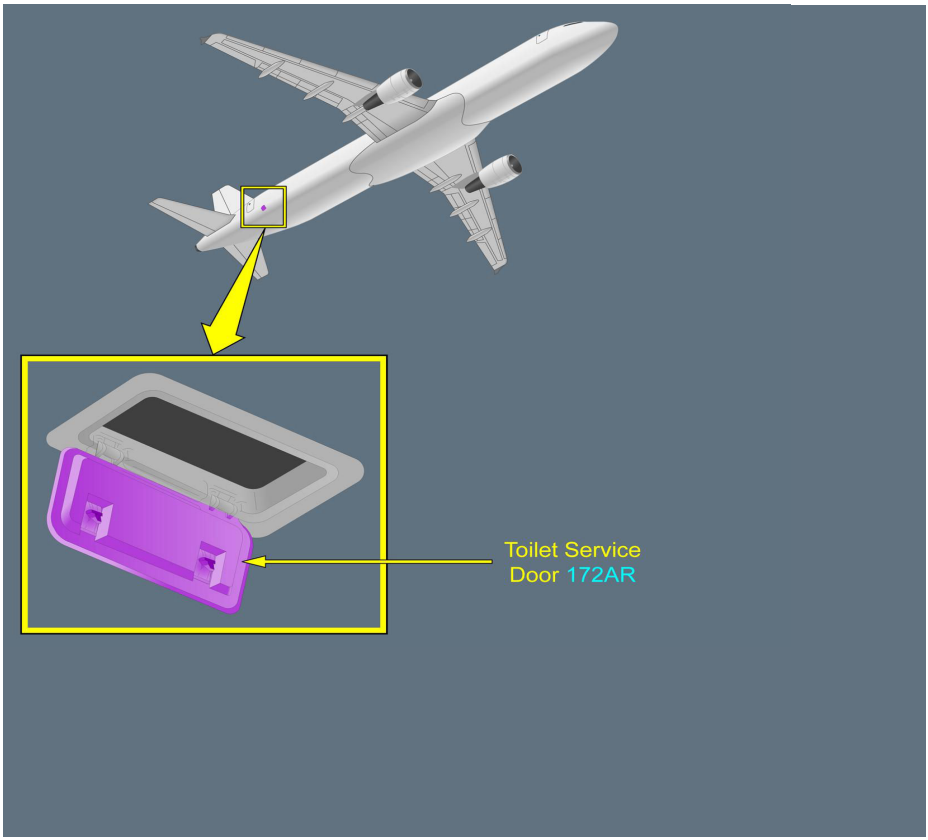
  – Takeoff performance limiting weight is reduced by 71 kg (157 lb)

  – En route performance limiting weight is reduced by 92 kg (203 lb).

Refer to 8-52-01 Illustration Toilet Servicing and Drainage Door

ILLUSTRATION TOILET SERVICING AND DRAINAGE DOOR

Ident.: 8-52-01-00002968.0000001 / 28 JUN 2022
Applicable to: ALL



for dispatch conditions:*Refer to 8-52-01 Toilet Servicing and Drainage Door*

52-02	Access Door To Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB

Ident.: 8-52-02-00002969.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-02 ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB	Quantity installed 3

(m) *Refer to AMM Task 52-42-00-040-802*

One may be missing.

Note: *May be combined with CDL items:*
- *52-01 (Refer to AFM/MCDL-52-01 52-01 Toilet Servicing and Drainage Door)*
- *52-03 (Refer to AFM/MCDL-52-03 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to AFM/MCDL-52-04 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to AFM/MCDL-52-05 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to AFM/MCDL-52-20 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)

  – En route performance limiting weight is reduced by 72 kg (159 lb).

Refer to 8-52-02 Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB

52-02	Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB

Ident.: 8-52-02-00002969.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-02 ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB	Quantity installed 3

(m) *Refer to AMM Task 52-42-00-040-802*

One may be missing.

Note: *May be combined with the following CDL items:*

- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door 172 AR)*
- *52-03 (Refer to 8-52-03 Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

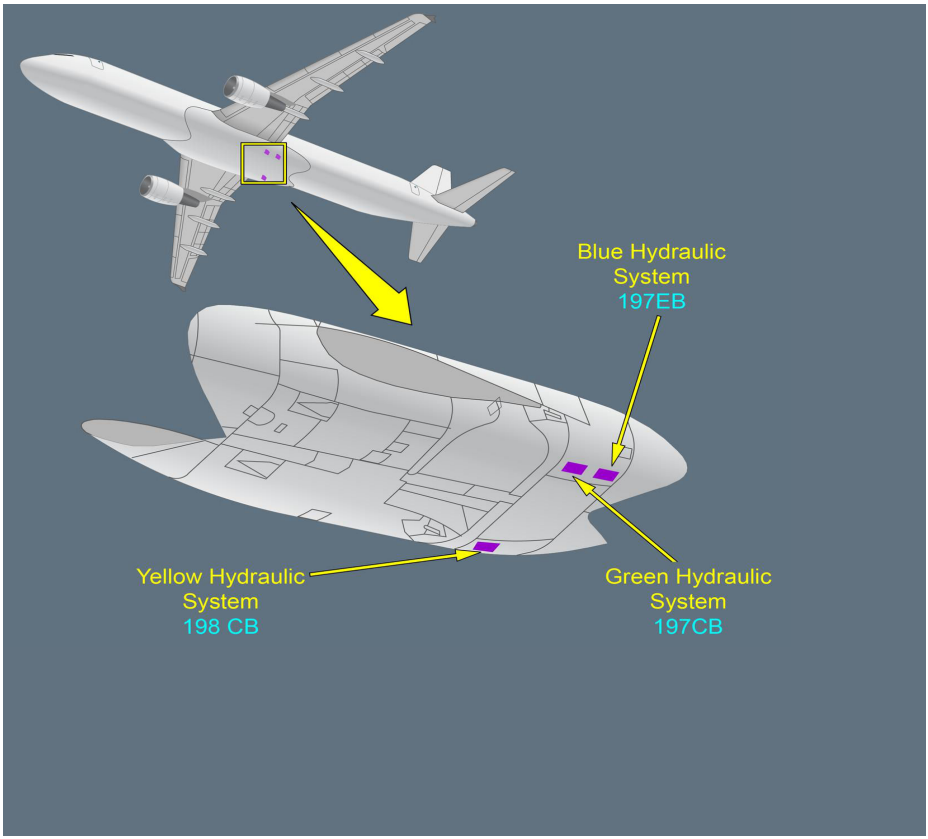
  The following performance penalties are applicable:

  - Takeoff performance limiting weight is reduced by 71 kg (157 lb)
  - En route performance limiting weight is reduced by 92 kg (203 lb).

Refer to 8-52-02 Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB

ILLUSTRATION ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB

Ident.: 8-52-02-00002970.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB*

52-03	Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB

Ident.: 8-52-03-00002971.0000004 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-03 ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE 133 AL - 171 AL - 192 NB	Quantity installed 3

(m) *Refer to AMM Task 52-42-00-040-803*

One may be missing.

Note: *May be combined with MCDL items:*
- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB).*

Refer to 8-52-03 Illustration Access Door to Potable Water Filling and Drainage

52-03	Access Door To Potable Water Filling And Drainage 133 AL - 171 AL

Ident.: 8-52-03-00002971.0000005 / 28 JUN 2022
Criteria: A319 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

52-03 ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE 133 AL - 171 AL	Quantity installed 2

(m) *Refer to AMM Task 52-42-00-040-804*

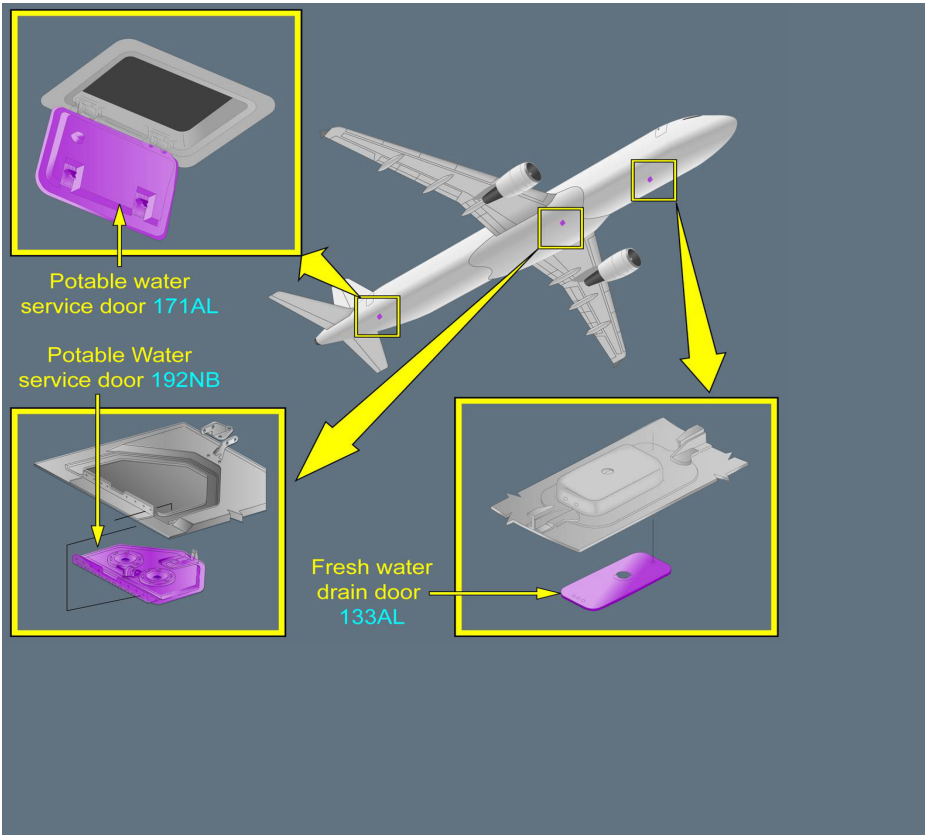
One may be missing.

Note: *May be combined with MCDL items:*
- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB).*

Refer to 8-52-03 Illustration Access Door to Potable Water Filling and Drainage

ILLUSTRATION ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE

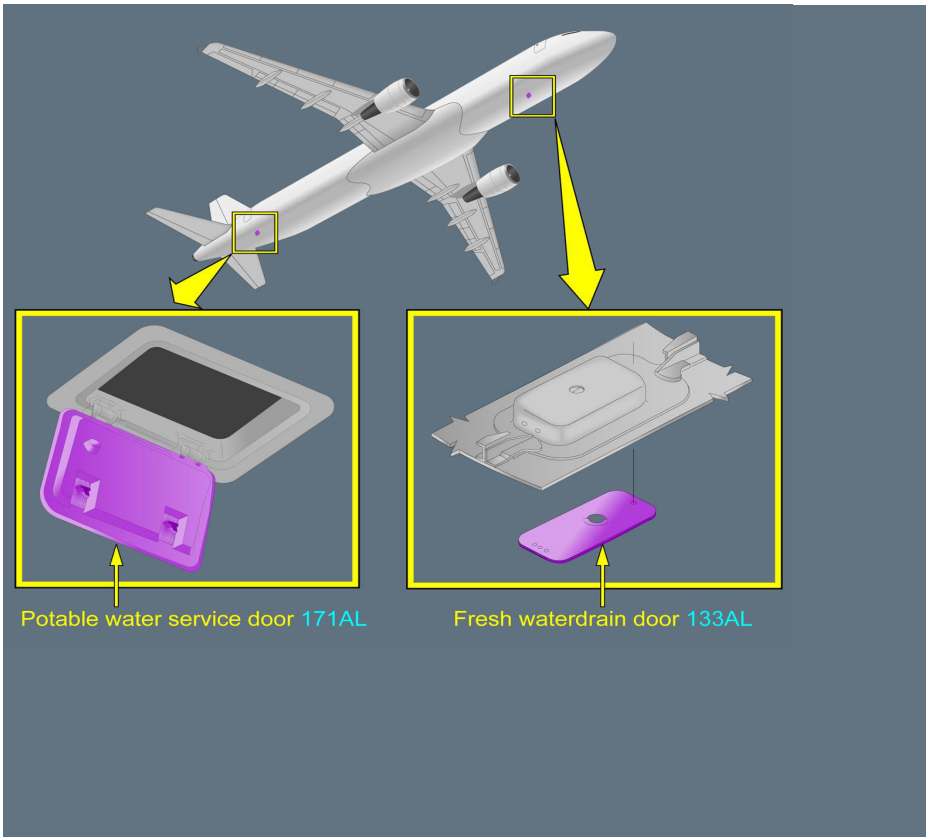
Ident.: 8-52-03-00002972.0000100 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-52-03 Access Door to Potable Water Filling and Drainage*

ILLUSTRATION ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE

Ident.: 8-52-03-00002972.0000200 / 28 JUN 2022
Criteria: A319 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN



For dispatch conditions:*Refer to 8-52-03 Access Door to Potable Water Filling and Drainage*

52-04	Access Door To Opening Control Of Landing Gear Doors On Ground 195 BB - 196 BB

Ident.: 8-52-04-00002973.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-04 ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB	Quantity installed 2

One may be missing for five flight cycles.

Note: *May be combined with CDL items:*

- *52-01 (Refer to AFM/MCDL-52-01 52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to AFM/MCDL-52-02 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to AFM/MCDL-52-03 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-05 (Refer to AFM/MCDL-52-05 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to AFM/MCDL-52-20 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Limitations:**

  Flight in forecasted thunderstorm condition is not allowed.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)

  – En route performance limiting weight is reduced by 72 kg (159 lb).

Refer to 8-52-04 Illustration Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB

52-04	Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB

Ident.: 8-52-04-00002973.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-04	Quantity installed 2

ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB	

One may be missing for five flight cycles.

Note: *May be combined with the following CDL items:*

- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door 172 AR)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 8-52-03 Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Limitations:**

  Flight in forecasted thunderstorm condition is not permitted.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

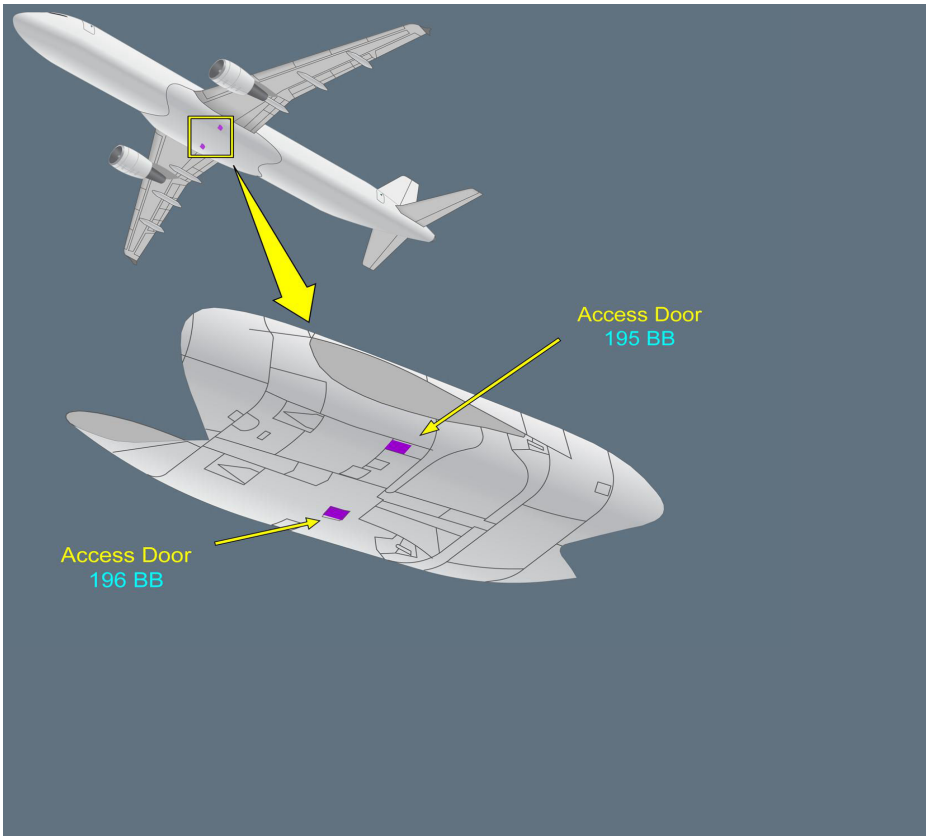
  – Takeoff performance limiting weight is reduced by 71 kg (157 lb)

  – En route performance limiting weight is reduced by 92 kg (203 lb).

Refer to 8-52-04 Illustration Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB

ILLUSTRATION ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB

Ident.: 8-52-04-00002975.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions: *Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB*

52-05	Access Door To Air Conditioning Ground Supply 191 CB

Ident.: 8-52-05-00002976.0000001 / 28 JUN 2022
Applicable to: ALL

52-05 ACCESS DOOR TO AIR CONDITIONING GROUND SUPPLY 191 CB	Quantity installed 1

May be missing.

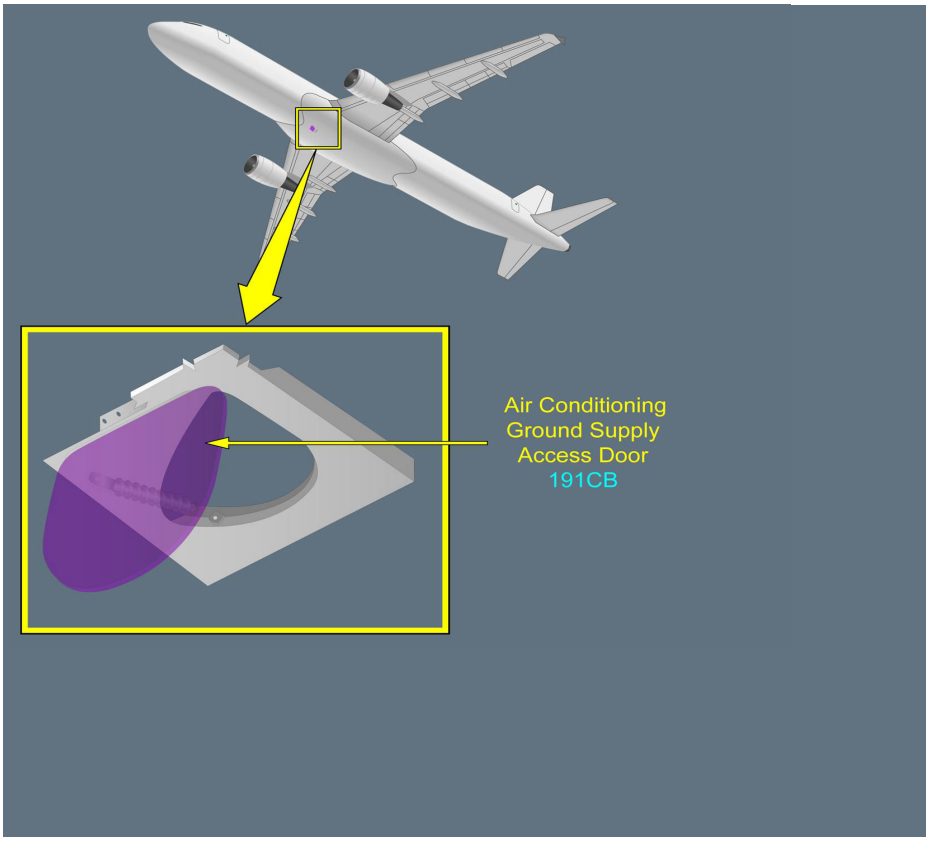
Note: *May be combined with MCDL items:*

- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB)*
- *52-21 (Refer to 8-52-21 Blue Hydraulic Access Door 197 FB).*

Refer to 8-52-05 Illustration Access Door to Air Conditioning Ground Supply 191 CB

ILLUSTRATION ACCESS DOOR TO AIR CONDITIONNING GROUND SUPPLY 191 CB

Ident.: 8-52-05-00002977.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB*

52-07	External Power Ground Connection Access Door Assy 121 AL

Ident.: 8-52-07-00002978.0000001 / 28 JUN 2022
Applicable to: ALL

52-07 EXTERNAL POWER GROUND CONNECTION ACCESS DOOR ASSY 121 AL	Quantity installed 1

(m) *Refer to AMM Task 52-42-00-040-003*

May be missing for five flight cycles provided the hole is covered and a visual inspection is performed before each flight.

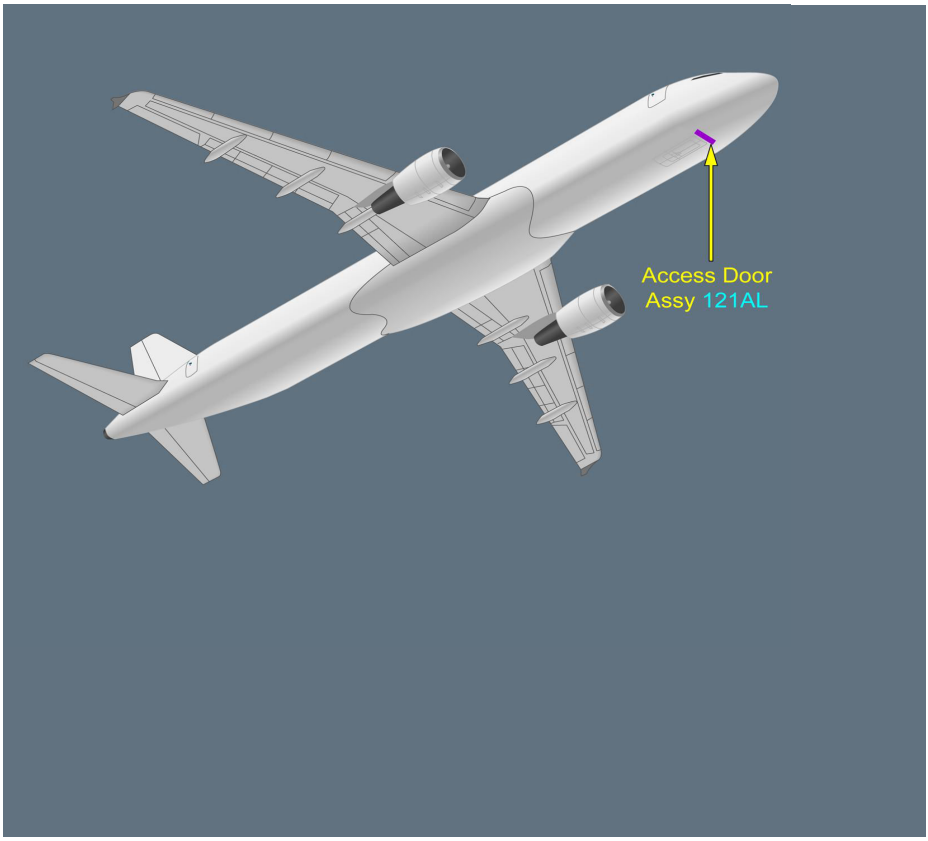
- **Limitations:**

  Flight in forecasted thunderstorm condition is not allowed.

Refer to 8-52-07 Illustration External Power Ground Connection Access Door Assy 121 AL

ILLUSTRATION EXTERNAL POWER GROUND CONNECTION ACCESS DOOR ASSY 121 AL

Ident.: 8-52-07-00002979.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-07 External Power Ground Connection Access Door Assy 121 AL*

52-08	Access Door Of Cargo Opening System 134 AR - 154 AR

Ident.: 8-52-08-00002980.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

52-08 ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR	Quantity installed 2

All may be missing.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb) per missing access door

  – En-route performance limiting weight is reduced by 108 kg (239 lb) per missing access door

  – Fuel consumption is increased by 0.27 % per missing access door.

Refer to 8-52-08 Illustration Access Door of Cargo Opening System 134 AR - 154 AR

52-08	Access Door Of Cargo Opening System 134 AR - 154 AR

Ident.: 8-52-08-00002980.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

52-08 ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR	Quantity installed 2

All may be missing.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 95 kg (210 lb) per missing access door

  – En-route performance limiting weight is reduced by 105 kg (232 lb) per missing access door

  – Fuel consumption is increased by 0.21 % per missing access door.

Refer to 8-52-08 Illustration Access Door of Cargo Opening System 134 AR - 154 AR

52-08	Access Door of Cargo Opening System 134 AR - 154 AR

Ident.: 8-52-08-00002980.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-08 ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR	Quantity installed 2

All may be missing.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 89 kg (196 lb) per missing door

  – En route performance limiting weight is reduced by 132 kg (291 lb) per missing door

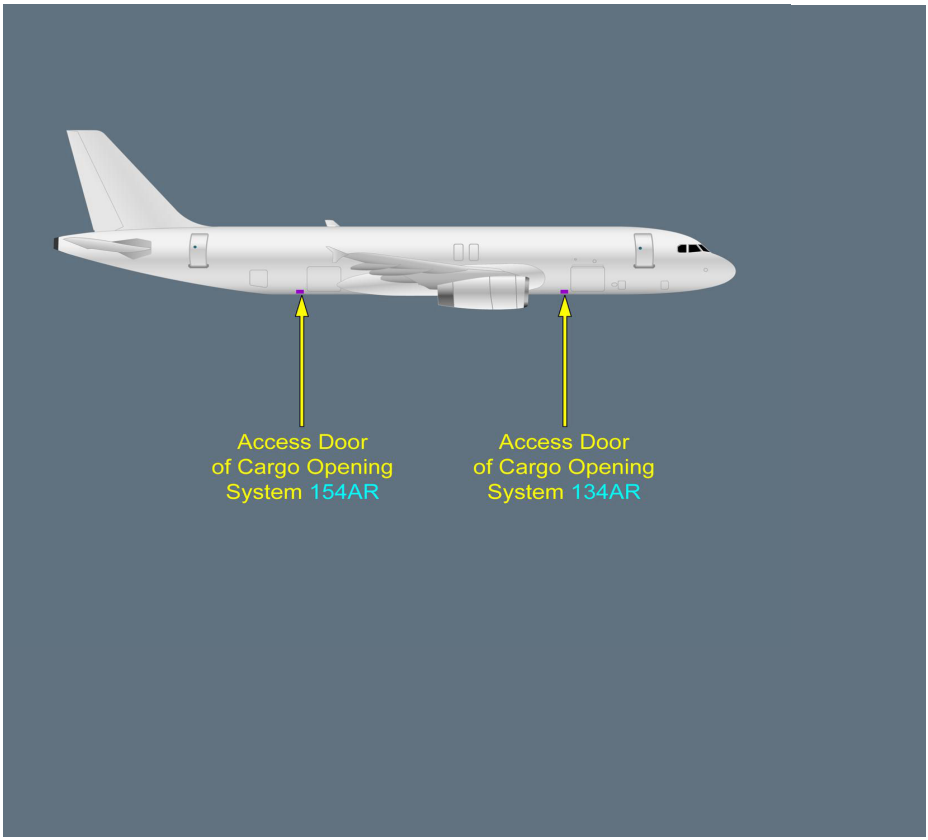
  – Fuel consumption is increased by 0.24 % per missing door

  – If both doors are missing, approach climb limiting weight is reduced by 44 kg (97 lb) per missing door.

Refer to 8-52-08 Illustration Access Door of Cargo Opening System 134 AR - 154 AR

ILLUSTRATION ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR

Ident.: 8-52-08-00002981.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-08 Access Door of Cargo Opening System 134 AR - 154 AR*

52-09	Nose Landing Gear Main Door (713, 714)

Ident.: 8-52-09-00002982.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

52-09 NOSE LANDING GEAR MAIN DOOR (713, 714)	Quantity installed 2

(m) *Refer to AMM Task 32-22-00-040-001*

May be missing provided both main doors (713, 714) are removed and both aft doors (715, 716) (*Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)*) are removed.

Note: *May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712))*

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

  Maximum speed: 220 ktIAS/ M 0.5

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 918 kg (2024 lb)
  – En-route performance limiting weight is reduced by 1000 kg (2205 lb)
  – Fuel consumption is increased by 2 %.

Refer to 8-52-09 Illustration Nose Landing Gear Main Door (713, 714)

52-09	Nose Landing Gear Main Door (713, 714)

Ident.: 8-52-09-00002982.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

52-09	Quantity installed

NOSE LANDING GEAR MAIN DOOR (713, 714)	2

(m) *Refer to AMM Task 32-22-00-040-001*

May be missing provided both main doors (713, 714) are removed and both aft doors (715, 716) (*Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)*) are removed.

Note: *May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712))*

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

  Maximum speed: 220 ktIAS/ M 0.5

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 1109 kg (2445 lb)

  – En-route performance limiting weight is reduced by 1000 kg (2205 lb)

  – Fuel consumption is increased by 2 %.

Refer to 8-52-09 Illustration Nose Landing Gear Main Door (713, 714)

52-09	Nose Landing Gear Main Door (713, 714)

Ident.: 8-52-09-00002982.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-09 NOSE LANDING GEAR MAIN DOOR (713, 714)	Quantity installed 2

(m) *Refer to AMM Task 32-22-00-040-001*

May be missing provided both main doors (713, 714) are removed and both aft doors (715, 716) (*Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)*) are removed.

Note: *May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712)).*

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Passengers transportation is not permitted.

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

  Maximum speed: 220 ktIAS/ M 0.5

- **Performance:**

  Note: Takeoff performance penalties are applied by EFB T/O performance calculation.

  Note: Reference performance for penalties computations are performance with landing gear down.

  For both main doors missing, the following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 1033 kg (2277 lb)

  – Approach climb limiting weight is reduced by 517 kg (1140 lb)

  – En-route performance limiting weight is reduced by 630 kg (1389 lb)

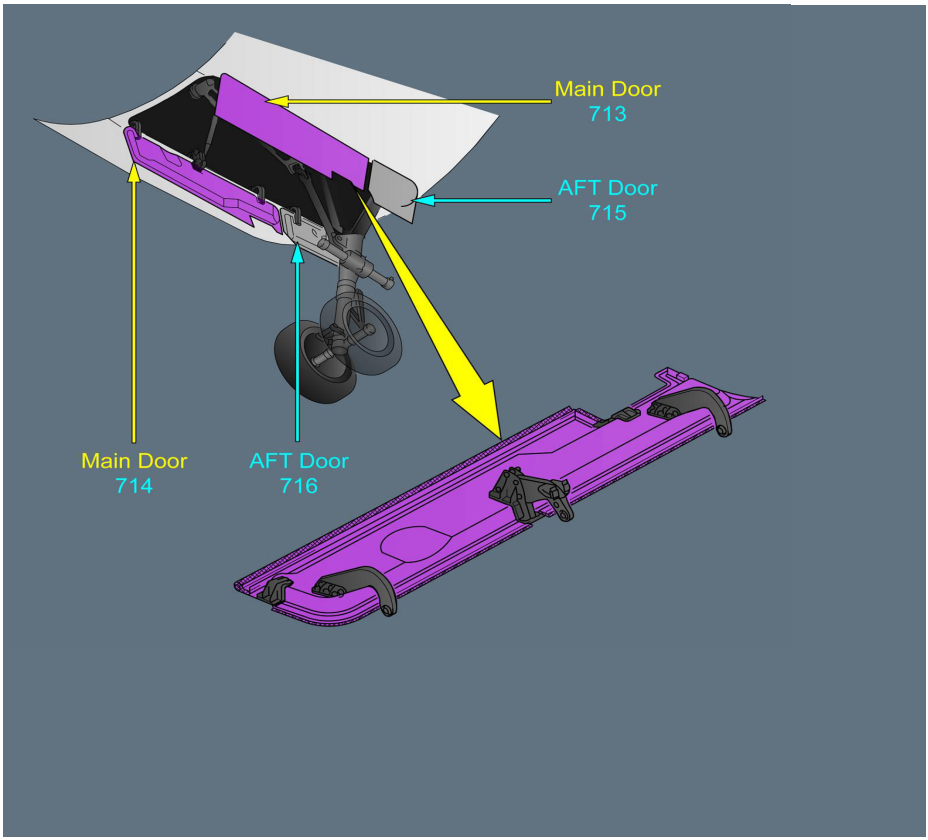
  – Fuel consumption is increased by 1.4 %.

  Note: Must be combined with performance penalties published in CDL item 52-10 (Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)).

Refer to 8-52-09 Illustration Nose Landing Gear Main Door (713, 714)

ILLUSTRATION NOSE LANDING GEAR MAIN DOOR (713, 714)

Ident.: 8-52-09-00002983.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-09 Nose Landing Gear Main Door (713, 714)*

52-10	Nose Landing Gear Aft Door (715, 716)

Ident.: 8-52-10-00002984.0000100 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

52-10 NOSE LANDING GEAR AFT DOOR (715, 716)	Quantity installed 2

(m) *Refer to AMM Task 32-22-00-040-002*

All may be missing.

Note: May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712))

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: Takeoff performance penalties are applied by EFB T/O performance calculation.

  Note: Reference performance for penalties computations are performance with landing gear down.

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb)

  – En-route performance limiting weight is reduced by 100 kg (221 lb)

  – Fuel consumption is increased by 0.25 %.

  When combined with CDL item 52-09 (*Refer to 8-52-09 Nose Landing Gear Main Door (713, 714)*), the performance penalties published in 52-09 are applicable.

Refer to 8-52-10 Illustration Nose Landing Gear Aft Door (715, 716)

52-10	Nose Landing Gear Aft Door (715, 716)

Ident.: 8-52-10-00002984.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

52-10 NOSE LANDING GEAR AFT DOOR (715, 716)	Quantity installed 2

(m) *Refer to AMM Task 32-22-00-040-002*

All may be missing.

Note: *May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712))*

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb)

  – En-route performance limiting weight is reduced by 100 kg (221 lb)

  – Fuel consumption is increased by 0.25 %.

  When combined with CDL item 52-09 (*Refer to 8-52-09 Nose Landing Gear Main Door (713, 714)*), the performance penalties published in 52-09 are applicable.

Refer to 8-52-10 Illustration Nose Landing Gear Aft Door (715, 716)

52-10	Nose Landing Gear Aft Door (715, 716)

Ident.: 8-52-10-00002984.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-10 NOSE LANDING GEAR AFT DOOR (715, 716)	Quantity installed 2

(m) *Refer to AMM Task 32-22-00-040-002*

All may be missing.

Note: *May be combined with the following MCDL items:*
- *52-09 (Refer to AFM/MCDL-52-09 52-09 Nose Landing Gear Main Door (713, 714))*
- *52-11 (Refer to AFM/MCDL-52-11 52-11 Nose Landing Gear Leg Door (712)).*

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

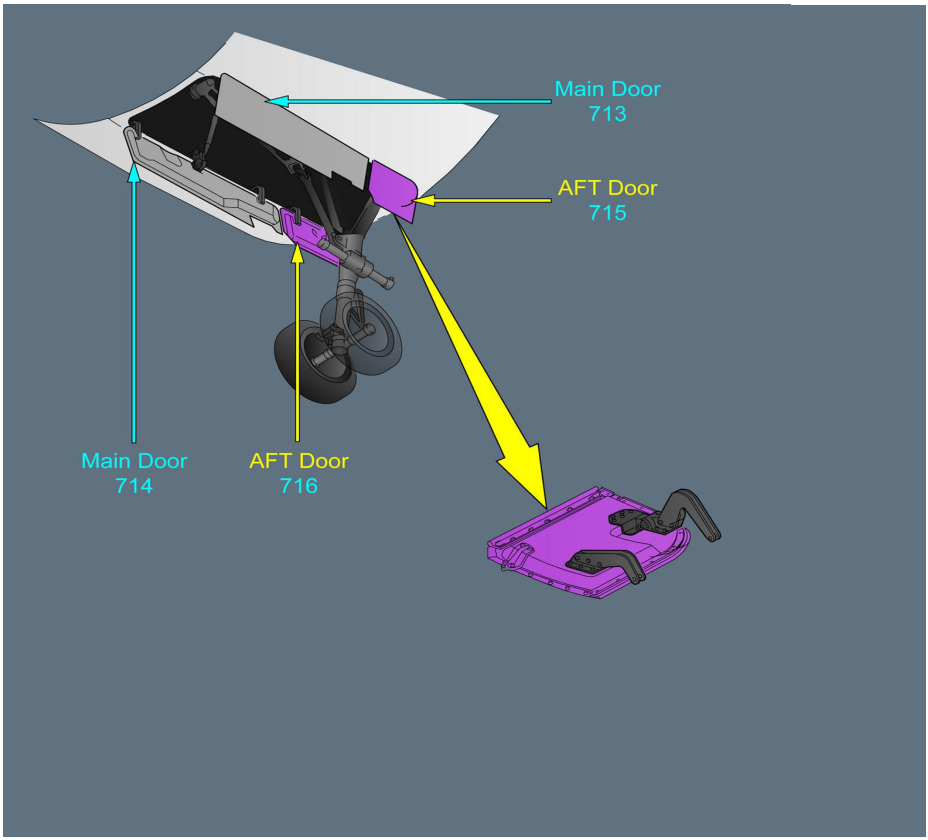
The following performance penalties are applicable:

- Takeoff performance limiting weight is reduced by 89 kg (196 lb) per missing door
- If both aft doors are missing,
  - Approach climb limiting weight is reduced by 45 kg (99 lb) per missing door
  - En route performance limiting weight is reduced by 45 kg (99 lb) per missing door
  - Fuel consumption is increased by 0.1 % per missing door.

Refer to 8-52-10 Illustration Nose Landing Gear Aft Door (715, 716)

ILLUSTRATION NOSE LANDING GEAR AFT DOOR (715, 716)

Ident.: 8-52-10-00002985.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)*

52-11	Nose Landing Gear Leg Door (712)

Ident.: 8-52-11-00002986.0000001 / 28 JUN 2022
Applicable to: ALL

52-11 NOSE LANDING GEAR LEG DOOR (712)	Quantity installed 1

(m) *Refer to AMM Task 32-22-00-040-003*

May be missing.

Note: *May be combined with MCDL items 52-09 (Refer to 8-52-09 Nose Landing Gear Main Door (713, 714)) and 52-10 (Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)).*

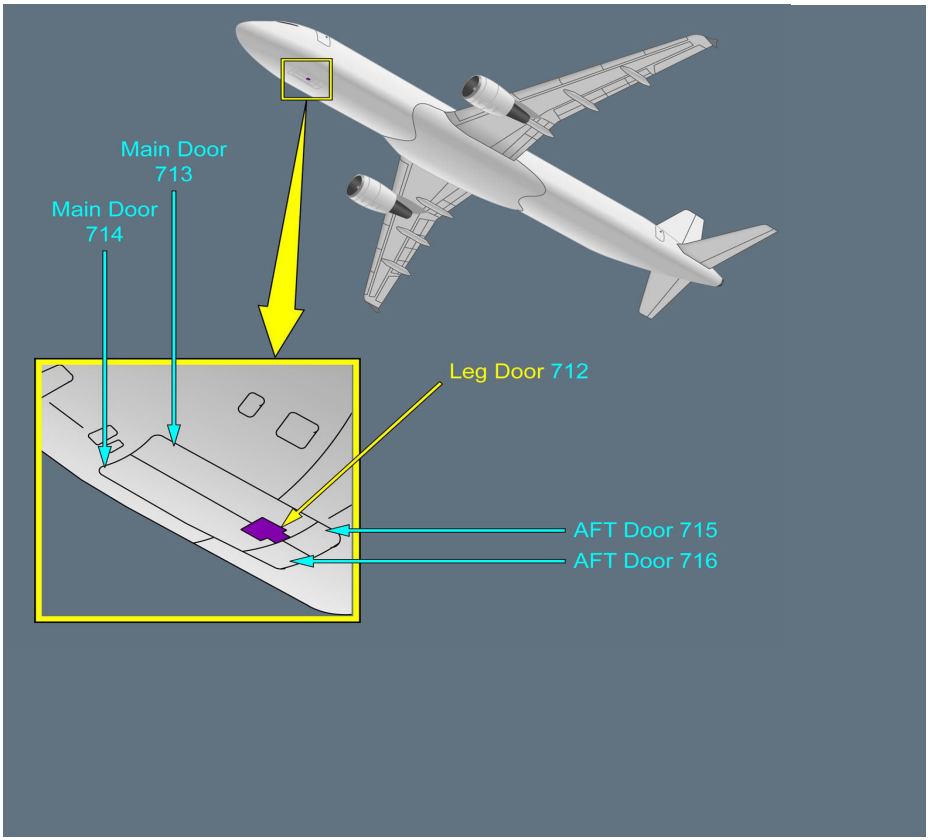
- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

Refer to 8-52-11 Illustration Nose Landing Gear Leg Door (712)

ILLUSTRATION NOSE LANDING GEAR LEG DOOR (712)

Ident.: 8-52-11-00002987.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-11 Nose Landing Gear Leg Door (712)*

52-12	Main Landing Gear Door (732, 742) (flight with gear up)

Ident.: 8-52-12-00007154.0000001 / 11 NOV 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

52-12 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR UP)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight in forecasted icing conditions is not allowed.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 394 kg (869 lb)

  – En-route performance limiting weight is reduced by 540 kg (1191 lb)

  – Fuel consumption is increased by 1.22 %.

Refer to 8-52-12 Illustration Main Landing Gear Door (732, 742)

52-12	Main Landing Gear Door (732, 742) (flight with gear up)

Ident.: 8-52-12-00007154.0000002 / 11 NOV 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

52-12 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR UP)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight in forecasted icing conditions is not allowed.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 475 kg (1047 lb)

  – En-route performance limiting weight is reduced by 525 kg (1158 lb)

  – Fuel consumption is increased by 0.96 %.

Refer to 8-52-12 Illustration Main Landing Gear Door (732, 742)

52-12	Main Landing Gear Door (732, 742) (flight with gear up)

Ident.: 8-52-12-00007154.0000003 / 11 NOV 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-12 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR UP)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not permitted.

  Flight in forecasted icing conditions is not permitted.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 443 kg (977 lb)

  – Approach climb limiting weight is reduced by 221 kg (487 lb)

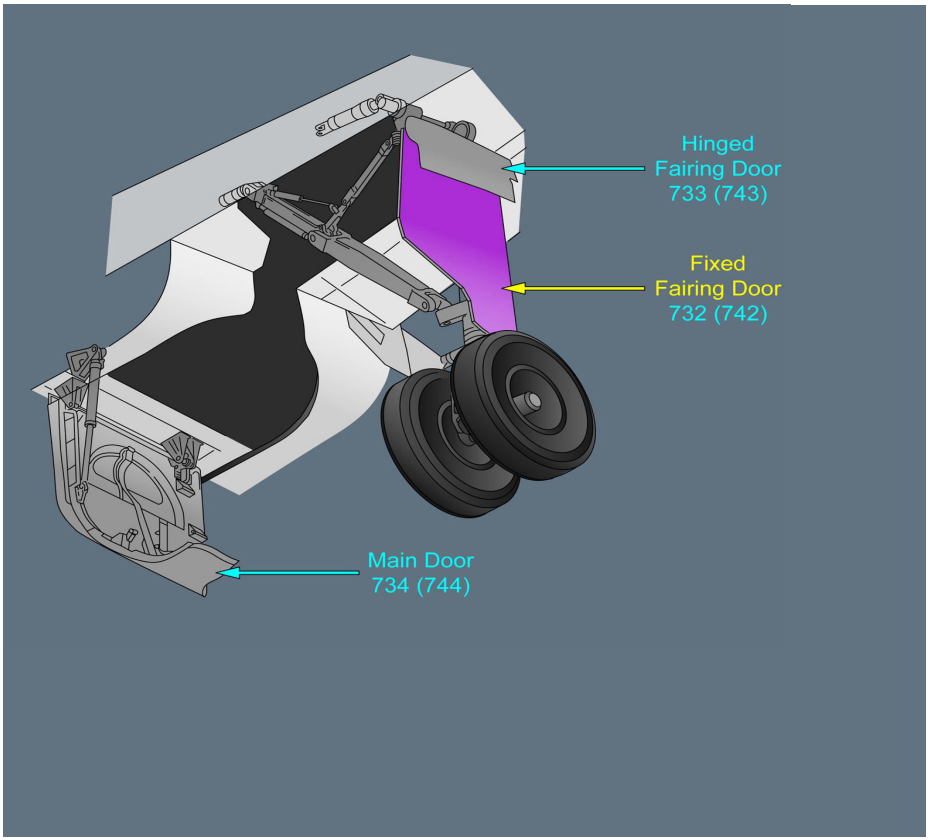
  – En-route performance limiting weight is reduced by 660 kg (1455 lb)

  – Fuel consumption is increased by 1.1 %.

Refer to 8-52-12 Illustration Main Landing Gear Door (732, 742)

ILLUSTRATION MAIN LANDING GEAR DOOR (732, 742)

Ident.: 8-52-12-00002992.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-12 Main Landing Gear Door (732, 742) (flight with gear up)*

52-13	Main Landing Gear Door (733, 743) (flight with gear up)

Ident.: 8-52-13-00002993.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-13 MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR UP)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight in forecasted icing conditions is not allowed.

- **Performance:**

  Note: Takeoff performance penalties are applied by EFB T/O performance calculation.

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 111 kg (245 lb)

  – En-route performance limiting weight is reduced by 126 kg (278 lb)

  – Fuel consumption is increased by 0.28 %.

Refer to 8-52-13 Illustration Main Landing Gear Door (733, 743)

52-13	Main Landing Gear Door (733, 743) (flight with gear up)

Ident.: 8-52-13-00002993.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-13 MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR UP)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not permitted.

  Flight in forecasted icing conditions is not permitted.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

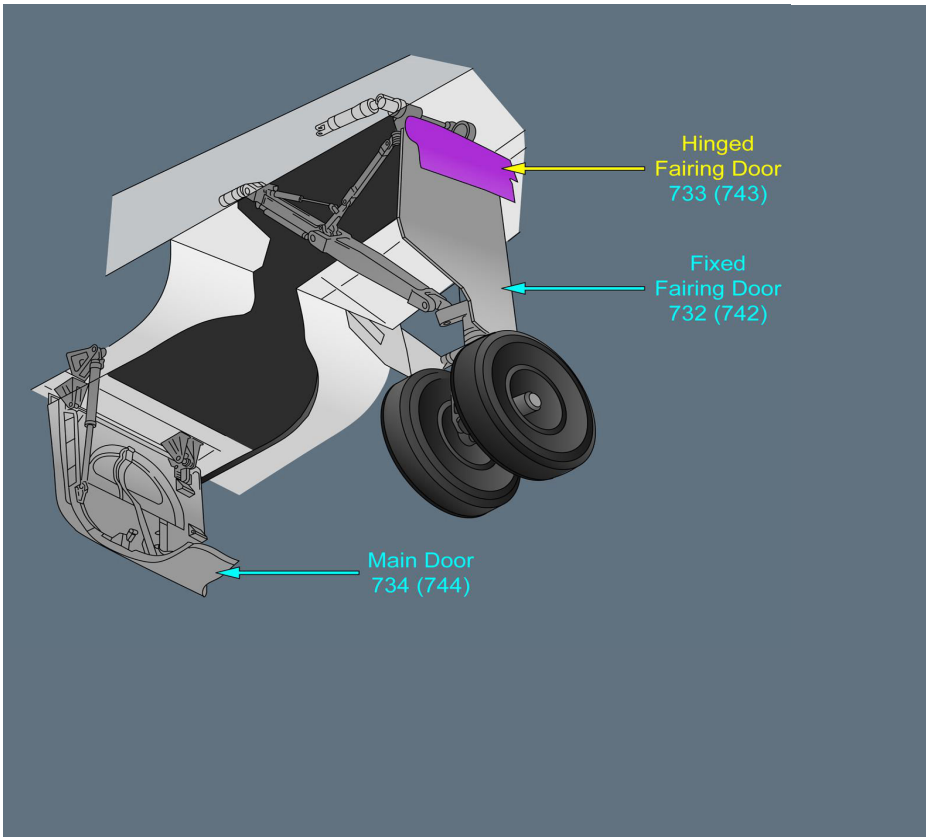
  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 125 kg (276 lb)
  – Approach climb limiting weight is reduced by 62 kg (137 lb)
  – En-route performance limiting weight is reduced by 161 kg (355 lb)
  – Fuel consumption is increased by 0.28 %.

Refer to 8-52-13 Illustration Main Landing Gear Door (733, 743)

ILLUSTRATION MAIN LANDING GEAR DOOR (733, 743)

Ident.: 8-52-13-00002994.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-13 Main Landing Gear Door (733, 743) (flight with gear up)*

52-14	Main Landing Gear Door (732, 742) (Flight with gear down)

Ident.: 8-52-14-00002995.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

52-14 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 394 kg (869 lb)
  – En-route performance limiting weight is reduced by 450 kg (993 lb)
  – Fuel consumption is increased by 1.00 %.

Refer to 8-52-14 Illustration Main Landing Gear Door (732, 742)

52-14	Main Landing Gear Door (732, 742) (Flight with gear down)

Ident.: 8-52-14-00002995.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

52-14 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: Takeoff performance penalties are applied by EFB T/O performance calculation.

  Note: Reference performance for penalties computations are performance with landing gear down.

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 475 kg (1048 lb)

  – En-route performance limiting weight is reduced by 450 kg (993 lb)

  – Fuel consumption is increased by 1.00 %.

Refer to 8-52-14 Illustration Main Landing Gear Door (732, 742)

52-14	Main Landing Gear Door (732, 742) (flight with gear down)

Ident.: 8-52-14-00002995.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-14 MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: Takeoff performance penalties are applied by EFB T/O performance calculation.

  Note: Reference performance for penalties computations are performance with landing gear down.

  The following performance penalties are applicable:

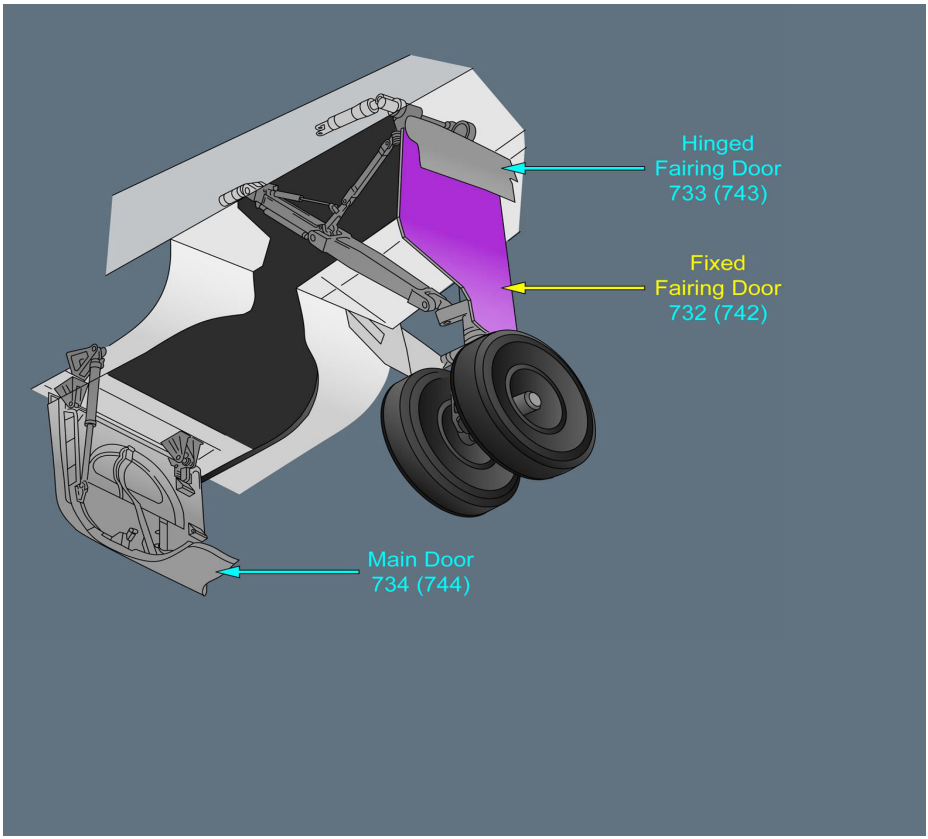
  – Takeoff performance limiting weight is reduced by 443 kg (977 lb)

– Approach climb limiting weight is reduced by 221 kg (487 lb)
– En-route performance limiting weight is reduced by 270 kg (595 lb)
– Fuel consumption is increased by 0.6 %.

Refer to 8-52-14 Illustration Main Landing Gear Door (732, 742)

ILLUSTRATION MAIN LANDING GEAR DOOR (732, 742)

Ident.: 8-52-14-00002996.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-14 Main Landing Gear Door (732, 742) (flight with gear down)*

52-15	Main Landing Gear Door (733, 743) (Flight with gear down)

Ident.: 8-52-15-00002997.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-15 MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 111 kg (245 lb)
  – En-route performance limiting weight is reduced by 200 kg (441 lb)
  – Fuel consumption is increased by 0.30 %.

Refer to 8-52-15 Illustration Main Landing Gear Door (733, 743)

52-15	Main Landing Gear Door (733, 743) (Flight with gear down)

Ident.: 8-52-15-00002997.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-15 MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 125 kg (276 lb)

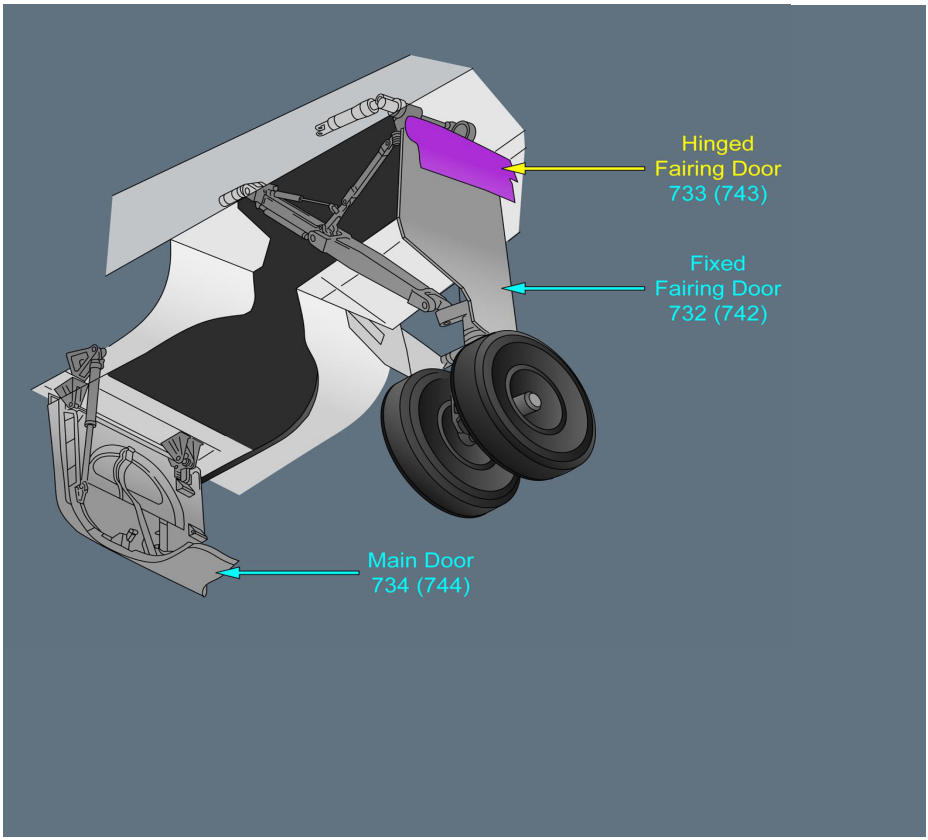
  – Approach climb limiting weight is reduced by 62 kg (137 lb)

  – En-route performance limiting weight is reduced by 63 kg (139 lb).

Refer to 8-52-15 Illustration Main Landing Gear Door (733, 743)

ILLUSTRATION MAIN LANDING GEAR DOOR (733, 743)

Ident.: 8-52-15-00002998.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-15 Main Landing Gear Door (733, 743) (Flight with gear down)*

52-16	Main Landing Gear Door (734, 744) (Flight with gear down)

Ident.: 8-52-16-00002999.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

52-16 MAIN LANDING GEAR DOOR (734, 744) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 623 kg (1374 lb)
  – En-route performance limiting weight is reduced by 700 kg (1544 lb)
  – Fuel consumption is increased by 1.50 %.

Refer to 8-52-16 Illustration Main Landing Gear Door (734, 744)

52-16	Main Landing Gear Door (734, 744) (Flight with gear down)

Ident.: 8-52-16-00002999.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

52-16 MAIN LANDING GEAR DOOR (734, 744) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 752 kg (1658 lb)

  – En-route performance limiting weight is reduced by 700 kg (1544 lb)

  – Fuel consumption is increased by 1.50 %.

Refer to 8-52-16 Illustration Main Landing Gear Door (734, 744)

52-16	Main Landing Gear Door (734, 744) (Flight with gear down)

Ident.: 8-52-16-00002999.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-16 MAIN LANDING GEAR DOOR (734, 744) (FLIGHT WITH GEAR DOWN)	Quantity installed 2

(m) *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  Note: *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

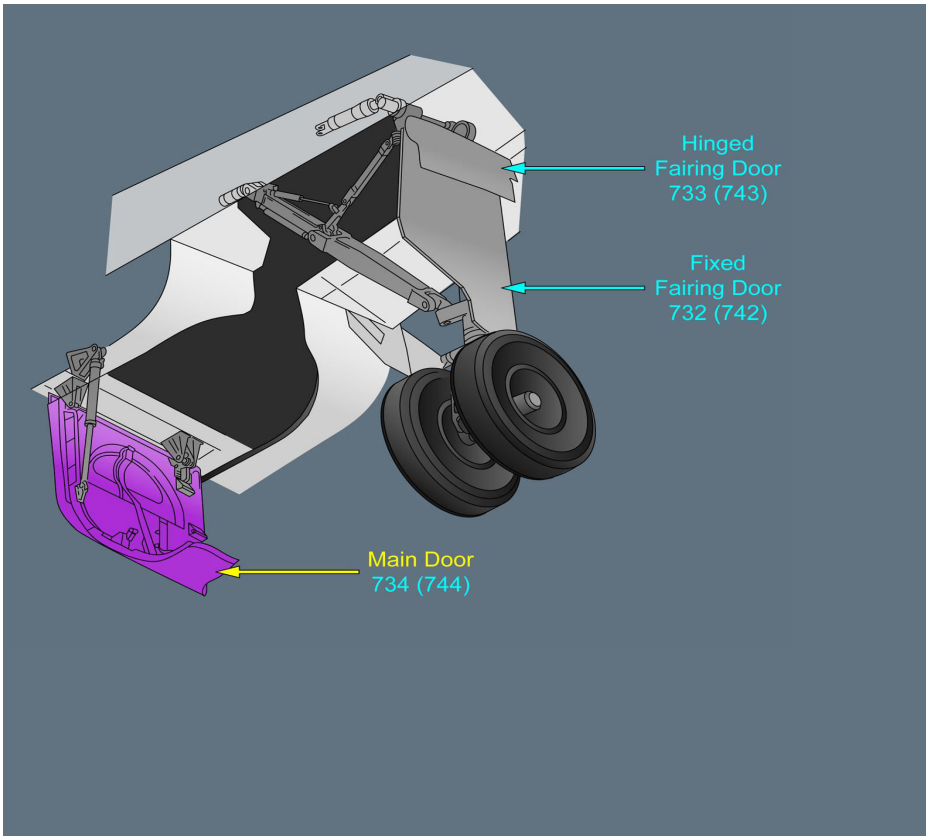
  – Takeoff performance limiting weight is reduced by 701 kg (1545 lb)

– Approach climb limiting weight is reduced by 351 kg (774 lb)
– En-route performance limiting weight is reduced by 428 kg (944 lb)
– Fuel consumption is increased by 0.95 %.

Refer to 8-52-16 Illustration Main Landing Gear Door (734, 744)

ILLUSTRATION MAIN LANDING GEAR DOOR (734, 744)

Ident.: 8-52-16-00003000.0000001 / 28 JUN 2022
Applicable to: ALL



for dispatch conditions:*Refer to 8-52-16 Main Landing Gear Door (734, 744) (Flight with gear down)*

52-17	Bulk Door Outer Handle

Ident.: 8-52-17-00003001.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

52-17 BULK DOOR OUTER HANDLE	Quantity installed 1

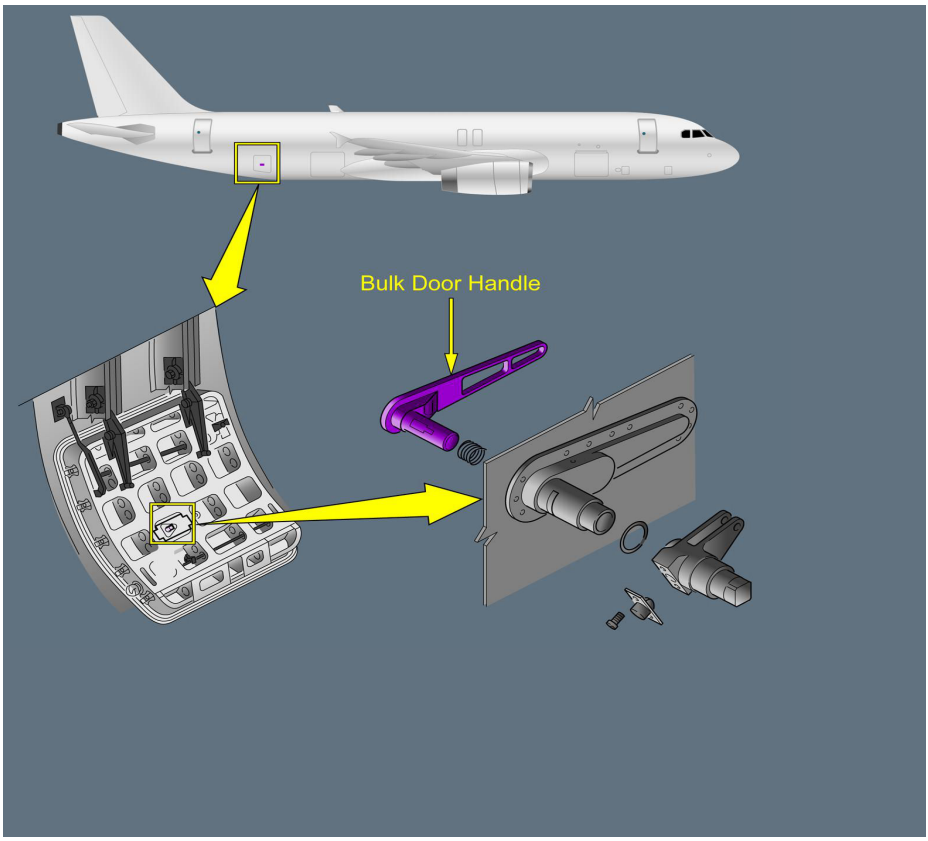
(m) *Refer to AMM Task 52-33-00-040-002*

May be missing.

Refer to 8-52-17 Illustration Bulk Door Outer Handle

ILLUSTRATION BULK DOOR OUTER HANDLE

Ident.: 8-52-17-00003002.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN



For dispatch conditions:*Refer to 8-52-17 Bulk Door Outer Handle*

52-18	Main Landing Gear Door : Seal On Secondary Hinged Fairing

Ident.: 8-52-18-00003003.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-18 MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING	Quantity installed 6

All may be missing.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If three or more seals are missing, the following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 24 kg (53 lb) per missing seal

  – En-route performance limiting weight is reduced by 27 kg (60 lb) per missing seal

  – Fuel consumption is increased by 0.07 % per missing seal.

Refer to 8-52-18 Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing

52-18	Main Landing Gear Door : Seal on Secondary Hinged Fairing

Ident.: 8-52-18-00003003.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-18 MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING	Quantity installed 6

All may be missing.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – If two or more seals are missing, en-route performance limiting weight is reduced by 35 kg (77 lb) per missing seal

  – If three or more seals are missing:

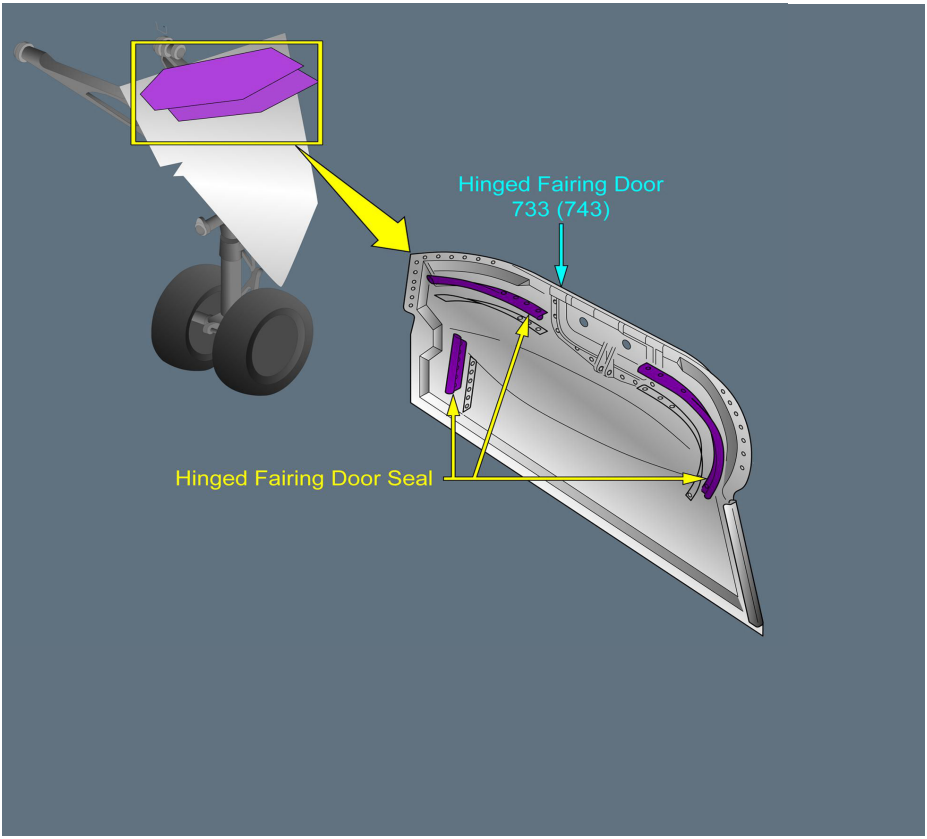
    – Takeoff performance limiting weight is reduced by 27 kg (60 lb) per missing seal

– Fuel consumption is increased by 0.06 % per missing seal.

Refer to 8-52-18 Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing

ILLUSTRATION MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING

Ident.: 8-52-18-00003004.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-18 Main Landing Gear Door : Seal on Secondary Hinged Fairing*

52-19	Pax Door Upper Cover Plate

Ident.: 8-52-19-00003005.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

52-19 PAX DOOR UPPER COVER PLATE	Quantity installed 4

All may be missing.

Note: *The affected door must be considered as inoperative (Refer to 9-MI-52-10-01 Cabin Door).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 66 kg (146 lb) per missing plate

  – En-route performance limiting weight is reduced by 90 kg (199 lb) per missing plate

  – Fuel consumption is increased by 0.23 % per missing plate.

Refer to 8-52-19 Illustration Pax Door Upper Cover Plate

52-19	Pax Door Upper Cover Plate

Ident.: 8-52-19-00003005.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

52-19 PAX DOOR UPPER COVER PLATE	Quantity installed 8

All may be missing.

Note: *The affected door must be considered as inoperative (Refer to 9-MI-52-10-01 Cabin Door).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb) per missing plate

  – En-route performance limiting weight is reduced by 88 kg (195 lb) per missing plate

– If 2 or more plates are missing, fuel consumption is increased by 0.18 % per missing plate.

Refer to 8-52-19 Illustration Pax Door Upper Cover Plate

52-19	Pax Door Upper Cover Plate

Ident.: 8-52-19-00003005.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-19 PAX DOOR UPPER COVER PLATE	Quantity installed 4

All may be missing.

Note: The affected door must be considered as inoperative (Refer to 9-MI-52-10-01 Cabin Door).

- **Performance:**

  Note: Takeoff performance penalties are applied by EFB T/O performance calculation.

  The following performance penalties are applicable per missing plate:

  – Takeoff performance limiting weight is reduced by 74 kg (163 lb)

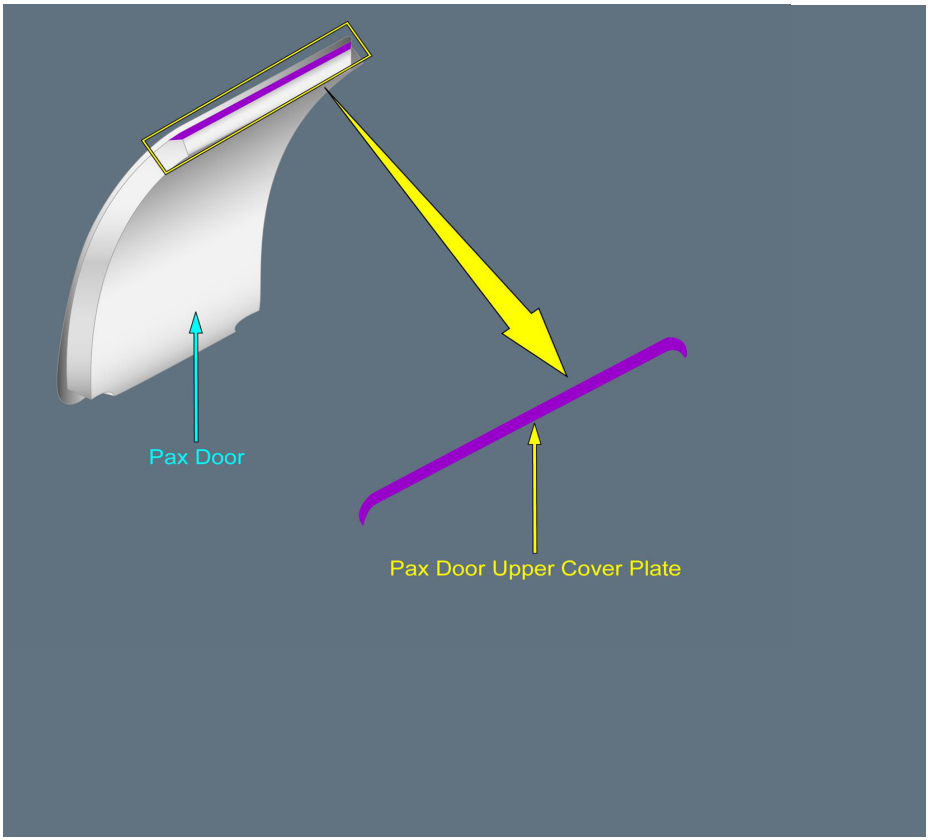
  – En route performance limiting weight is reduced by 110 kg (243 lb)

  – Fuel consumption is increased by 0.2 %.

Refer to 8-52-19 Illustration Pax Door Upper Cover Plate

ILLUSTRATION PAX DOOR UPPER COVER PLATE

Ident.: 8-52-19-00003006.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-19 Pax Door Upper Cover Plate*

52-20	Access Door To HP Air Ground Connector 191 DB

Ident.: 8-52-20-00003007.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ) / A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ

52-20 ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB	Quantity installed 1

May be missing.

Note: *May be combined with MCDL items:*
- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*

Refer to 8-52-20 Illustration Access Door to HP Air Ground Connector 191 DB

52-20	Access Door to HP Air Ground Connector 191 DB

Ident.: 8-52-20-00003007.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW, -AIZJ) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZM

52-20 ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB	Quantity installed 1

(m) *Refer to AMM Task 47-20-00-040-002*

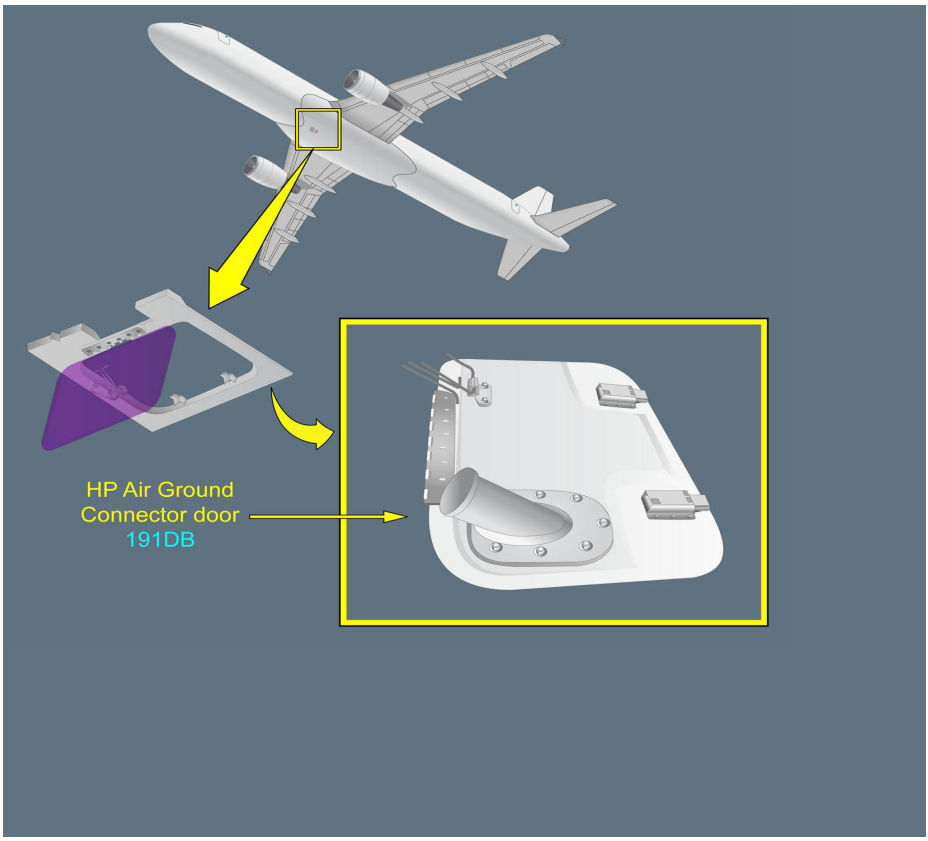
May be missing for ten flight cycles.

Note: *May be combined with MCDL items:*
- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*

Refer to 8-52-20 Illustration Access Door to HP Air Ground Connector 191 DB

ILLUSTRATION ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB

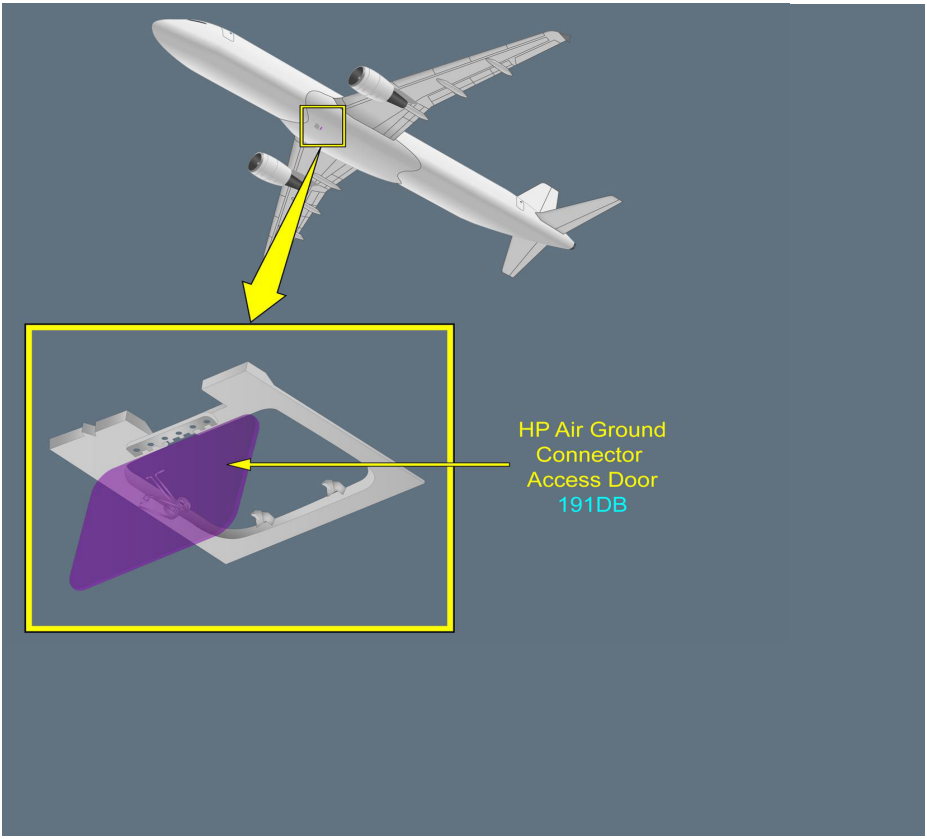
Ident.: 8-52-20-00003008.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW, -AIZJ) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZM



For dispatch conditions:*Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB*

ILLUSTRATION ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB

Ident.: 8-52-20-00003008.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ) / A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ



For dispatch conditions:*Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB*

52-21	Blue Hydraulic Access Door 197 FB

Ident.: 8-52-21-00003009.0000001 / 28 JUN 2022
Applicable to: ALL

52-21 BLUE HYDRAULIC ACCESS DOOR 197 FB	Quantity installed 1

(m) *Refer to AMM Task 52-41-00-040-001*

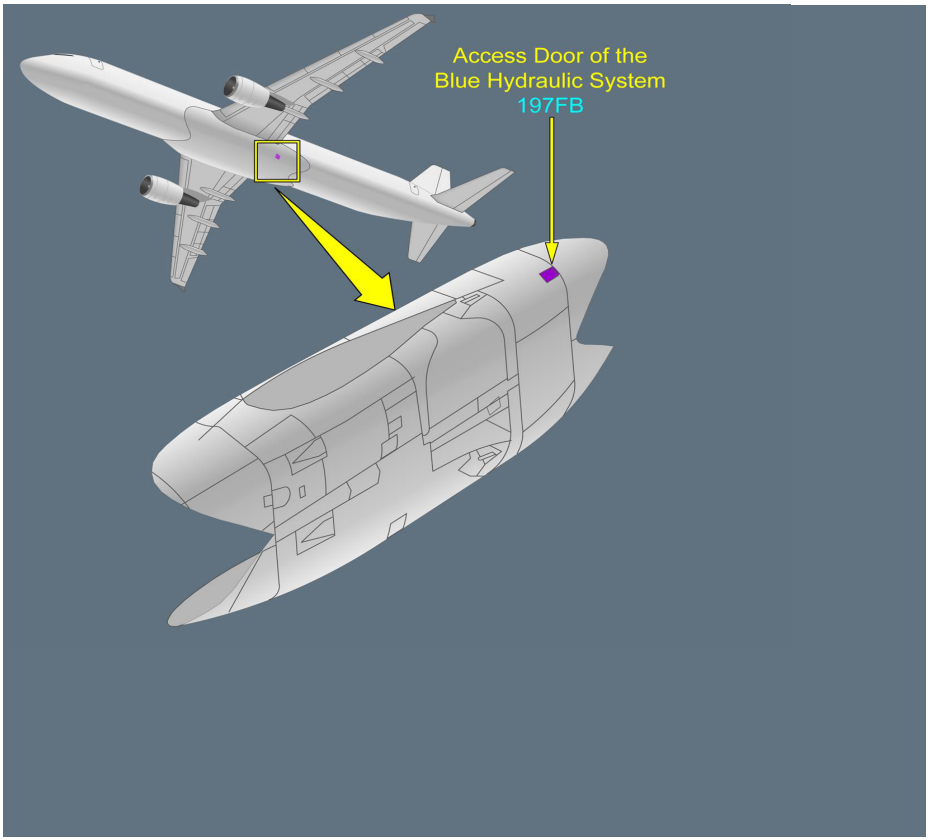
May be missing.

Note: *May be combined with MCDL item 52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB).*

Refer to 8-52-21 Illustration Blue Hydraulic Access Door 197 FB

ILLUSTRATION BLUE HYDRAULIC ACCESS DOOR 197 FB

Ident.: 8-52-21-00003010.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-21 Blue Hydraulic Access Door 197 FB*

52-22	Forward Cargo Door Access Cover Panel 825 AR

Ident.: 8-52-22-00003011.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-22 FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR	Quantity installed 1

(m) *Refer to AMM Task 52-31-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 234 kg (516 lb)

  – En-route performance limiting weight is reduced by 266 kg (587 lb)

  – Fuel consumption is increased by 0.64 %.

Refer to 8-52-22 Illustration Forward Cargo Door Access Cover Panel 825 AR

52-22	Forward Cargo Door Access Cover Panel 825 AR

Ident.: 8-52-22-00003011.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-22 FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR	Quantity installed 1

(m) *Refer to AMM Task 52-31-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 264 kg (582 lb)

  – Approach climb limiting weight is reduced by 132 kg (291 lb)

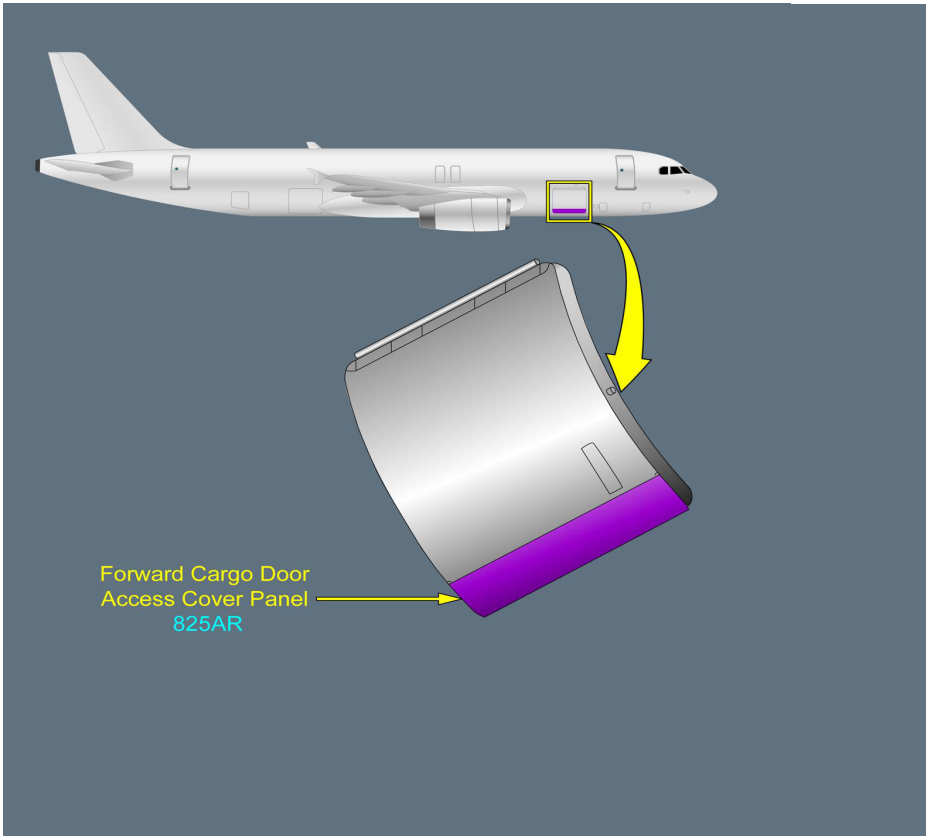
  – En-route performance limiting weight is reduced by 340 kg (750 lb)

  – Fuel consumption is increased by 0.57 %.

Refer to 8-52-22 Illustration Forward Cargo Door Access Cover Panel 825 AR

ILLUSTRATION FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR

Ident.: 8-52-22-00003012.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-52-22 Forward Cargo Door Access Cover Panel 825 AR*

52-23	Aft Cargo Door Access Cover Panel 826 AR

Ident.: 8-52-23-00003013.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-23 AFT CARGO DOOR ACCESS COVER PANEL 826 AR	Quantity installed 1

(m) *Refer to AMM Task 52-32-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 190 kg (419 lb)

  – En-route performance limiting weight is reduced by 216 kg (477 lb)

  – Fuel consumption is increased by 0.53 %.

Refer to 8-52-23 Illustration Aft Cargo Door Access Cover Panel 826 AR

52-23	Aft Cargo Door Access Cover Panel 826 AR

Ident.: 8-52-23-00003013.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

52-23 AFT CARGO DOOR ACCESS COVER PANEL 826 AR	Quantity installed 1

(m) *Refer to AMM Task 52-32-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 214 kg (472 lb)

  – Approach climb limiting weight is reduced by 107 kg (236 lb)

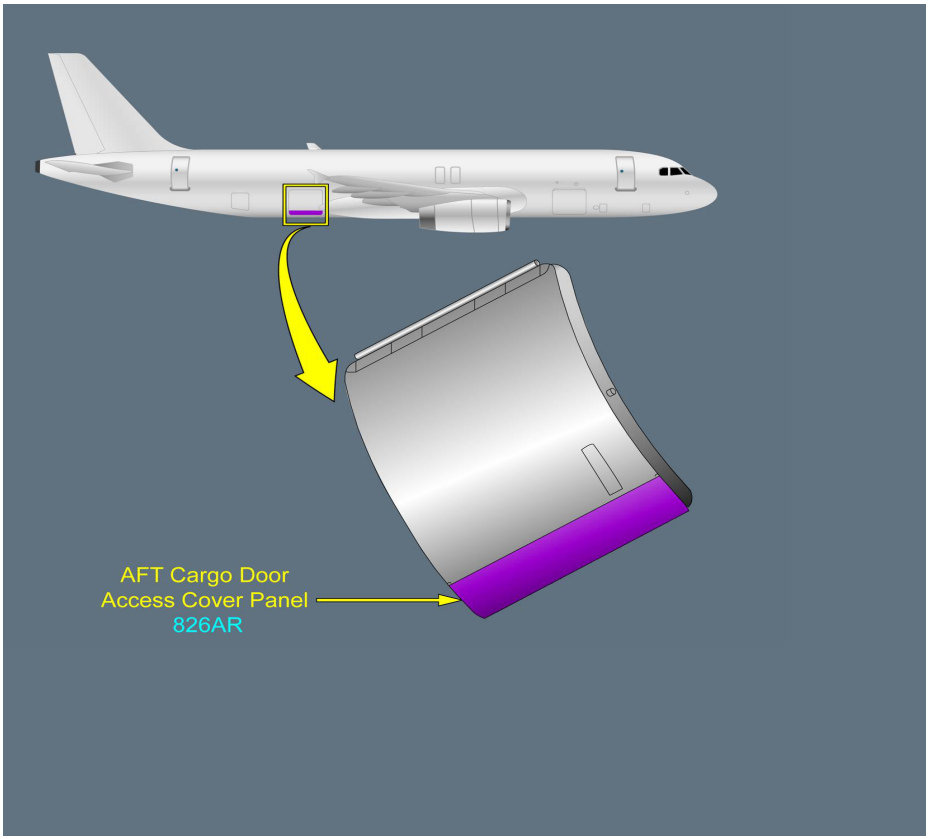
  – En-route performance limiting weight is reduced by 276 kg (609 lb)

  – Fuel consumption is increased by 0.47 %.

Refer to 8-52-23 Illustration Aft Cargo Door Access Cover Panel 826 AR

ILLUSTRATION AFT CARGO DOOR ACCESS COVER PANEL 826 AR

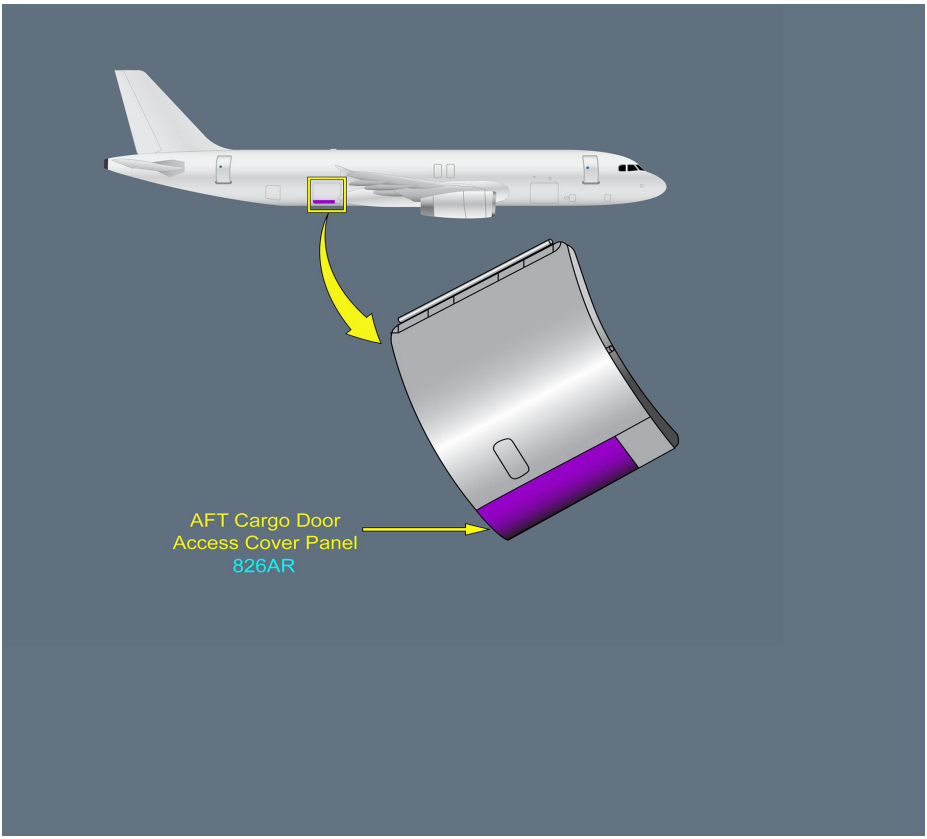
Ident.: 8-52-23-00003014.0000001 / 28 JUN 2022
Criteria: A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



for dispatch conditions:*Refer to 8-52-23 Aft Cargo Door Access Cover Panel 826 AR*

ILLUSTRATION AFT CARGO DOOR ACCESS COVER PANEL 826 AR

Ident.: 8-52-23-00003014.0000002 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY



For dispatch conditions: *Refer to 8-52-23 Aft Cargo Door Access Cover Panel 826 AR*

8-53-01 Belly Fairing Vent Louver Vane

53-01 Belly Fairing Vent Louver Vane ..... A
Illustration Belly Fairing Vent Louver Vane ..... B

8-53-03 Root Fillet Fairing

53-03 Root Fillet Fairing ..... A
Illustration Root Fillet Fairing ..... B

53-01	Belly Fairing Vent Louver Vane

Ident.: 8-53-01-00003015.0000001 / 28 JUN 2022
Applicable to: ALL

53-01 BELLY FAIRING VENT LOUVER VANE	Quantity installed -

(m) *Refer to AMM Task 53-35-00-040-802*

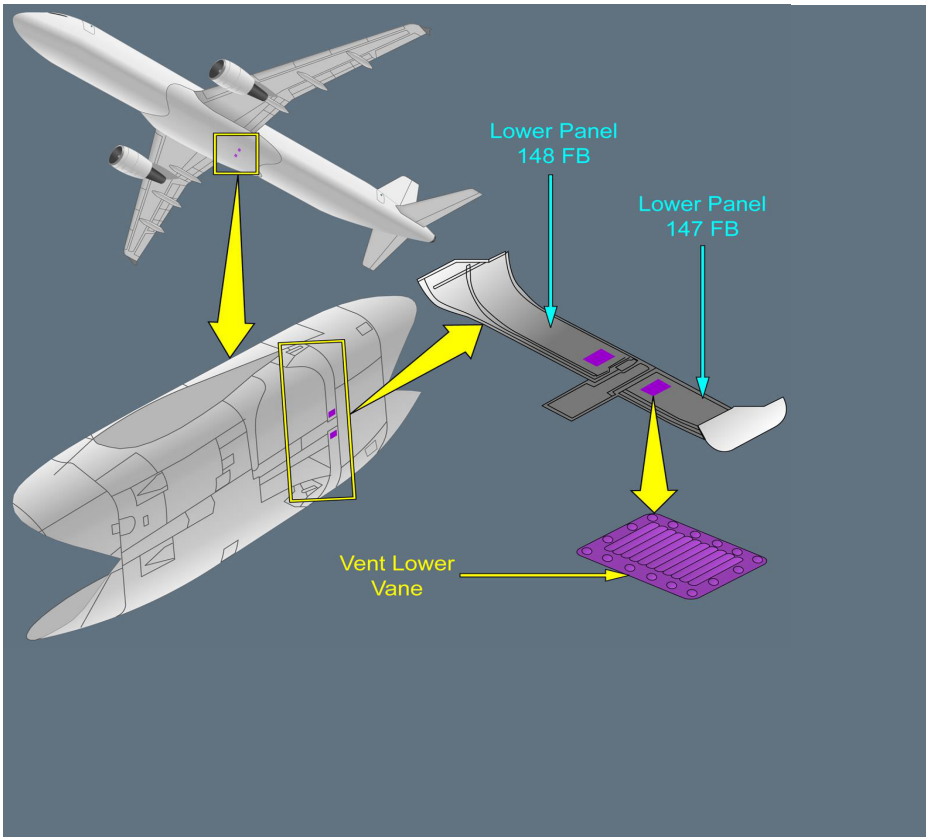
Three may be missing per vent louver.

Note: *Vane with a crack length higher than 50 % must be removed before next flight.*

Refer to 8-53-01 Illustration Belly Fairing Vent Louver Vane

ILLUSTRATION BELLY FAIRING VENT LOUVER VANE

Ident.: 8-53-01-00003016.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-53-01 Belly Fairing Vent Louver Vane*

53-03	Root Fillet Fairing

Ident.: 8-53-03-00007155.0000001 / 11 NOV 2022
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

53-03 ROOT FILLET FAIRING	Quantity installed 2

(m) *Refer to AMM Task 53-35-00-040-001*

All may be missing.

Note: *Must not be combined with MCDL item 54-01 (Refer to 8-54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 1560 kg (3440 lb).

Refer to 8-53-03 Illustration Root Fillet Fairing

53-03	Root Fillet Fairing

Ident.: 8-53-03-00007155.0000002 / 11 NOV 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

53-03 ROOT FILLET FAIRING	Quantity installed 2

(m) *Refer to AMM Task 53-35-00-040-001*

All may be missing.

Note: *Must not be combined with MCDL item 54-01 (Refer to 8-54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 900 kg (1985 lb).

Refer to 8-53-03 Illustration Root Fillet Fairing

53-03	Root Fillet Fairing

Ident.: 8-53-03-00007155.0000003 / 11 NOV 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

53-03 ROOT FILLET FAIRING	Quantity installed 2

(m) *Refer to AMM Task 53-35-00-040-001*

All may be missing.

Note: *Must not be combined with MCDL item 54-01 (Refer to 8-54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

Refer to 8-53-03 Illustration Root Fillet Fairing

53-03	Root Fillet Fairing

Ident.: 8-53-03-00007155.0000004 / 11 NOV 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

53-03 ROOT FILLET FAIRING	Quantity installed 2

(m) *Refer to AMM Task 53-35-00-040-001*

All may be missing.

Note: *Must not be combined with MCDL item 54-01 (Refer to 8-54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 1800 kg (3969 lb).

Refer to 8-53-03 Illustration Root Fillet Fairing

53-03	Root Fillet Fairing

Ident.: 8-53-03-00007155.0000005 / 11 NOV 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

53-03	Quantity installed

ROOT FILLET FAIRING	2

(m) *Refer to AMM Task 53-35-00-040-001*

All may be missing.

Note: *Must not be combined with the following MCDL item*
– *54-01 (Refer to 8-54-01 Nacelle Strake)*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

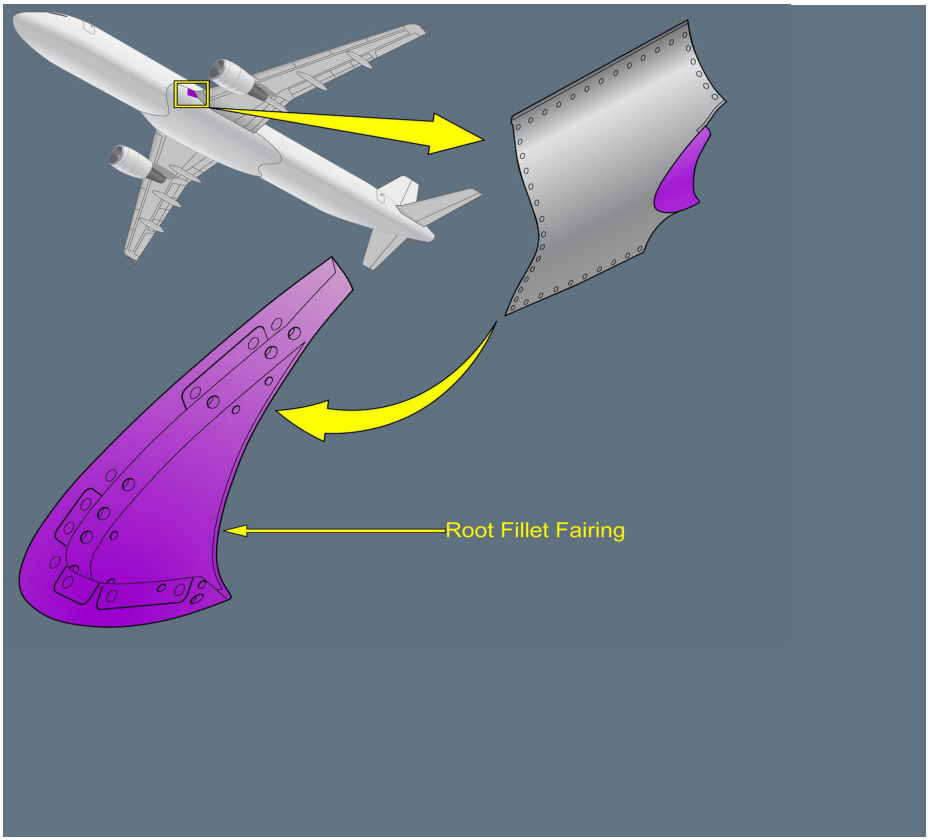
  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 1450 kg (3197 lb).

Refer to 8-53-03 Illustration Root Fillet Fairing

ILLUSTRATION ROOT FILLET FAIRING

Ident.: 8-53-03-00003018.0000001 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-53-03 Root Fillet Fairing*

8-54-01 Nacelle Strake

54-01 Nacelle Strake ..... A
Illustration Nacelle Strake ..... B

8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR

54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR ..... A
Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR ..... B

8-54-04 Pylon Access Door 415(425) AL - 415(425) AR

54-04 Pylon Access Door 415(425) AL - 415(425) AR ..... A
Illustration Pylon Access Door 415(425) AL - 415(425) AR ..... B

8-54-05 Pylon Fairing Seal

54-05 Pylon Fairing seal ..... A
Illustration Pylon Fairing Seal ..... B

8-54-06 Aerodynamic Seal

54-06 Aerodynamic Seal ..... A
Illustration Aerodynamic Seal ..... B

8-54-13 Wing Pylon Seal

54-13 Wing Pylon Seal ..... A
Illustration Wing Pylon Seal ..... B

8-54-14 Aerodynamic Finger Seal on Rear Mount Fairing

54-14 Aerodynamic Finger Seal on Rear Mount Fairing ..... A
Illustration Aerodynamic Finger Seal on Rear Mount Fairing ..... B

8-54-15 Pylon Right Hand Side Apron Fitting

54-15 Pylon Right Hand Side Apron Fitting ..... A
Illustration Pylon Right Hand Side Apron Fitting ..... B

54-01	Nacelle Strake

Ident.: 8-54-01-00003019.0000001 / 28 JUN 2022
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

54-01 NACELLE STRAKE	Quantity installed 2

(m) *Refer to AMM Task 71-13-15-040-803*

All may be missing.

Note: *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB).*

- **Procedures:**

  Approach speed: VAPP + 5 kt.

  Landing distance: multiply by 1.08.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 2630 kg (5799 lb).

Refer to 8-54-01 Illustration Nacelle Strake

54-01	Nacelle Strake

Ident.: 8-54-01-00003019.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

54-01 NACELLE STRAKE	Quantity installed 4

(m) *Refer to AMM Task 71-13-19-040-801*

All may be missing.

Note: *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Procedures:**

  Approach speed: VAPP + 4 kt

Landing distance: multiply by 1.09.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – If no internal strakes and one or both external strakes are missing, takeoff performance limiting weight is reduced by 900 kg (1985 lb)

  – If one or both internal strakes are missing (with or without external strakes missing), takeoff performance limiting weight is reduced by 2780 kg (6129 lb)

Refer to 8-54-01 Illustration Nacelle Strake

54-01	Nacelle Strake

Ident.: 8-54-01-00003019.0000003 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

54-01 NACELLE STRAKE	Quantity installed 4

(m) *Refer to AMM Task 71-13-15-040-803*

All may be missing.

Note: *Must not be combined with MCDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Procedures:**

  Approach speed: VAPP + 4 kt.

  Landing distance: multiply by 1.09.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – If no internal strakes and one or both external strakes are missing, takeoff performance limiting weight is reduced by 2380 kg (5248 lb)

  – If one or both internal strakes are missing (with or without external strakes missing), takeoff performance limiting weight is reduced by 3270 kg (7210 lb)

  – Increase V2 and VR by 1 kt.

Refer to 8-54-01 Illustration Nacelle Strake

54-01	Nacelle Strake

Ident.: 8-54-01-00003019.0000004 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

54-01 NACELLE STRAKE	Quantity installed 4

(m) *Refer to AMM Task 71-13-15-040-803*
Refer to AMM Task 71-13-19-040-801

All may be missing.

Note: *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Procedures:**

  Approach speed: VAPP + 3 kt.

  Landing distance: multiply by 1.05.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – If no internal strakes and one or both external strakes are missing, takeoff performance limiting weight is reduced by 4800 kg (10583 lb)

  – If one or both internal strakes are missing (with or without external strakes missing), takeoff performance limiting weight is reduced by 6400 kg (14110 lb)

  – Increase V2 and VR by 1 kt.

Refer to 8-54-01 Illustration Nacelle Strake

54-01	Nacelle Strake

Ident.: 8-54-01-00003019.0000005 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

54-01 NACELLE STRAKE	Quantity installed 4

(m) *Refer to AMM Task 71-13-00-040-813*

All may be missing provided that the hole is covered.

The time limitation for each missing item is 50 flight cycles.

Note: *Must not be combined with the following MCDL item: 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Procedures:**

  Approach speed: VAPP + 7 kt.

  Landing distance: multiply by 1.11.

- **Performance:**

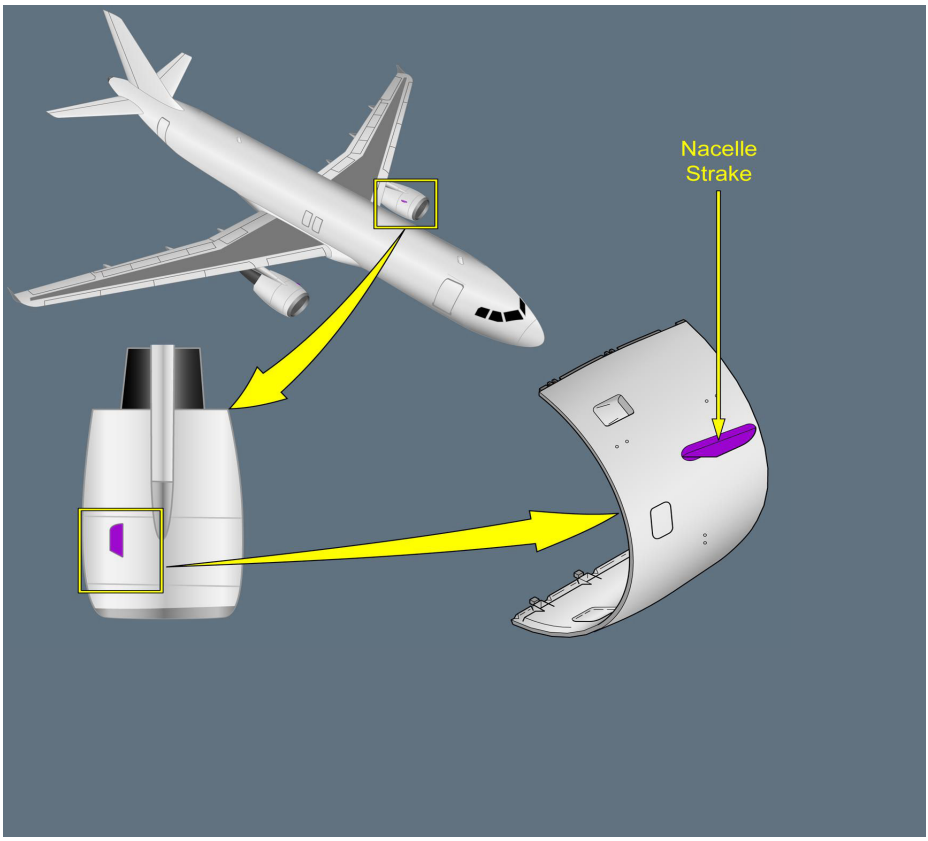
  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable per engine: takeoff performance limiting weight is reduced by 3160 kg (6967 lb) for one or both strake missing.

Refer to 8-54-01 Illustration Nacelle Strake

ILLUSTRATION NACELLE STRAKE

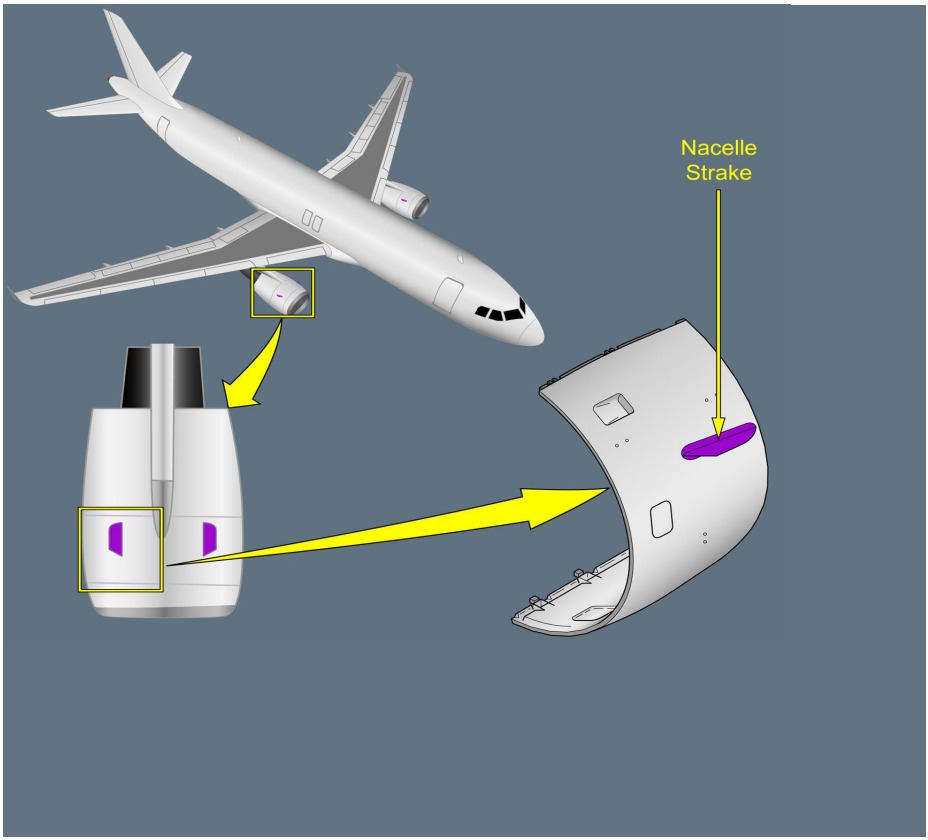
Ident.: 8-54-01-00003020.0000100 / 28 JUN 2022
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-54-01 Nacelle Strake*

ILLUSTRATION NACELLE STRAKE

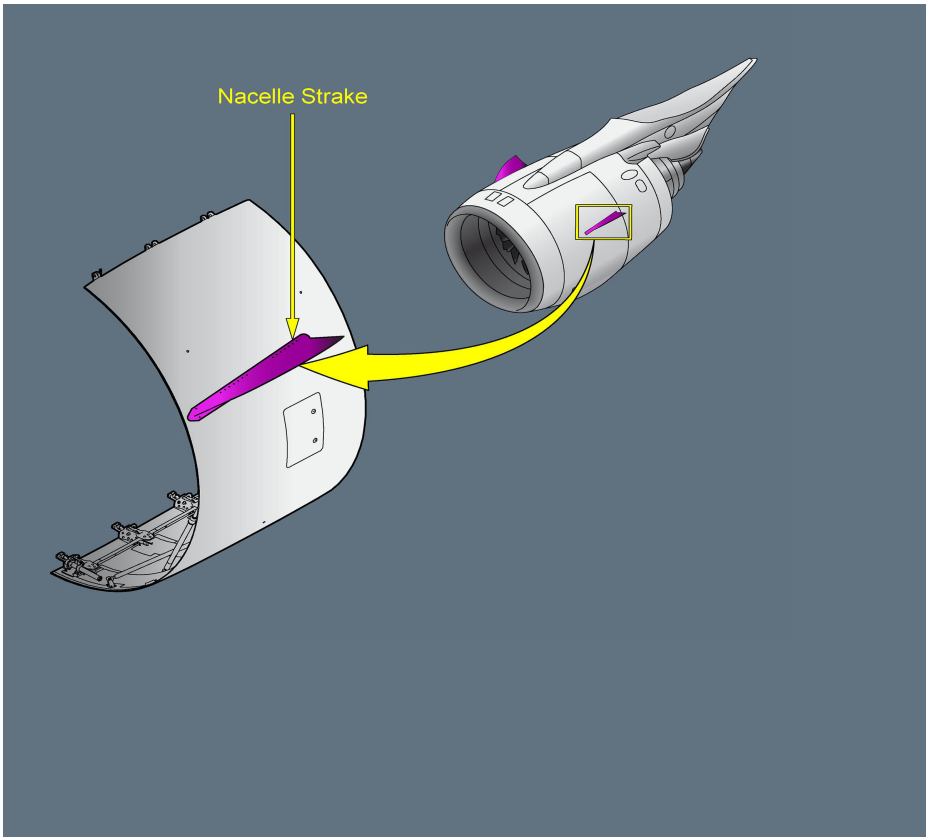
Ident.: 8-54-01-00003020.0000200 / 28 JUN 2022
Criteria: A319 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN



For dispatch conditions:*Refer to 8-54-01 Nacelle Strake*

ILLUSTRATION NACELLE STRAKE

Ident.: 8-54-01-00003020.0000300 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-54-01 Nacelle Strake*.

54-03	Pylon Pressure Relief Door 413(423) BL - 414(424) BR

Ident.: 8-54-03-00003021.0000001 / 28 JUN 2022
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

54-03 PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR	Quantity installed 4

(m) *Refer to AMM Task 54-52-00-040-001*

All may be missing.

The time limitation for each missing item is 5 flight cycles.

Note: 1. *If one door is missing on a pylon, the other door on the same pylon must be removed.*
2. *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Limitations:**

  Maximum cruise speed: M 0.78.

- **Procedures:**

  Approach speed: VAPP + 4 kt.

  Landing distance: multiply by 1.07.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 2630 kg (5799 lb)

  – If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door

  – If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

Refer to 8-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR

54-03	Pylon Pressure Relief Door 413(423) BL - 414(424) BR

Ident.: 8-54-03-00003021.0000002 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

54-03	Quantity installed

PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR	4

(m) *Refer to AMM Task 54-52-00-040-001*

All may be missing.

The time limitation for each missing item is 5 flight cycles.

Note: *1. If one door is missing on a pylon, the other door on the same pylon must be removed.*
2. Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).

- **Limitations:**

  Maximum cruise speed: M 0.78.

- **Procedures:**

  Approach speed: VAPP + 4 kt.

  Landing distance: multiply by 1.07.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 3840 kg (8466 lb)

  – Increase V2 and VR by 1 kt

  – If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door

  – If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

Refer to 8-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR

54-03	Pylon Pressure Relief Door 413(423) BL - 414(424) BR

Ident.: 8-54-03-00003021.0000300 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

54-03 PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR	Quantity installed 4

(m) *Refer to AMM Task 54-52-00-040-001*

All may be missing.

The time limitation for each missing item is 5 flight cycles.

Note: 1. *If one door is missing on a pylon, the other door on the same pylon must be removed.*
2. *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Limitations:**

  Maximum cruise speed: M 0.78.

- **Procedures:**

  Approach speed: VAPP + 4 kt.

  Landing distance: multiply by 1.09.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 2380 kg (5248 lb)

  – Increase V2 and VR by 1 kt

  – If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door

  – If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

Refer to 8-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR

54-03	Pylon Pressure Relief Door 413(423) BL - 414(424) BR

Ident.: 8-54-03-00003021.0000400 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

54-03 PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR	Quantity installed 4

(m) *Refer to AMM Task 54-52-00-040-001*

All may be missing.

The time limitation for each missing item is 5 flight cycles.

Note: 1. *If one door is missing on a pylon, the other door on the same pylon must be removed.*
2. *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Limitations:**

  Maximum cruise speed: M 0.78.

- **Procedures:**

  Approach speed: VAPP + 4 kt.

  Landing distance: multiply by 1.09.

- **Performance:**

  Note: Takeoff performance penalties are applied by EFB T/O performance calculation.

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 900 kg (1985 lb)

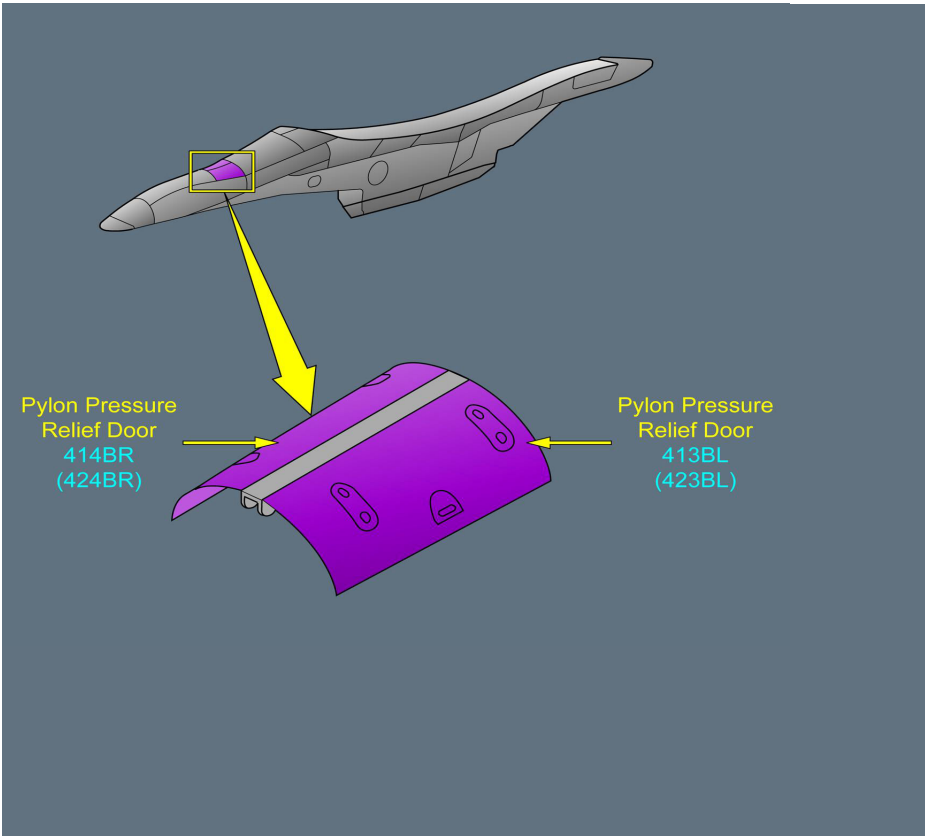
  – If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door

  – If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

Refer to 8-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR

ILLUSTRATION PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR

Ident.: 8-54-03-00003022.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR*

54-04	Pylon Access Door 415(425) AL - 415(425) AR

Ident.: 8-54-04-00003023.0000001 / 11 NOV 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

54-04 PYLON ACCESS DOOR 415(425) AL - 415(425) AR	Quantity installed -

(m) *Refer to AMM Task 54-51-21-040-802*

All may be missing provided the hole is covered.

The time limitation for each missing item is 5 flight cycles.

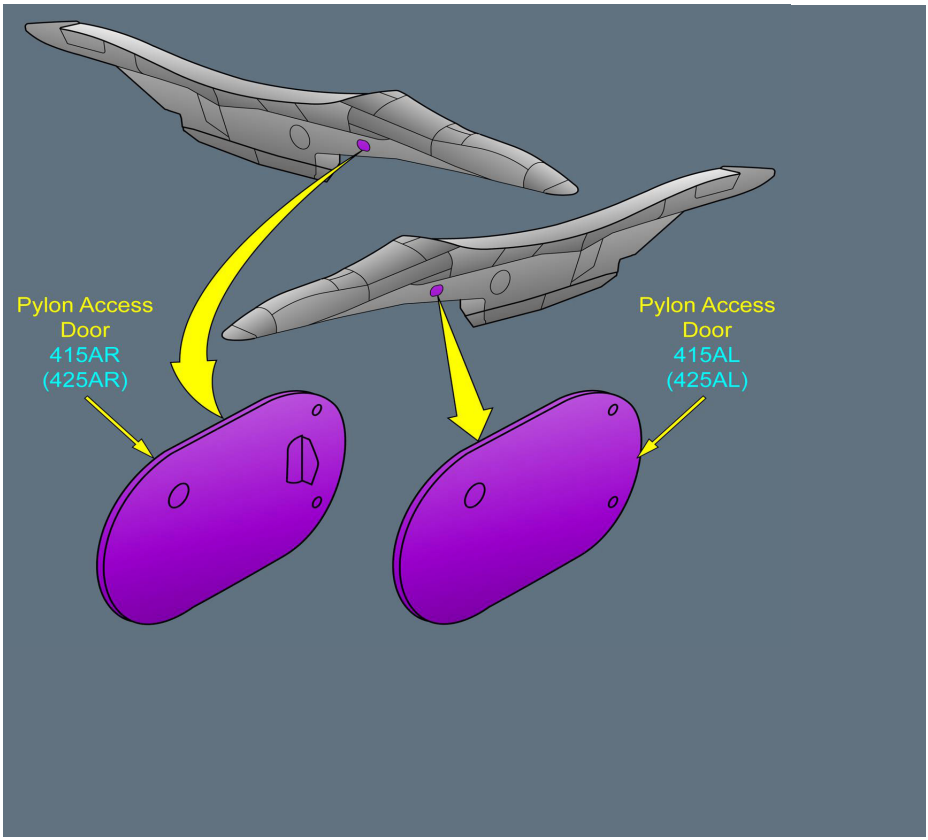
- **Limitations:**

  Flight in forecasted thunderstorm conditions is not allowed.

Refer to 8-54-04 Illustration Pylon Access Door 415(425) AL - 415(425) AR

ILLUSTRATION PYLON ACCESS DOOR 415(425) AL - 415(425) AR

Ident.: 8-54-04-00003024.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-54-04 Pylon Access Door 415(425) AL - 415(425) AR*

54-05	Pylon Fairing seal

Ident.: 8-54-05-00003025.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

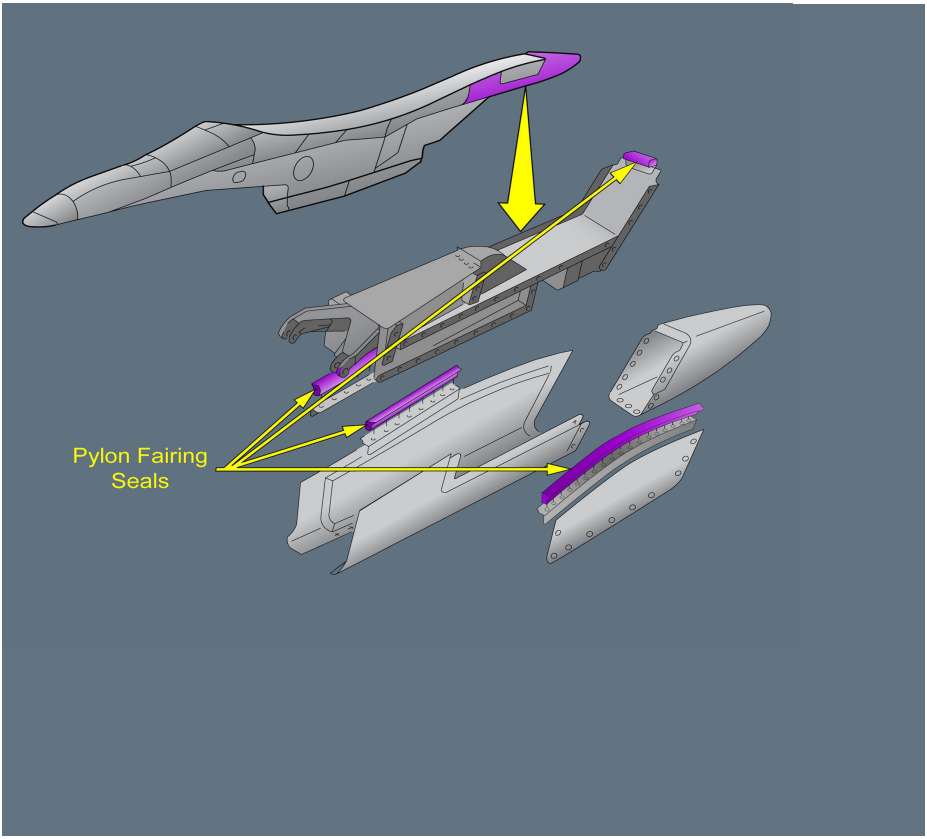
54-05 PYLON FAIRING SEAL	Quantity installed 8

One may be missing per pylon.

Refer to 8-54-05 Illustration Pylon Fairing Seal

ILLUSTRATION PYLON FAIRING SEAL

Ident.: 8-54-05-00003026.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-54-05 Pylon Fairing Seal*

54-06	Aerodynamic Seal

Ident.: 8-54-06-00003027.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

54-06 AERODYNAMIC SEAL	Quantity installed 2

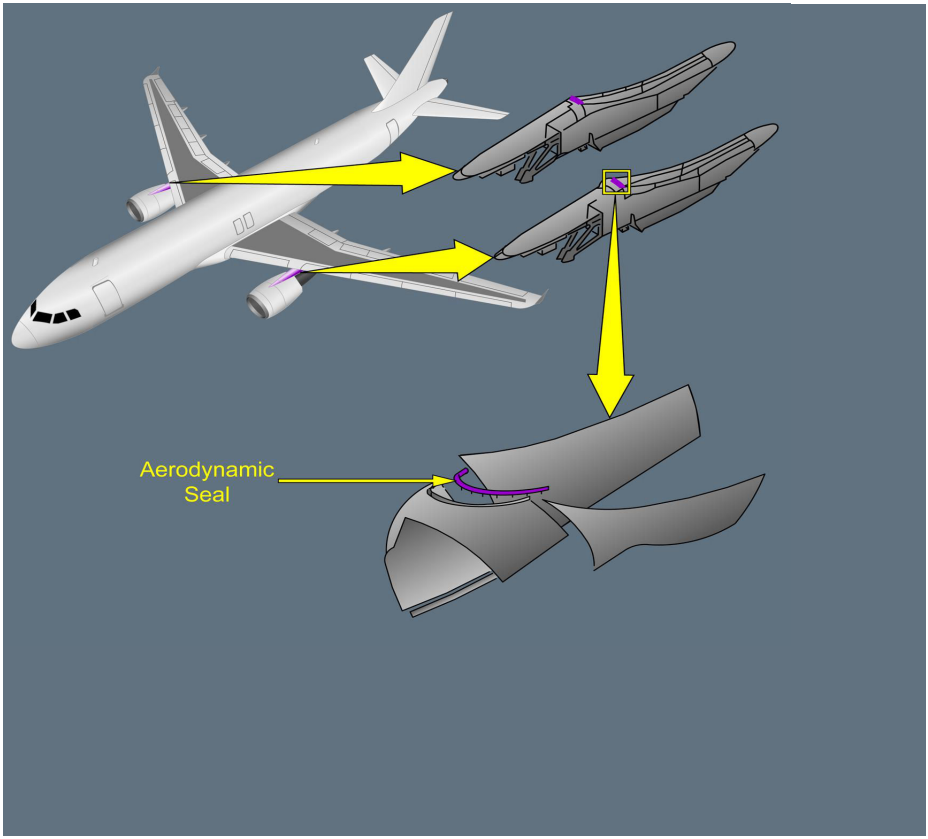
(m) *Refer to AMM Task 54-53-00-040-001*

All may be missing.

Refer to 8-54-06 Illustration Aerodynamic Seal

ILLUSTRATION AERODYNAMIC SEAL

Ident.: 8-54-06-00003028.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-54-06 Aerodynamic Seal*

54-13	Wing Pylon Seal

Ident.: 8-54-13-00003029.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

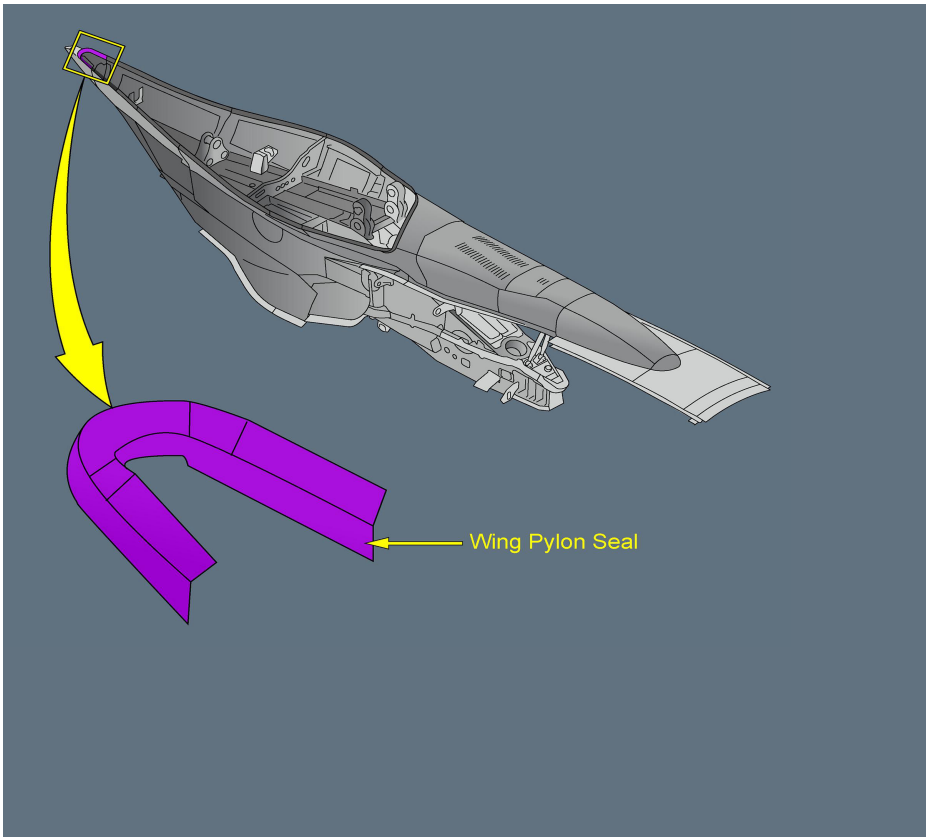
54-13 WING PYLON SEAL	Quantity installed 2

All may be missing.

Refer to 8-54-13 Illustration Wing Pylon Seal

ILLUSTRATION WING PYLON SEAL

Ident.: 8-54-13-00003030.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-54-13 Wing Pylon Seal*.

54-14	Aerodynamic Finger Seal on Rear Mount Fairing

Ident.: 8-54-14-00003031.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

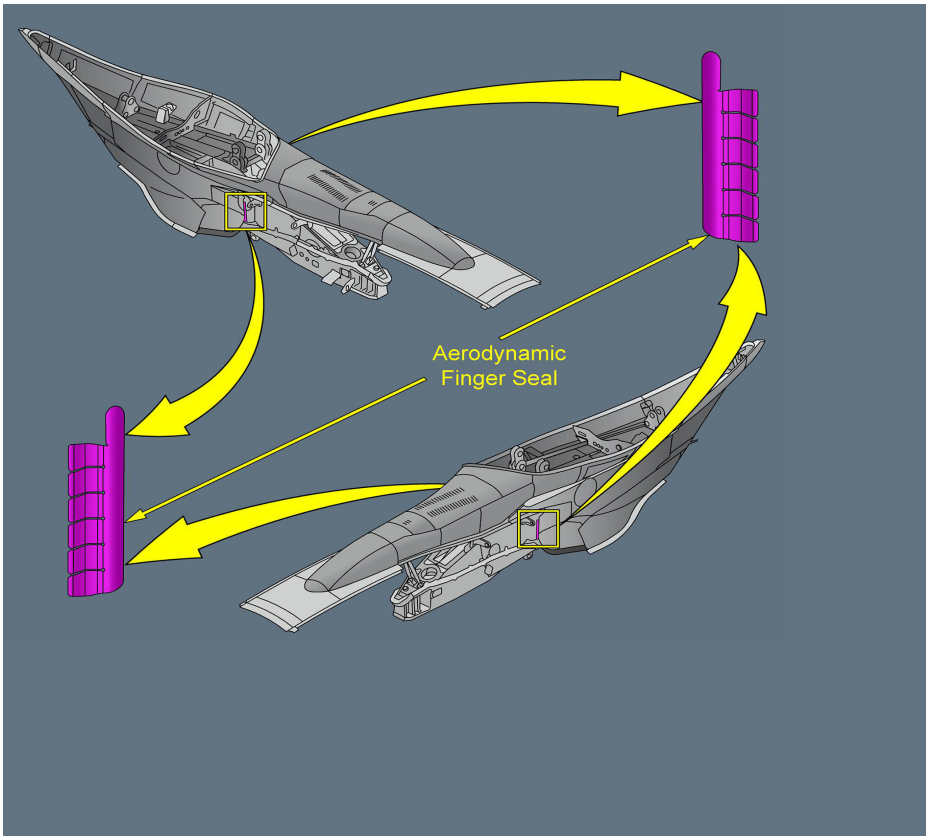
54-14 AERODYNAMIC FINGER SEAL ON REAR MOUNT FAIRING	Quantity installed 4

All may be missing.

Refer to 8-54-14 Illustration Aerodynamic Finger Seal on Rear Mount Fairing

ILLUSTRATION AERODYNAMIC FINGER SEAL ON REAR MOUNT FAIRING

Ident.: 8-54-14-00003032.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-54-14 Aerodynamic Finger Seal on Rear Mount Fairing*.

54-15	Pylon Right Hand Side Apron Fitting

Ident.: 8-54-15-00003033.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

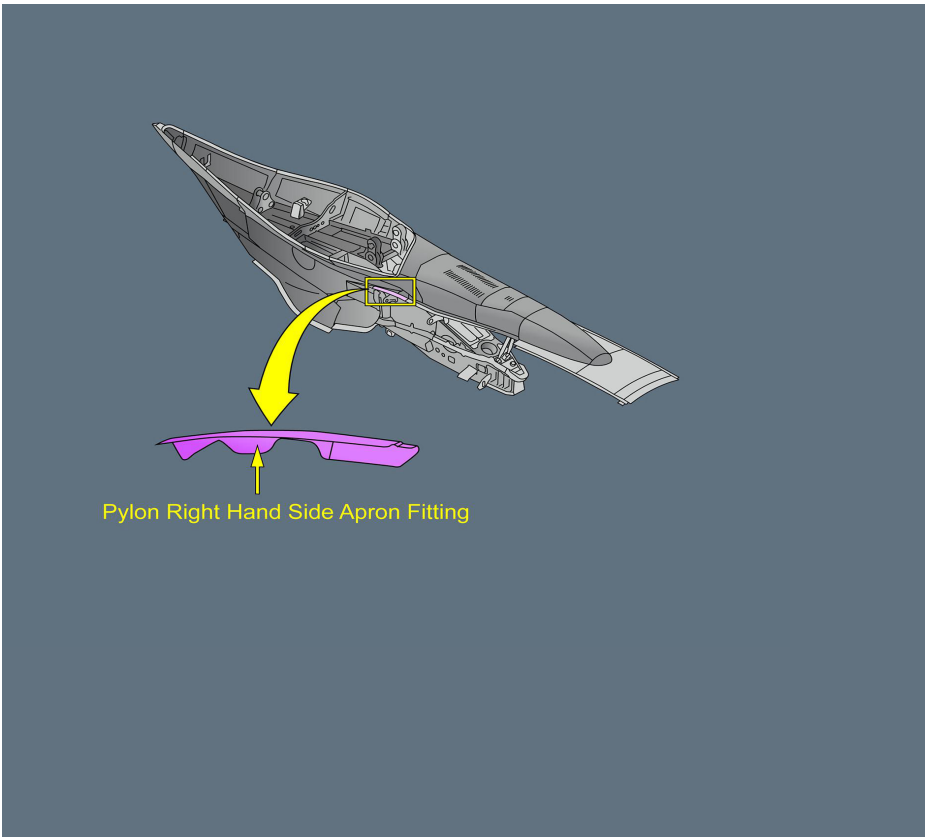
54-15 PYLON RIGHT HAND SIDE APRON FITTING	Quantity installed 2

All may be missing.

Refer to 8-54-15 Illustration Pylon Right Hand Side Apron Fitting

ILLUSTRATION PYLON RIGHT HAND SIDE APRON FITTING

Ident.: 8-54-15-00003034.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-54-15 Pylon Right Hand Side Apron Fitting*.

8-57-01 Wing Tip Fence

57-01 Wing Tip Fence ..... A
Illustration Wing Tip Fence ..... B

8-57-02 Belly Fairing Sliding Panel

57-02 Belly Fairing Sliding Panel ..... A
Illustration Belly Fairing Sliding Panel ..... B

8-57-03 Outboard Flaps Rubbing Strip

57-03 Outboard Flap Rubbing Strip Items 10, 15, 20, 40 ..... A
Illustration Outboard Flap Rubbing Strip ..... B

8-57-04 Inboard Flap Rubbing Strip

57-04 Inboard Flap Rubbing Strip items 1, 5, 10, 30 ..... A
Illustration Inboard Flap Rubbing Strip ..... B

8-57-05 Vortex Generator

57-05 Vortex Generator ..... A
Illustration Vortex Generator ..... B

8-57-06 Outer Flap Blade Seal

57-06 Outer Flap Blade Seal ..... A
Illustration Outer Flap Blade Seal ..... B

57-01	Wing Tip Fence

Ident.: 8-57-01-00003035.0000100 / 15 DEC 2023
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

a)

57-01 WING TIP FENCE	Quantity installed 2

LOWER PART OF WING TIP FENCE

(m) *Refer to AMM Task 57-31-00-040-001*

One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.

Note: *Maintenance Procedure required every 3 days.*

Note:
- *The static discharger that is on the removed wing tip fence part must be considered inoperative (Refer to 8-23-01 Static Discharger).*
- *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 3608 kg (7955 lb)

  – En-route performance limiting weight is reduced by 378 kg (834 lb)

  – Fuel consumption is increased by 0.88 %.

–or–

b)

57-01 WING TIP FENCE	Quantity installed 2

COMPLETE WING TIP FENCE

(m) *Refer to AMM Task 57-31-00-040-001*

One complete wing tip fence may be missing provided that:

– The associated aileron is equipped with four static dischargers

– The exposed interior structure is covered

– The protective material is inspected before each flight and replaced if necessary.

Note: – *The static dischargers that are on the removed wing tip fence must be considered inoperative (Refer to 8-23-01 Static Discharger).*
– *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 8118 kg (17898 lb)

  – En-route performance limiting weight is reduced by 756 kg (1667 lb)

  – Fuel consumption is increased by 1.69 %.

Refer to 8-57-01 Illustration Wing Tip Fence

57-01	Wing Tip Fence

Ident.: 8-57-01-00003035.0000200 / 15 DEC 2023
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

a)

57-01 WING TIP FENCE	Quantity installed 2

LOWER PART OF WING TIP FENCE

(m) *Refer to AMM Task 57-31-00-040-001*

One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.

Note: *Maintenance Procedure required every 3 days.*

Note: – *The static discharger that is on the removed wing tip fence part must be considered inoperative (Refer to 8-23-01 Static Discharger).*
– *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 4480 kg (9877 lb)

– En-route performance limiting weight is reduced by 378 kg (834 lb)

– Fuel consumption is increased by 0.88 %.

–or–

b)

57-01 WING TIP FENCE	Quantity installed 2

COMPLETE WING TIP FENCE

(m) *Refer to AMM Task 57-31-00-040-001*

One complete wing tip fence may be missing provided that:

– The associated aileron is equipped with four static dischargers

– The exposed interior structure is covered

– The protective material is inspected before each flight and replaced if necessary.

Note: – *The static dischargers that are on the removed wing tip fence must be considered inoperative (Refer to 8-23-01 Static Discharger).*

– *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

• **Performance:**

Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

The following performance penalties are applicable:

– Takeoff and approach climb performance limiting weights are reduced by 10080 kg (22223 lb)

– En-route performance limiting weight is reduced by 756 kg (1667 lb)

– Fuel consumption is increased by 1.69 %.

Refer to 8-57-01 Illustration Wing Tip Fence

57-01	Wing Tip Fence

Ident.: 8-57-01-00003035.0000300 / 15 DEC 2023
Criteria: A321 (-AEUC, -AIRN)
Applicable to: D-AEUC, D-AIRN

a)

57-01	Quantity installed

WING TIP FENCE	2

LOWER PART OF WING TIP FENCE

(m) *Refer to AMM Task 57-31-00-040-001*

One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.

Note: *Maintenance Procedure required every 3 days.*

Note:
- *The static discharger that is on the removed wing tip fence part must be considered inoperative (Refer to 8-23-01 Static Discharger).*
- *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 3960 kg (8731 lb)

  – En-route performance limiting weight is reduced by 378 kg (834 lb)

  – Fuel consumption is increased by 0.88 %.

–or–

b)

57-01 WING TIP FENCE	Quantity installed 2

COMPLETE WING TIP FENCE

(m) *Refer to AMM Task 57-31-00-040-001*

One complete wing tip fence may be missing provided that:

– The associated aileron is equipped with four static dischargers

– The exposed interior structure is covered

– The protective material is inspected before each flight and replaced if necessary.

Note:
- *The static dischargers that are on the removed wing tip fence must be considered inoperative (Refer to 8-23-01 Static Discharger).*
- *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

The following performance penalties are applicable:

– Takeoff and approach climb performance limiting weights are reduced by 8910 kg (19644 lb)

– En-route performance limiting weight is reduced by 735 kg (1621 lb)

– Fuel consumption is increased by 1.34 %.

Refer to 8-57-01 Illustration Wing Tip Fence

57-01	Wing Tip Fence

Ident.: 8-57-01-00003035.0000400 / 15 DEC 2023
Criteria: A321 (-AEUA, -AEUI, -AEUJ)
Applicable to: D-AEUA, D-AEUI, D-AEUJ

a)

57-01 WING TIP FENCE	Quantity installed 2

LOWER PART OF WING TIP FENCE

(m) *Refer to AMM Task 57-31-00-040-001*

One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.

Note: *Maintenance Procedure required every 3 days.*

Note: – *The static discharger that is on the removed wing tip fence part must be considered inoperative (Refer to 8-23-01 Static Discharger).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 3960 kg (8731 lb)

  – En-route performance limiting weight is reduced by 378 kg (834 lb)

  – Fuel consumption is increased by 0.88 %.

–or–

b)

57-01	Quantity installed

WING TIP FENCE	2

COMPLETE WING TIP FENCE

(m) *Refer to AMM Task 57-31-00-040-001*

One complete wing tip fence may be missing provided that:

– The associated aileron is equipped with four static dischargers

– The exposed interior structure is covered

– The protective material is inspected before each flight and replaced if necessary.

Note: – *The static dischargers that are on the removed wing tip fence must be considered inoperative (Refer to 8-23-01 Static Discharger).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 8910 kg (19644 lb)

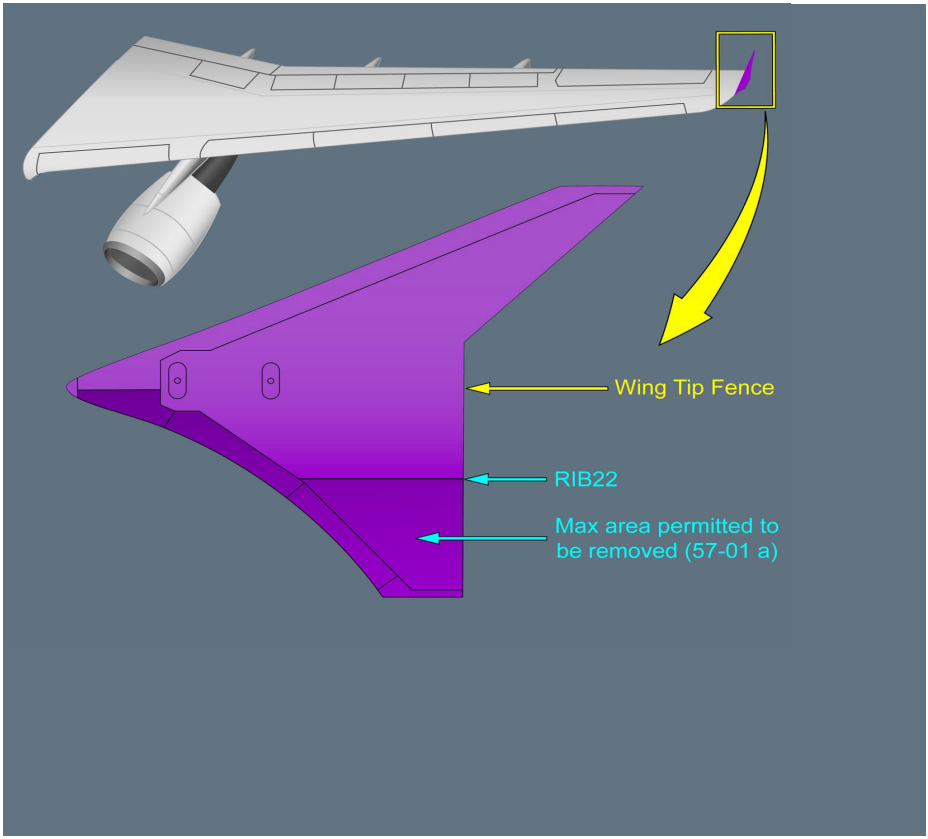
  – En-route performance limiting weight is reduced by 735 kg (1621 lb)

  – Fuel consumption is increased by 1.34 %.

Refer to 8-57-01 Illustration Wing Tip Fence

ILLUSTRATION WING TIP FENCE

Ident.: 8-57-01-00003036.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-57-01 Wing Tip Fence*

57-02	Belly Fairing Sliding Panel

Ident.: 8-57-02-00003037.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

57-02 BELLY FAIRING SLIDING PANEL	Quantity installed 2

All may be missing.

Note: *May be combined with MCDL item 57-06 (Refer to AFM/MCDL-57-06 57-06 Outer Flap Blade Seal).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If two panels are missing, the following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 96 kg (212 lb)

  – En route performance limiting weight is reduced by 108 kg (238 lb)

  – Fuel consumption is increased by 0.28 %.

Refer to 8-57-02 Illustration Belly Fairing Sliding Panel

57-02	Belly Fairing Sliding Panel

Ident.: 8-57-02-00003037.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

57-02 BELLY FAIRING SLIDING PANEL	Quantity installed 2

All may be missing.

Note: *May be combined with CDL item 57-06 (Refer to 8-57-06 Outer Flap Blade Seal).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – En route performance limiting weight is reduced by 66 kg (146 lb) per missing panel

  – If both panels are missing:

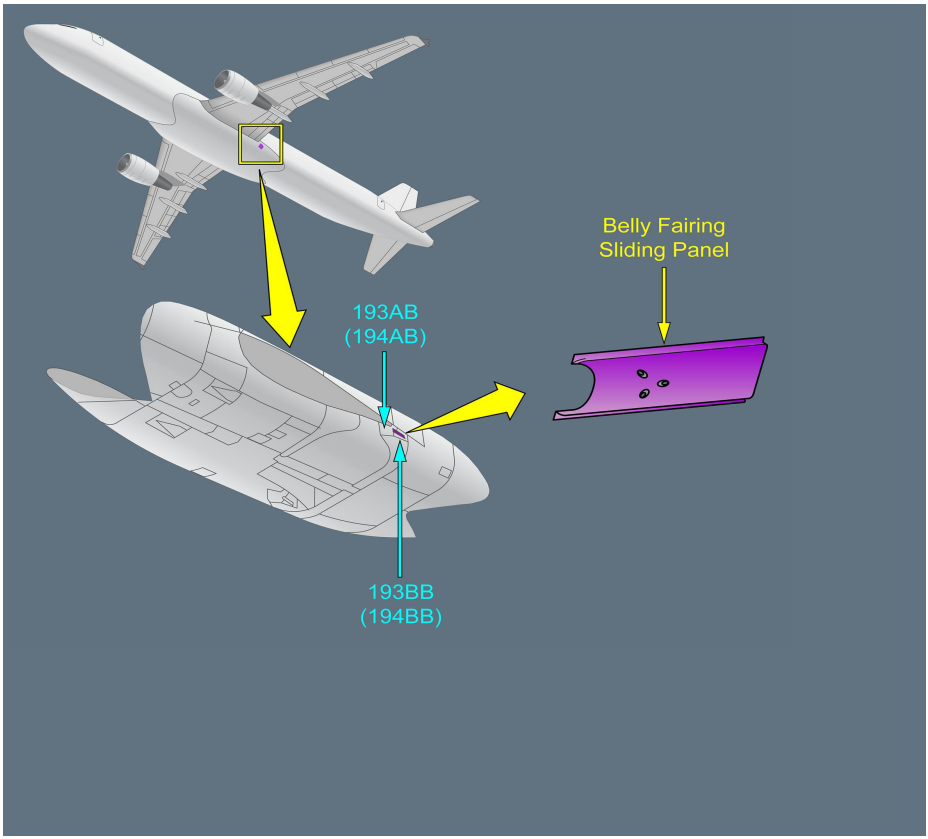
    – Takeoff performance limiting weight is reduced by 44 kg (97 lb) per missing panel

– Approach climb limiting weight is reduced 22 kg (49 lb) per missing panel
– Fuel consumption is increased by 0.12 % per missing panel.

Refer to 8-57-02 Illustration Belly Fairing Sliding Panel

ILLUSTRATION BELLY FAIRING SLIDING PANEL

Ident.: 8-57-02-00003038.0000002 / 28 JUN 2022
Applicable to: ALL



For dispatch conditions:*Refer to 8-57-02 Belly Fairing Sliding Panel*

57-03	Outboard Flap Rubbing Strip Items 10, 15, 20, 40

Ident.: 8-57-03-00003039.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

57-03 OUTBOARD FLAP RUBBING STRIP ITEMS 10, 15, 20, 40	Quantity installed 12

All may be missing.

Refer to 8-57-03 Illustration Outboard Flap Rubbing Strip

57-03	Outboard Flap Rubbing Strip Items 40, 70, 80, 85, 100, 120

Ident.: 8-57-03-00003039.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIRN

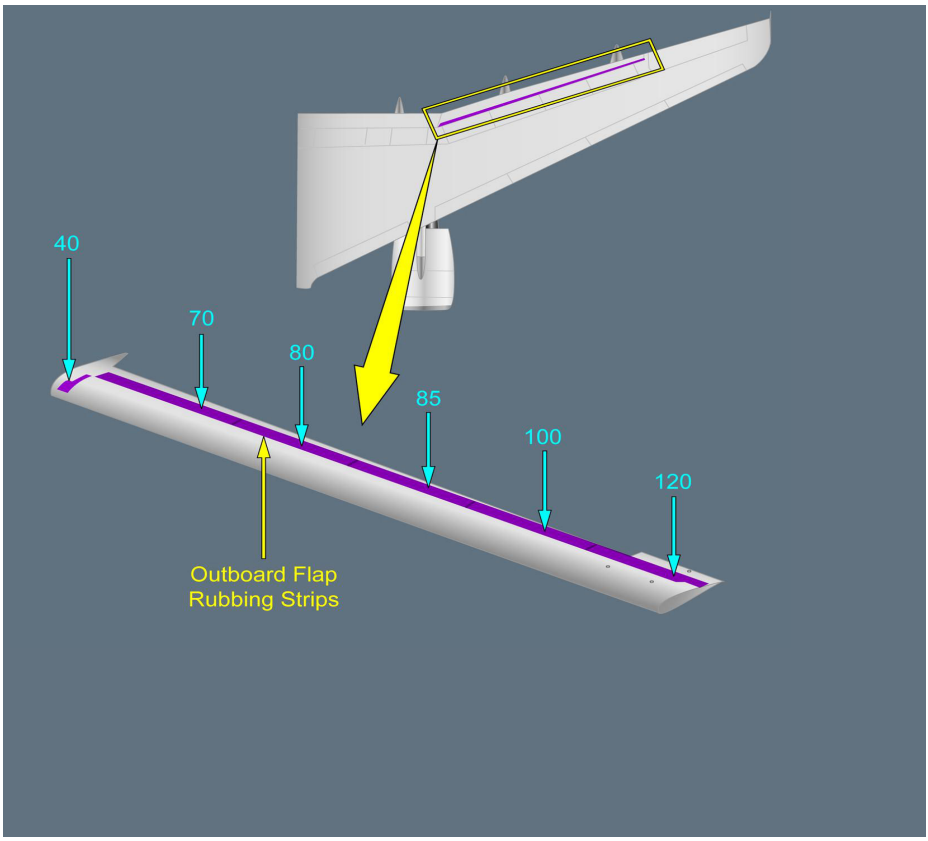
57-03 OUTBOARD FLAP RUBBING STRIP ITEMS 40, 70, 80, 85, 100, 120	Quantity installed 12

All may be missing.

Refer to 8-57-03 Illustration Outboard Flap Rubbing Strip

ILLUSTRATION OUTBOARD FLAP RUBBING STRIP

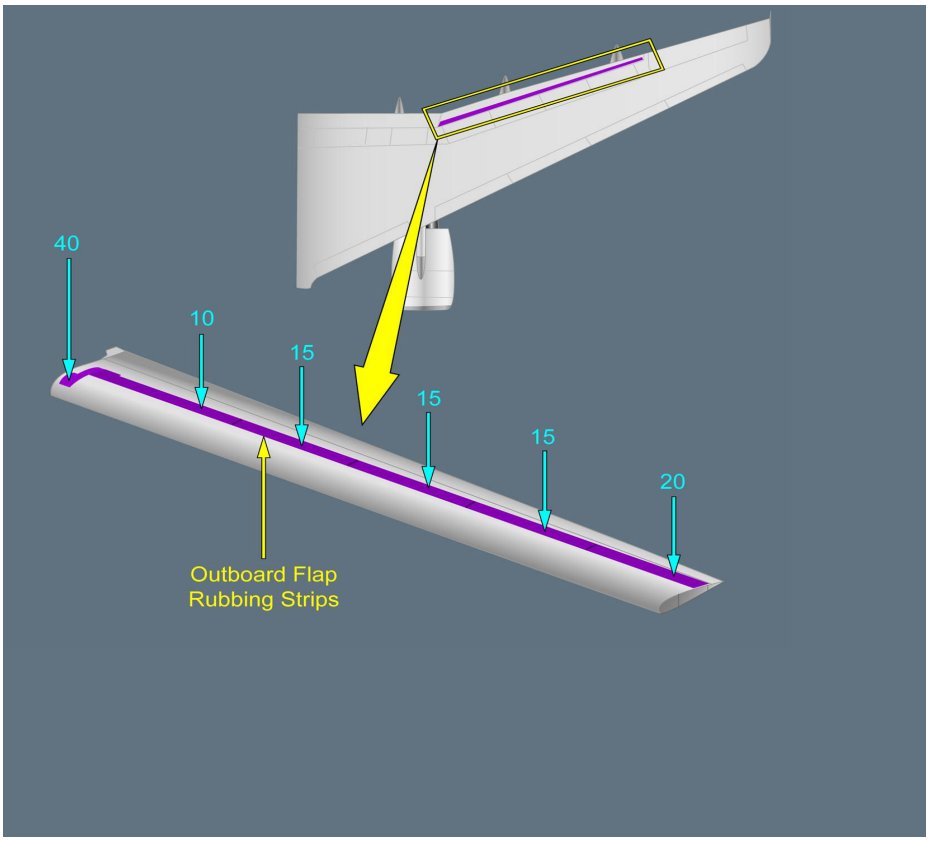
Ident.: 8-57-03-00003040.0000100 / 28 JUN 2022
Criteria: A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIRN



For dispatch conditions:*Refer to 8-57-03 Outboard Flap Rubbing Strip*

ILLUSTRATION OUTBOARD FLAP RUBBING STRIP

Ident.: 8-57-03-00003040.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW



For dispatch conditions:*Refer to 8-57-03 Outboard Flap Rubbing Strip*

57-04	Inboard Flap Rubbing Strip items 1, 5, 10, 30

Ident.: 8-57-04-00003041.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

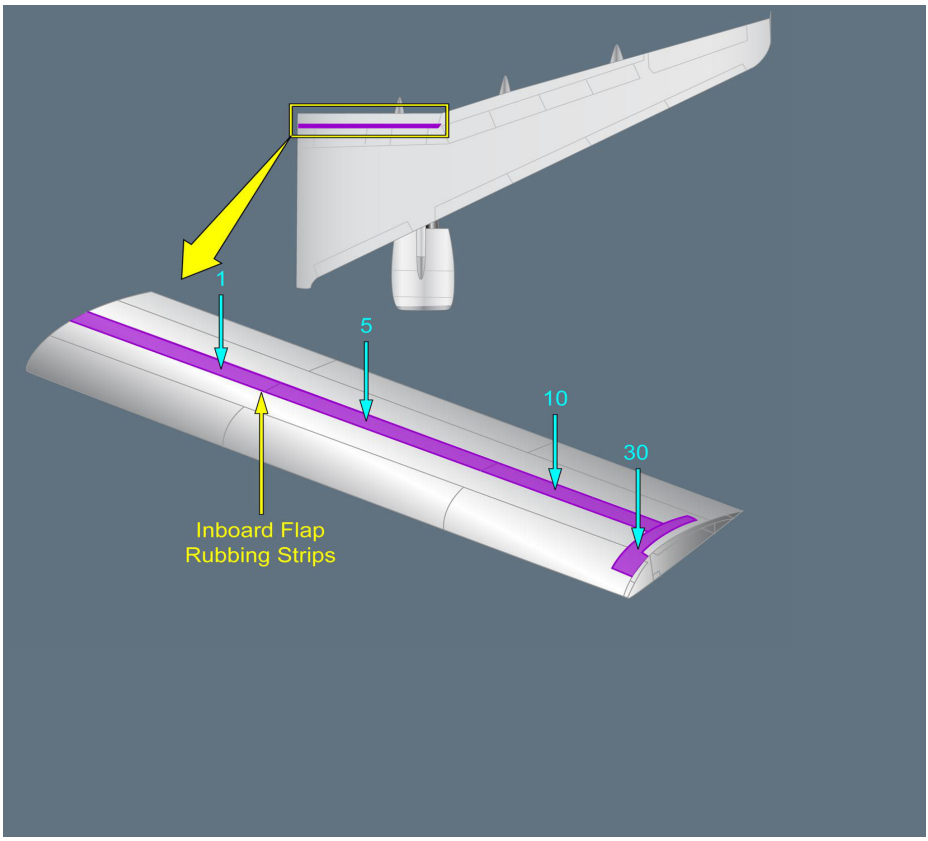
57-04 INBOARD FLAP RUBBING STRIP ITEMS 1, 5, 10, 30	Quantity installed 8

All may be missing.

Refer to 8-57-04 Illustration Inboard Flap Rubbing Strip

ILLUSTRATION INBOARD FLAP RUBBING STRIP

Ident.: 8-57-04-00003042.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW



For dispatch conditions:*Refer to 8-57-04 Inboard Flap Rubbing Strip*

57-05	Vortex Generator

Ident.: 8-57-05-00003043.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUC, -AIRN)
Applicable to: D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

57-05 VORTEX GENERATOR	Quantity installed 4

All may be missing.

Note: *May be combined with MCDL item 57-01 (Refer to 8-57-01 Wing Tip Fence).*

Refer to 8-57-05 Illustration Vortex Generator

57-05	Vortex Generator

Ident.: 8-57-05-00003043.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

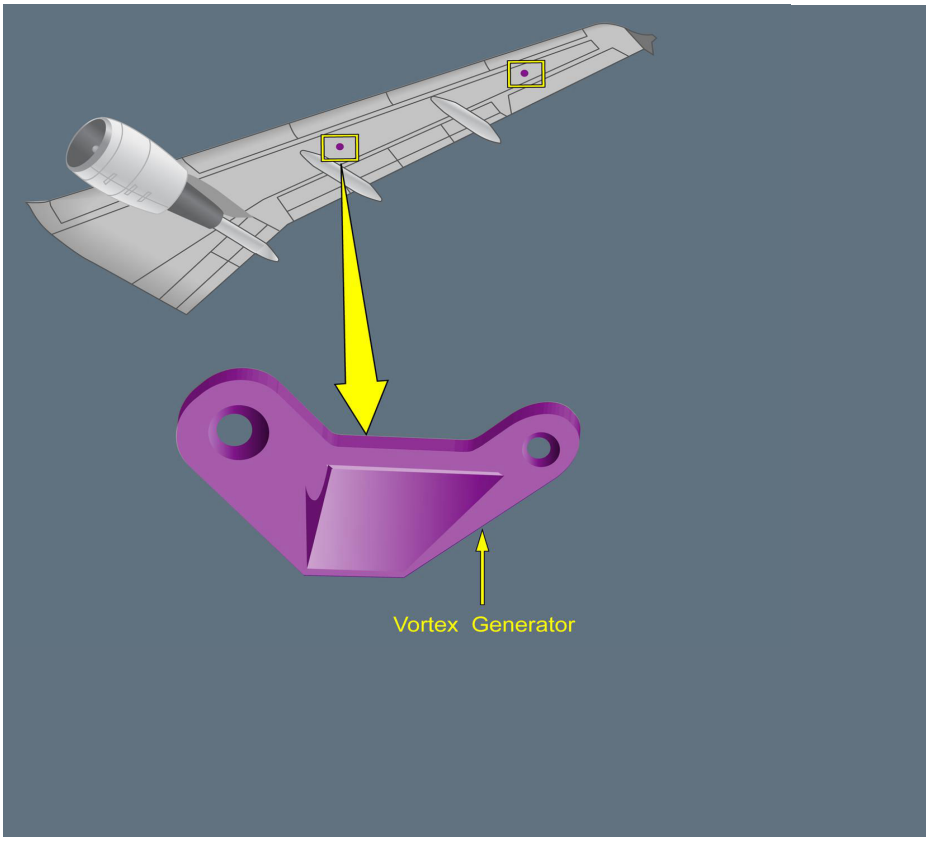
57-05 VORTEX GENERATOR	Quantity installed 4

All may be missing.

Refer to 8-57-05 Illustration Vortex Generator

ILLUSTRATION VORTEX GENERATOR

Ident.: 8-57-05-00003044.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AEUC, -AIRN)
Applicable to: D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-57-05 Vortex Generator*

57-06	Outer Flap Blade Seal

Ident.: 8-57-06-00003045.0000001 / 28 JUN 2022
Applicable to: ALL

57-06 OUTER FLAP BLADE SEAL	Quantity installed 2

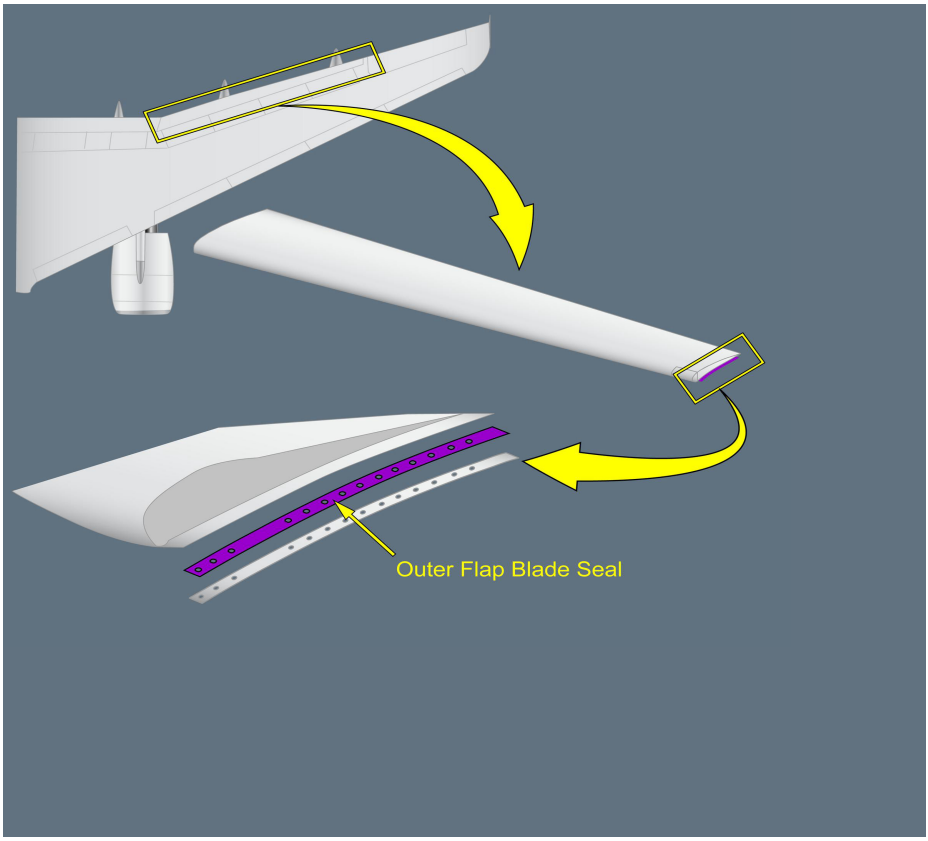
All may be missing.

Note: *May be combined with MCDL item 57-02 (Refer to 8-57-02 Belly Fairing Sliding Panel).*

Refer to 8-57-06 Illustration Outer Flap Blade Seal

ILLUSTRATION OUTER FLAP BLADE SEAL

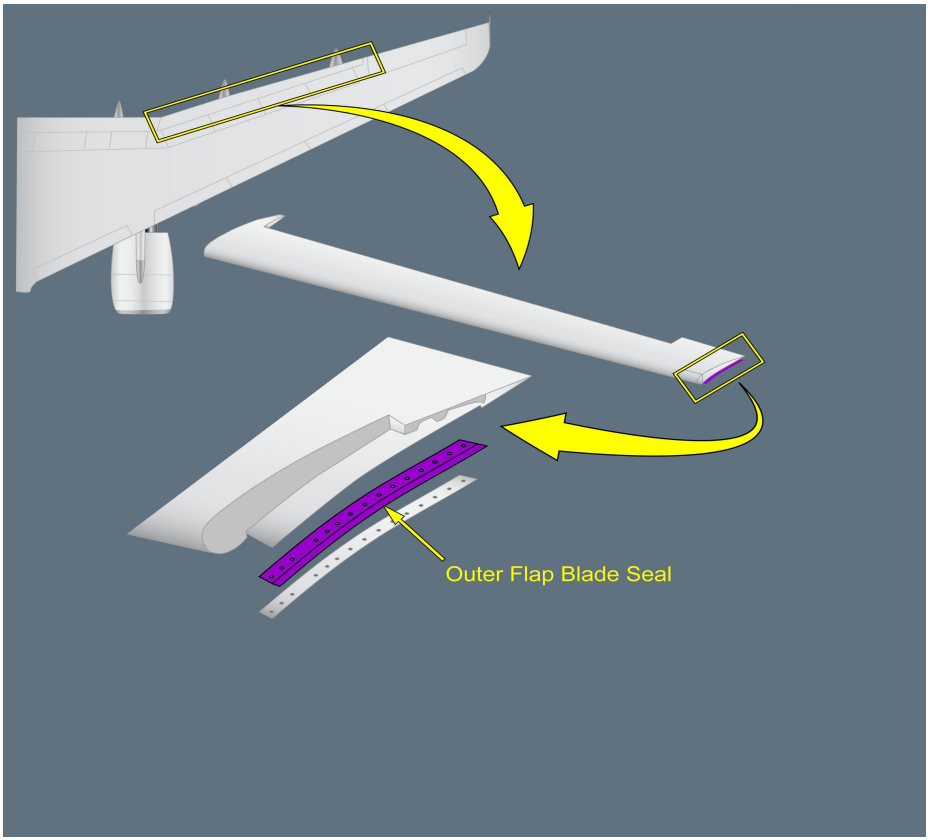
Ident.: 8-57-06-00003046.0000100 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM



For dispatch conditions: *Refer to 8-57-06 Outer Flap Blade Seal*

ILLUSTRATION OUTER FLAP BLADE SEAL

Ident.: 8-57-06-00003046.0000200 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN



For dispatch conditions:*Refer to 8-57-06 Outer Flap Blade Seal*

8-71-01 Frangible Drain Mast

71-01 Frangible Drain Mast ..... A
Illustration Frangible Drain Mast ..... B

8-71-06 NAI Hoisting Point Plug

71-06 NAI Hoisting Point Plug ..... A
Illustration NAI Hoisting Point Plug ..... B

8-71-08 Fan Cowl Hoisting Point Plug

71-08 Fan Cowl Hoisting Point Plug ..... A
Illustration Fan Cowl Hoisting Point Plug ..... B

8-71-09 Fan Cowl Hold Open Rod

71-09 Fan Cowl Hold Open Rod ..... A
Illustration Fan Cowl Hold Open Rod ..... B

8-71-12 Air Intake Cowl Aerofiller

71-12 Air Intake Cowl Aerofiller ..... A
Illustration Air Intake Cowl Aerofiller ..... B

8-71-14 Fan Cowl Hold Open Rod Bracket/Fitting

71-14 Fan Cowl Hold Open Rod Bracket/Fitting ..... A
Illustration Fan Cowl Hold Open Rod Bracket/Fitting ..... B

8-71-17 Hinge Beam Seal

71-17 Hinge Beam Seal ..... A
Illustration Hinge Beam Seal ..... B

8-71-19 Fan Cowl Push Open Device

71-19 Fan Cowl Push Open Device ..... A
Illustration Fan Cowl Push Open Device ..... B

8-71-20 Push Open Device Target Plate

71-20 Push Open Device Target Plate ..... A
Illustration Push Open Device Target Plate ..... B

8-71-24 Inlet Rub Strip

71-24 Inlet Rub Strip ..... A

Illustration Inlet Rub Strip ..... B

8-71-25 Forward Latch Beam Seal

71-25 Forward Latch Beam Seal ..... A
Illustration Forward Latch Beam Seal ..... B

8-71-26 Hinge Beam Aft Seal

71-26 Hinge Beam Aft Seal ..... A
Illustration Hinge Beam Aft Seal ..... B

8-71-28 Fan Cowl Reflective Tape

71-28 Fan Cowl Reflective Tape ..... A
Illustration Fan Cowl Reflective Tape ..... B

8-71-29 FC Latch 3 Baulking Bracket Wearstrip

71-29 FC Latch 3 Baulking Bracket Wearstrip ..... A
Illustration FC Latch 3 Baulking Bracket Wearstrip ..... B

71-01	Frangible Drain Mast

Ident.: 8-71-01-00003047.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

71-01 FRANGIBLE DRAIN MAST	Quantity installed 2

(m) *Refer to AMM Task 71-71-42-040-044*

All may be missing.

Note: *Maintenance Procedure required prior to each departure.*

Refer to 8-71-01 Illustration Frangible Drain Mast

71-01	Frangible Drain Mast

Ident.: 8-71-01-00003047.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM

71-01 FRANGIBLE DRAIN MAST	Quantity installed 2

(m) *Refer to AMM Task 71-71-42-040-045*

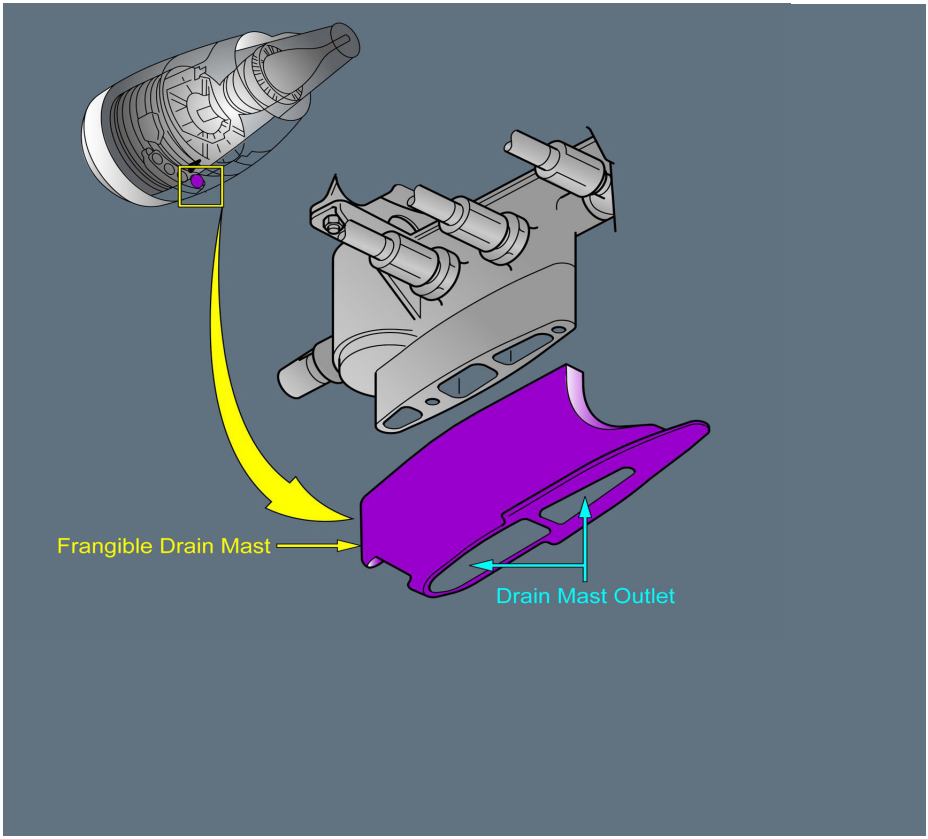
All may be missing.

Note: *Maintenance Procedure required prior to each departure.*

Refer to 8-71-01 Illustration Frangible Drain Mast

ILLUSTRATION FRANGIBLE DRAIN MAST

Ident.: 8-71-01-00003048.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-71-01 Frangible Drain Mast*

71-06	NAI Hoisting Point Plug

Ident.: 8-71-06-00003049.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

71-06 NAI HOISTING POINT PLUG	Quantity installed 8

All may be missing.

Note: *May be combined with any other item listed in CDL 71 chapter.*

Refer to 8-71-06 Illustration NAI Hoisting Point Plug

71-06	NAI Hoisting Point Plug

Ident.: 8-71-06-00003049.0000200 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM

71-06 NAI HOISTING POINT PLUG	Quantity installed 24

(m) *Refer to AMM Task 71-11-00-040-801*
Refer to AMM Task 71-11-00-040-802

All may be missing provided each hole is covered.

Note: *Maintenance Procedure required every 3 days.*

Refer to AMM task 71-11-00-040-801.

Note: *May be combined with any other item listed in CDL 71 chapter.*

Refer to 8-71-06 Illustration NAI Hoisting Point Plug

71-06	NAI Hoisting Point Plug

Ident.: 8-71-06-00003049.0000300 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

71-06 NAI HOISTING POINT PLUG	Quantity installed 24

(m) *Refer to AMM Task 71-11-00-040-801*
Refer to AMM Task 71-11-00-040-802

All may be missing provided each hole is covered.

Note: *Maintenance Procedure required every 3 days.*

Refer to AMM task 71-11-00-040-802.

Note: *May be combined with any other item listed in CDL 71 chapter.*

Refer to 8-71-06 Illustration NAI Hoisting Point Plug

71-06	NAI Hoisting Point Plug

Ident.: 8-71-06-00003049.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-06 NAI HOISTING POINT PLUG	Quantity installed 8

(m) *Refer to AMM Task 71-61-00-040-805*

All may be missing provided that the hole is covered.

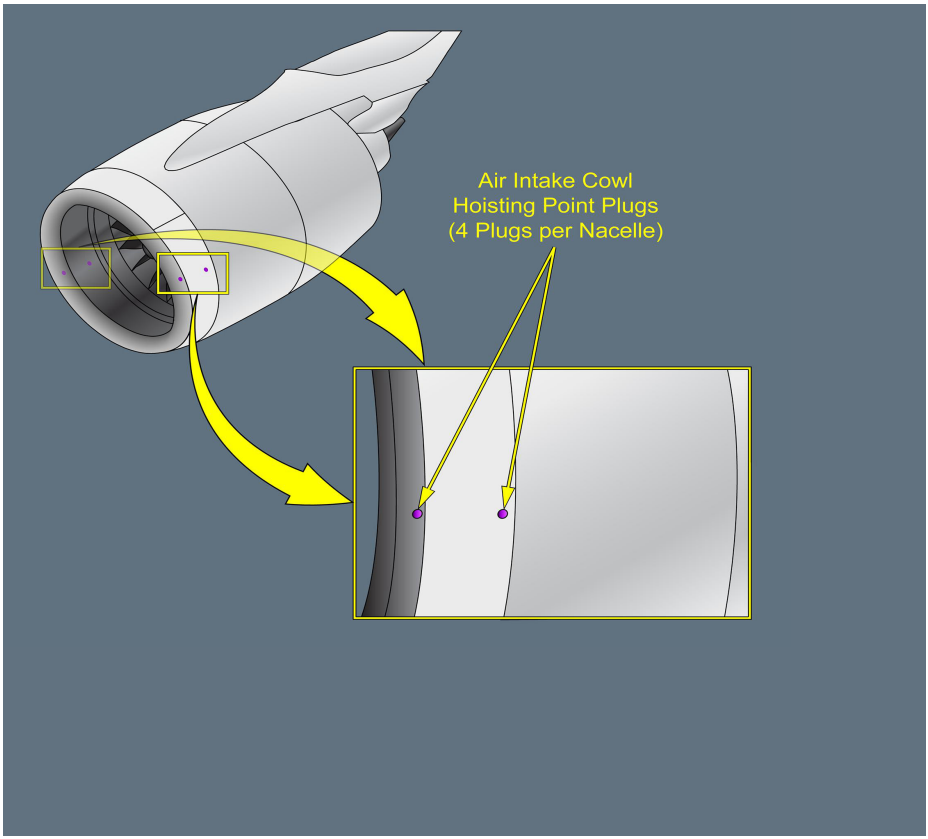
Note: *Maintenance Procedure required every 3 days.*

Note: *May be combined with any other item listed in CDL-71 chapter.*

Refer to 8-71-06 Illustration NAI Hoisting Point Plug

ILLUSTRATION NAI HOISTING POINT PLUG

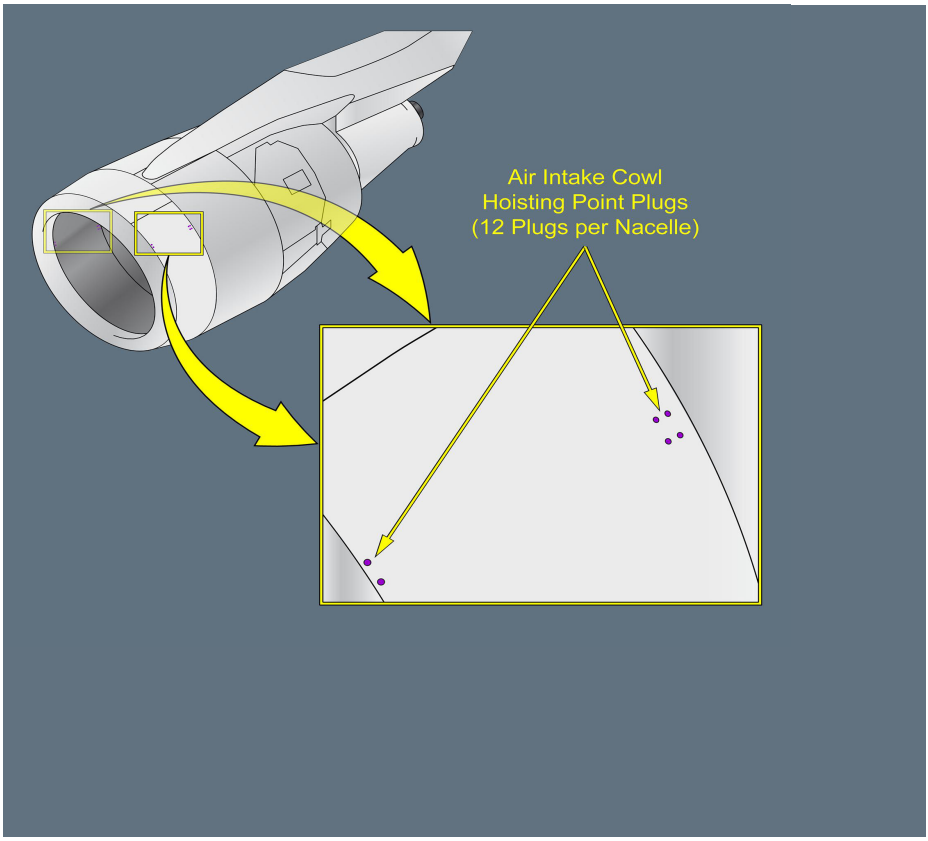
Ident.: 8-71-06-00003050.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN



For dispatch conditions: *Refer to 8-71-06 NAI Hoisting Point Plug*.

ILLUSTRATION NAI HOISTING POINT PLUG

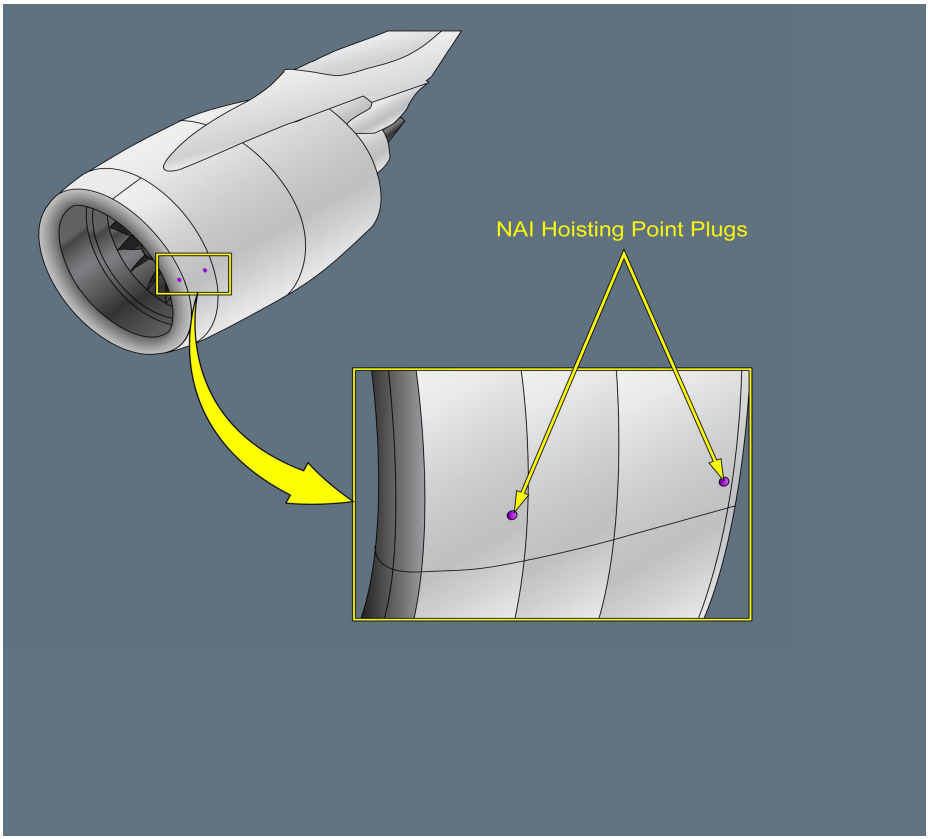
Ident.: 8-71-06-00003050.0000002 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM



For dispatch conditions: *Refer to 8-71-06 NAI Hoisting Point Plug*.

ILLUSTRATION NAI HOISTING POINT PLUG

Ident.: 8-71-06-00003050.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-06 NAI Hoisting Point Plug*.

71-08	Fan Cowl Hoisting Point Plug

Ident.: 8-71-08-00003051.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

71-08 FAN COWL HOISTING POINT PLUG	Quantity installed 8

All may be missing.

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-08 Illustration Fan Cowl Hoisting Point Plug

71-08	Fan Cowl Hoisting Point Plug

Ident.: 8-71-08-00003051.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-08 FAN COWL HOISTING POINT PLUG	Quantity installed 24

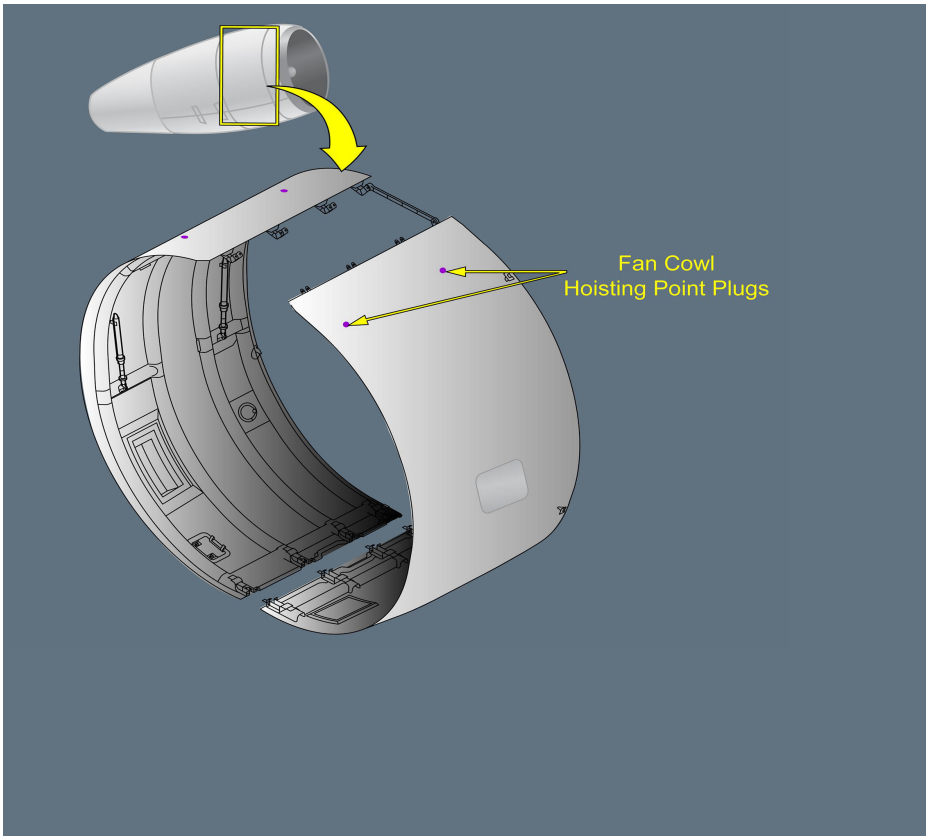
All may be missing.

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-08 Illustration Fan Cowl Hoisting Point Plug

ILLUSTRATION FAN COWL HOISTING POINT PLUG

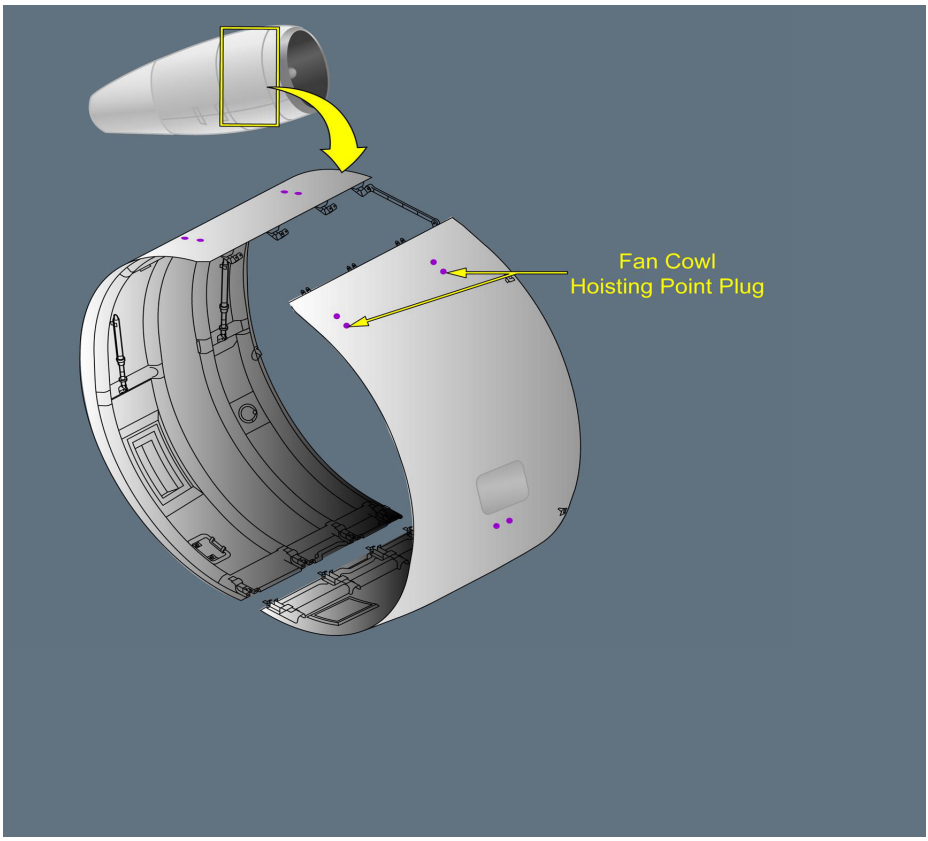
Ident.: 8-71-08-00003052.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN



For dispatch conditions: *Refer to 8-71-08 Fan Cowl Hoisting Point Plug*.

ILLUSTRATION FAN COWL HOISTING POINT PLUG

Ident.: 8-71-08-00003052.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-08 Fan Cowl Hoisting Point Plug*

71-09	Fan Cowl Hold Open Rod

Ident.: 8-71-09-00003053.0000005 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

71-09 FAN COWL HOLD OPEN ROD	Quantity installed 8

(m) *Refer to AMM Task 71-13-00-040-803*
Refer to AMM Task 71-13-00-040-804

All may be missing.

Refer to 8-71-09 Illustration Fan Cowl Hold Open Rod

71-09	Fan Cowl Hold Open Rod

Ident.: 8-71-09-00003053.0000006 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

71-09 FAN COWL HOLD OPEN ROD	Quantity installed 8

(m) *Refer to AMM Task 71-13-00-040-818*

All may be missing.

Refer to 8-71-09 Illustration Fan Cowl Hold Open Rod

71-09	Fan Cowl Hold Open Rod

Ident.: 8-71-09-00003053.0000007 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-09 FAN COWL HOLD OPEN ROD	Quantity installed 8

(m) *Refer to AMM Task 71-13-00-040-806*

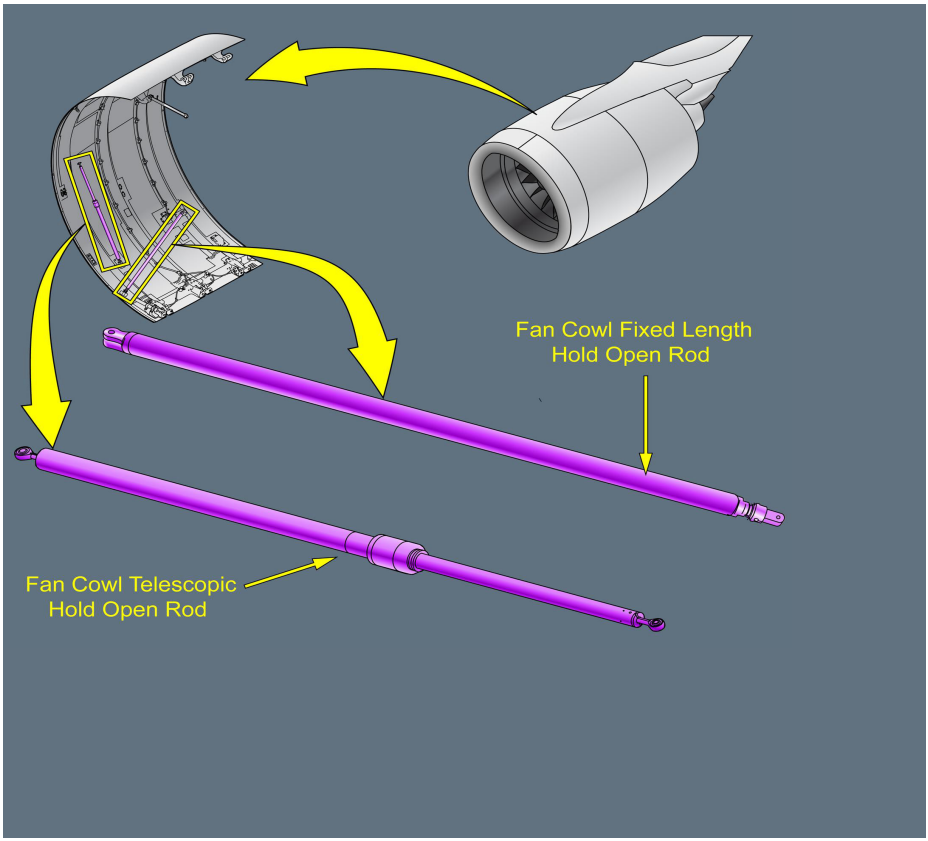
All may be missing.

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-09 Illustration Fan Cowl Hold Open Rod

ILLUSTRATION FAN COWL HOLD OPEN ROD

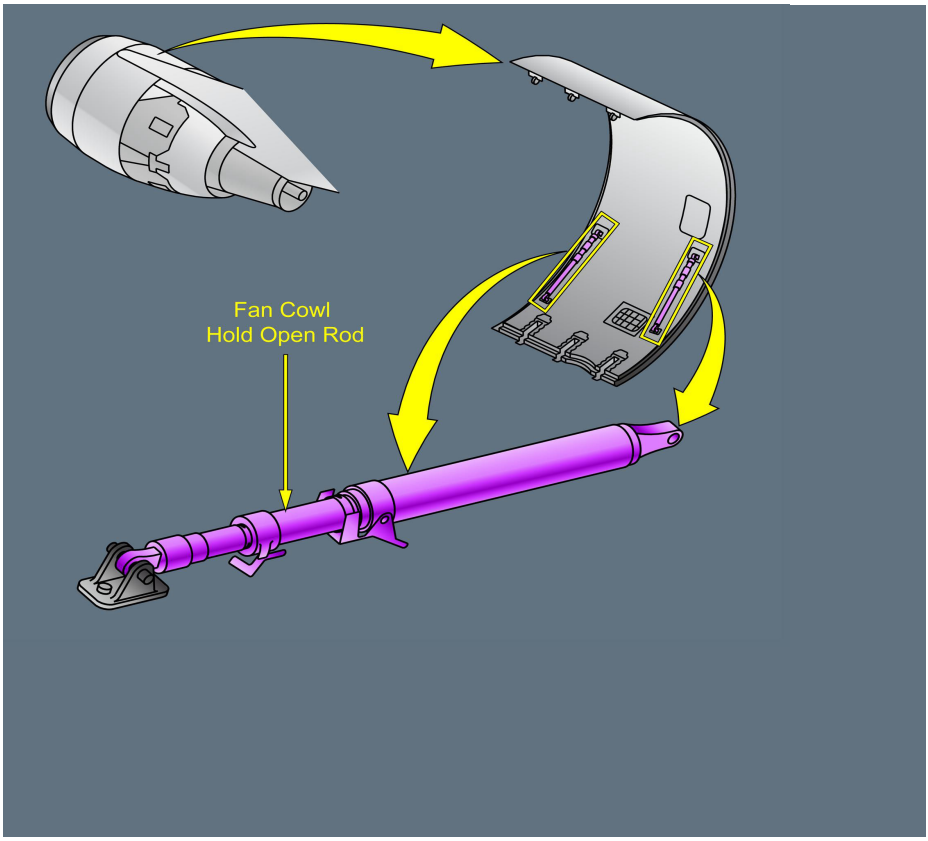
Ident.: 8-71-09-00003054.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-09 Fan Cowl Hold Open Rod*.

ILLUSTRATION FAN COWL HOLD OPEN ROD

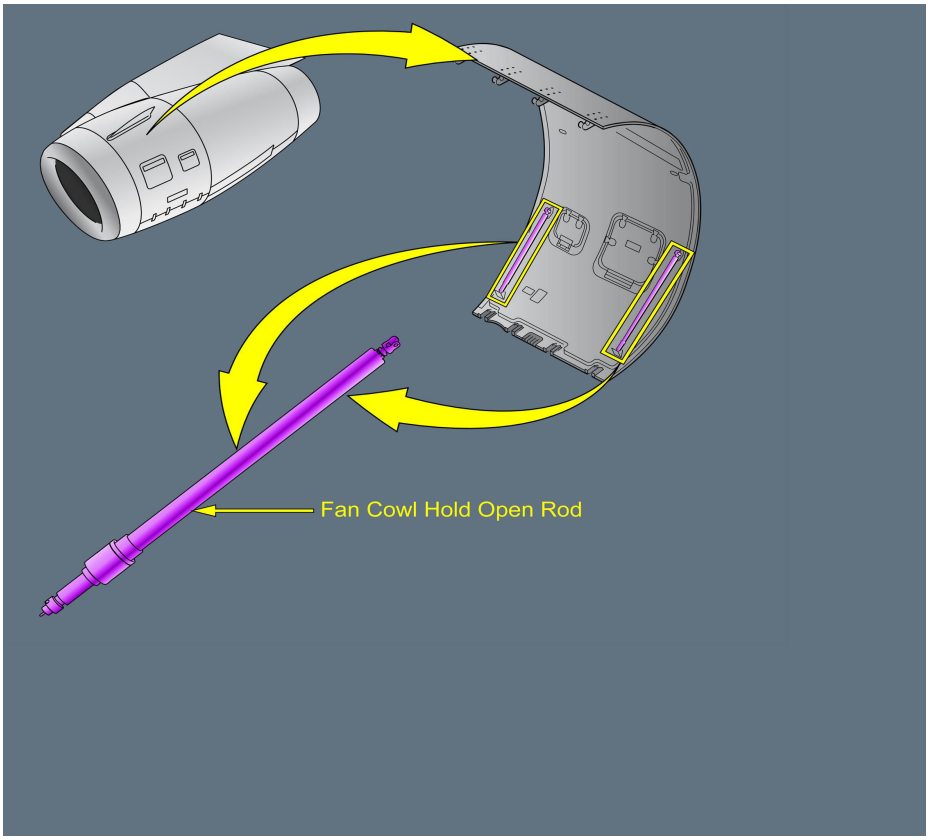
Ident.: 8-71-09-00003054.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-71-09 Fan Cowl Hold Open Rod*

ILLUSTRATION FAN COWL HOLD OPEN ROD

Ident.: 8-71-09-00003054.0000300 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN



For dispatch conditions:*Refer to 8-71-09 Fan Cowl Hold Open Rod*

71-12	Air Intake Cowl Aerofiller

Ident.: 8-71-12-00003055.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-12 AIR INTAKE COWL AEROFILLER	Quantity installed 12

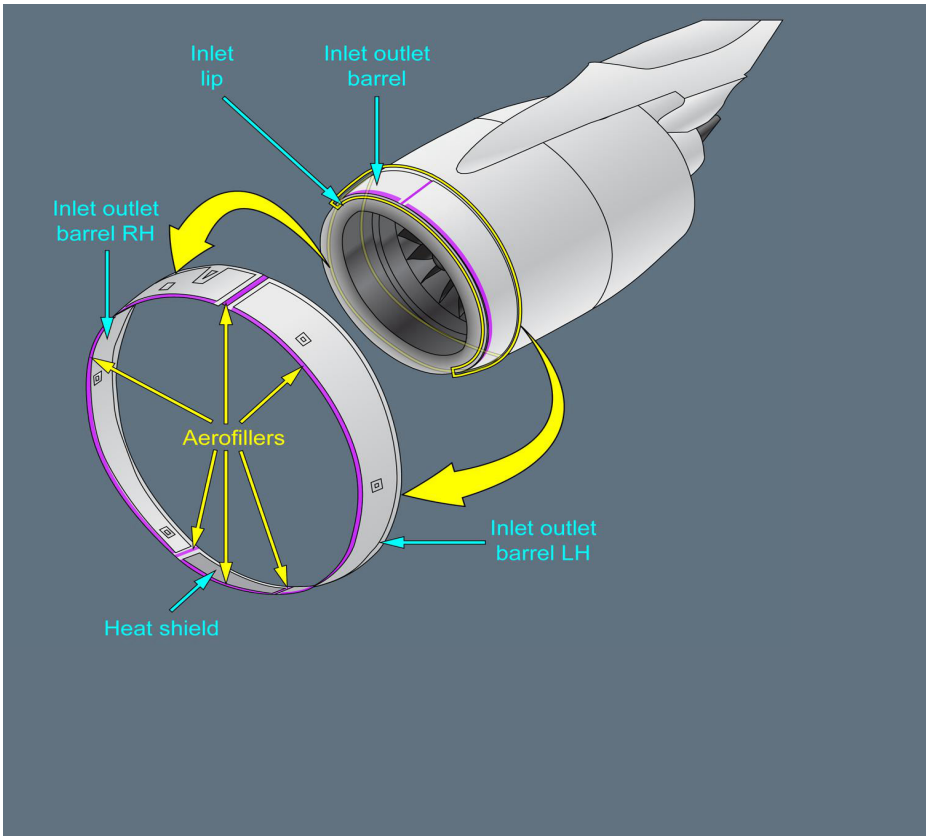
All may be missing.

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-12 Illustration Air Intake Cowl Aerofiller

ILLUSTRATION AIR INTAKE COWL AEROFILLER

Ident.: 8-71-12-00003056.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-12 Air Intake Cowl Aerofiller*.

71-14	Fan Cowl Hold Open Rod Bracket/Fitting

Ident.: 8-71-14-00003057.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-14 FAN COWL HOLD OPEN ROD BRACKET/FITTING	Quantity installed 20

(m) *Refer to AMM Task 71-13-00-040-807*

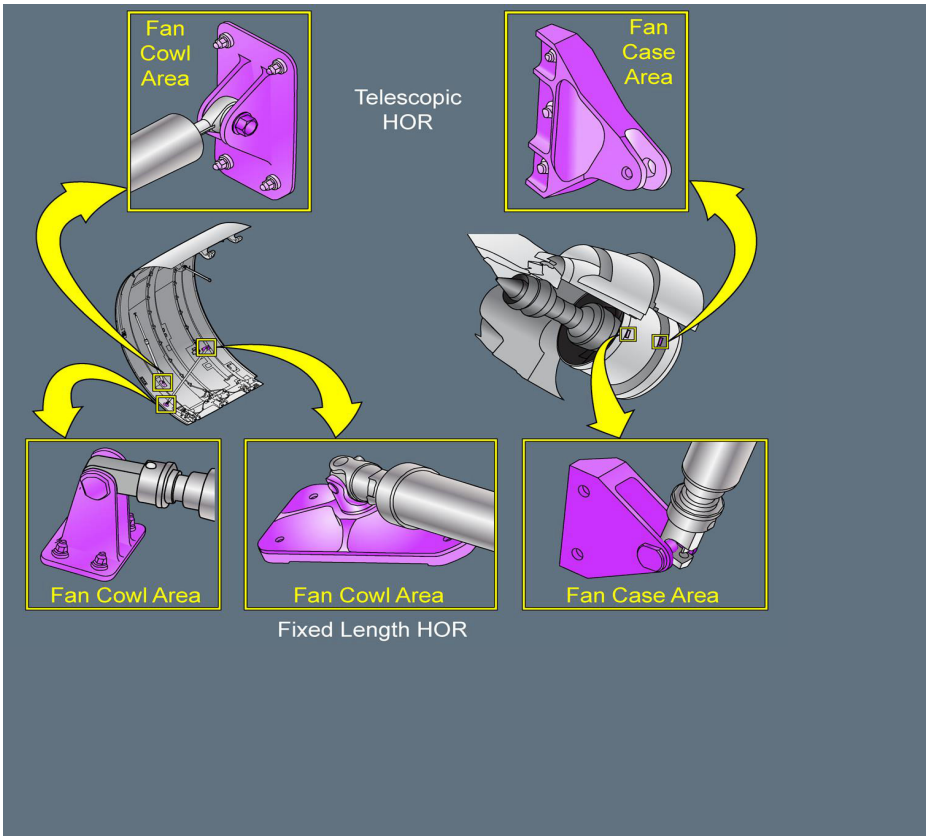
All may be missing provided that the affected Fan Cowl Hold Open Rod is removed (*Refer to 8-71-09 Fan Cowl Hold Open Rod*).

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-14 Illustration Fan Cowl Hold Open Rod Bracket/Fitting

ILLUSTRATION FAN COWL HOLD OPEN ROD BRACKET/FITTING

Ident.: 8-71-14-00003058.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-14 Fan Cowl Hold Open Rod Bracket/Fitting*.

71-17	Hinge Beam Seal

Ident.: 8-71-17-00003059.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-17 HINGE BEAM SEAL	Quantity installed 16

All may be missing.

Note: 1. *May be combined with any other item listed in CDL-71 chapter.*
2. *The vapour barrier seal cannot be missing.*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 69 kg (152 lb) per missing seal

  – En-route performance limiting weight is reduced by 90 kg (198 lb) per missing seal

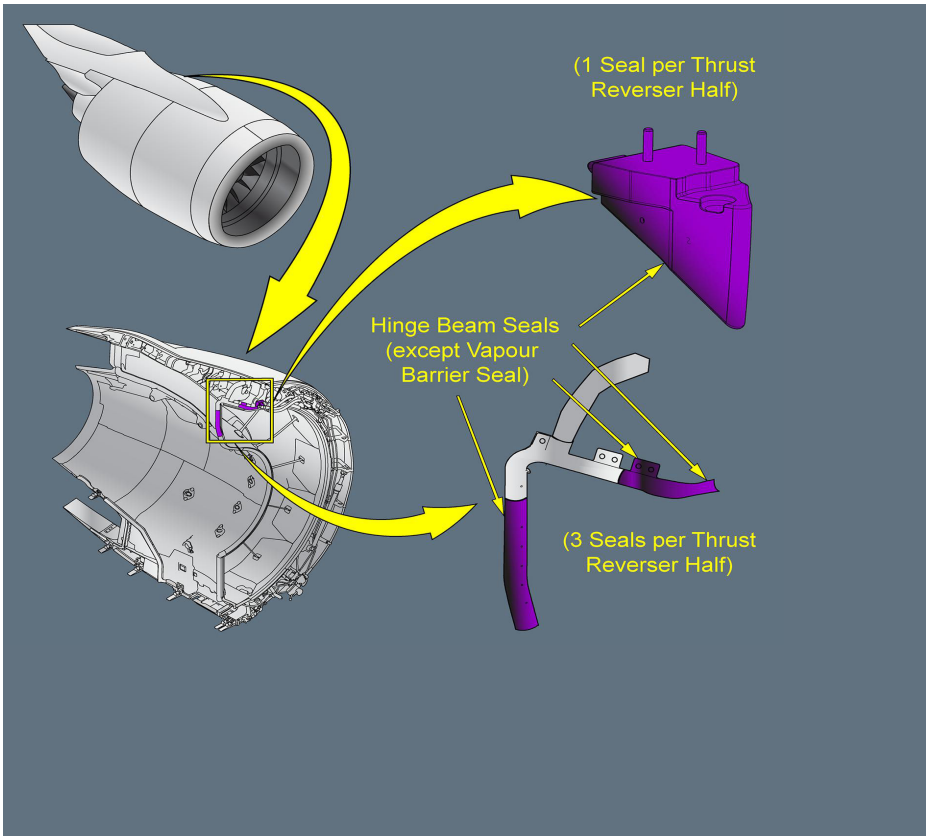
  – Approach climb limiting weight is reduced by 35 kg (77 lb) per missing seal

  – Fuel consumption is increased by 0.16 % per missing seal.

Refer to 8-71-17 Illustration Hinge Beam Seal

ILLUSTRATION HINGE BEAM SEAL

Ident.: 8-71-17-00003060.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-17 Hinge Beam Seal*.

71-19	Fan Cowl Push Open Device

Ident.: 8-71-19-00003061.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-19 FAN COWL PUSH OPEN DEVICE	Quantity installed 2

(m) *Refer to AMM Task 71-13-00-040-808*

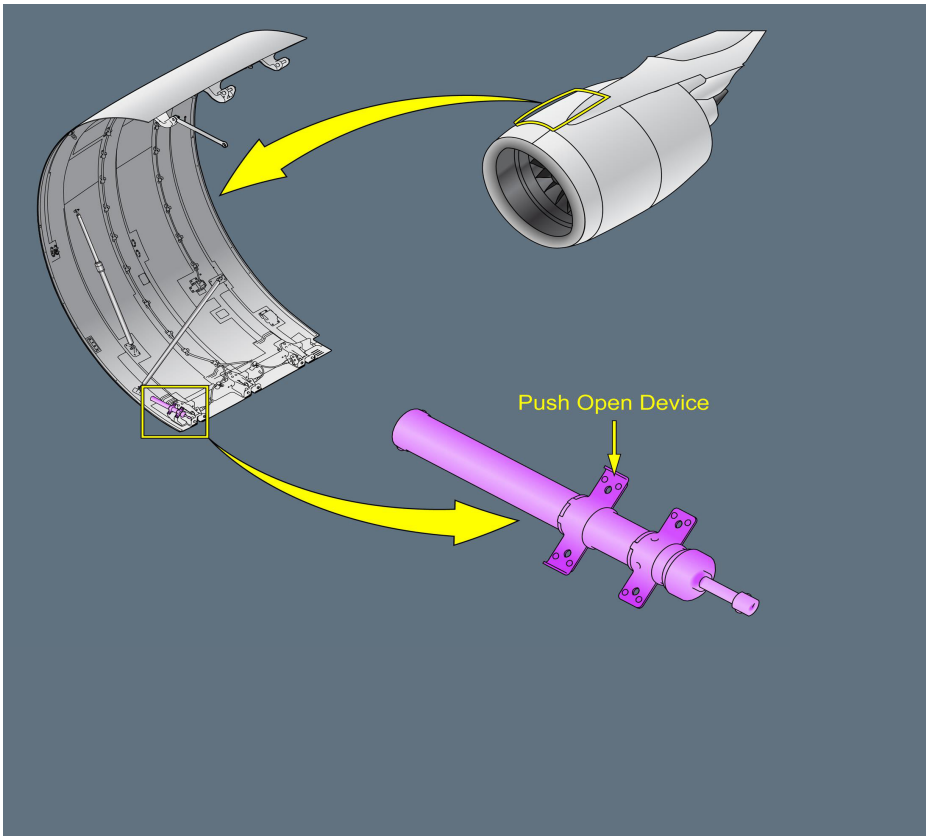
All may be missing.

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-19 Illustration Fan Cowl Push Open Device

ILLUSTRATION FAN COWL PUSH OPEN DEVICE

Ident.: 8-71-19-00003062.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-19 Fan Cowl Push Open Device*.

71-20	Push Open Device Target Plate

Ident.: 8-71-20-00003063.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-20 PUSH OPEN DEVICE TARGET PLATE	Quantity installed 2

(m) *Refer to AMM Task 71-13-00-040-809*

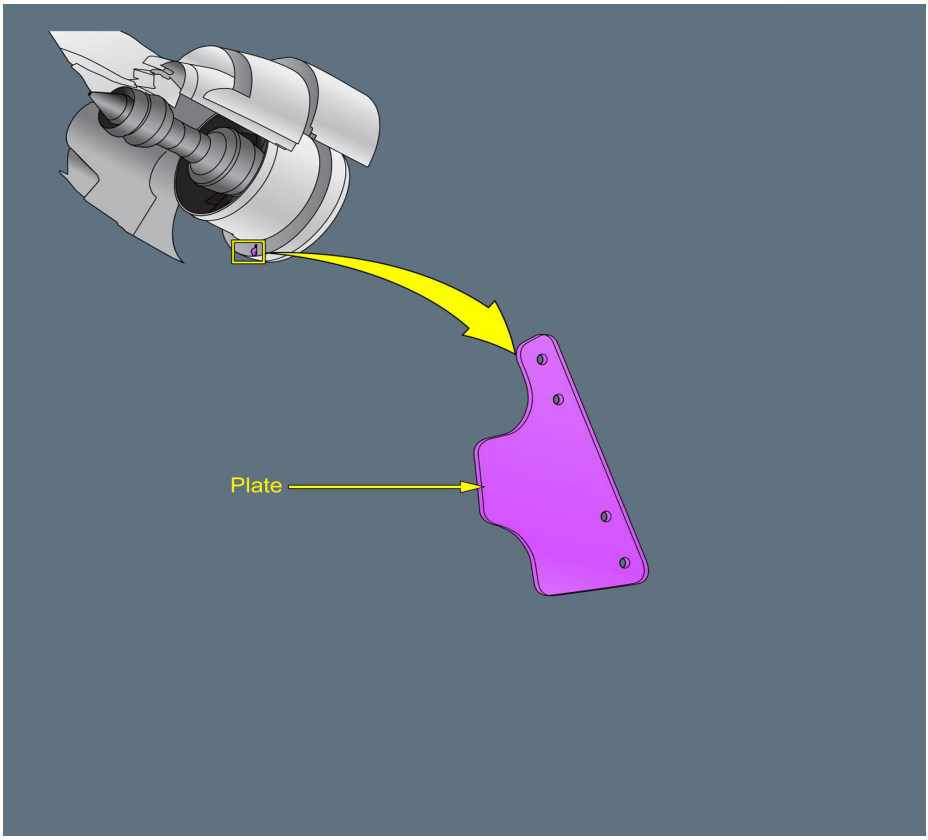
All may be missing provided that the Fan Cowl Push Open Device is removed (*Refer to 8-71-19 Fan Cowl Push Open Device*).

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-20 Illustration Push Open Device Target Plate

ILLUSTRATION PUSH OPEN DEVICE TARGET PLATE

Ident.: 8-71-20-00003064.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-20 Push Open Device Target Plate*.

71-24	**Inlet Rub Strip**

Ident.: 8-71-24-00003065.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-24 **INLET RUB STRIP**	**Quantity installed** **18**

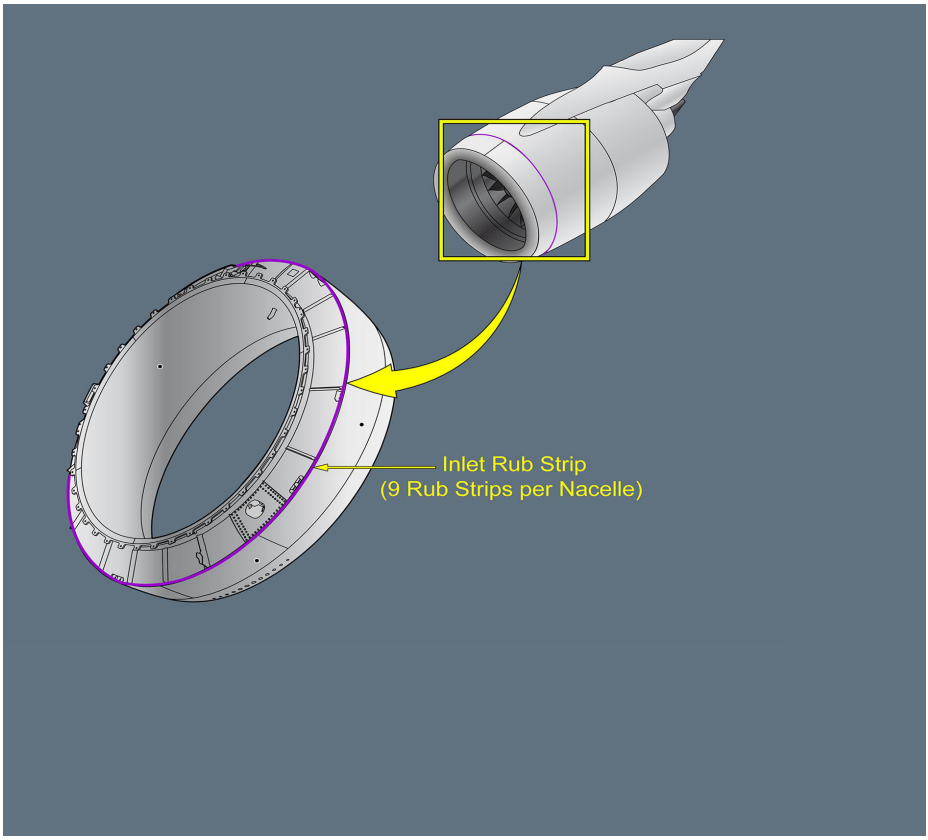
One per nacelle may be missing.

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-24 Illustration Inlet Rub Strip

ILLUSTRATION INLET RUB STRIP

Ident.: 8-71-24-00003066.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-24 Inlet Rub Strip*.

71-25	Forward Latch Beam Seal

Ident.: 8-71-25-00003067.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-25 FORWARD LATCH BEAM SEAL	Quantity installed 8

All may be missing.

Note: *May be combined with any other item listed in CDL-71 chapter.*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If two seals or more are missing, the following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 43 kg (95 lb) per missing seal

  – En-route performance limiting weight is reduced by 55 kg (121 lb) per missing seal

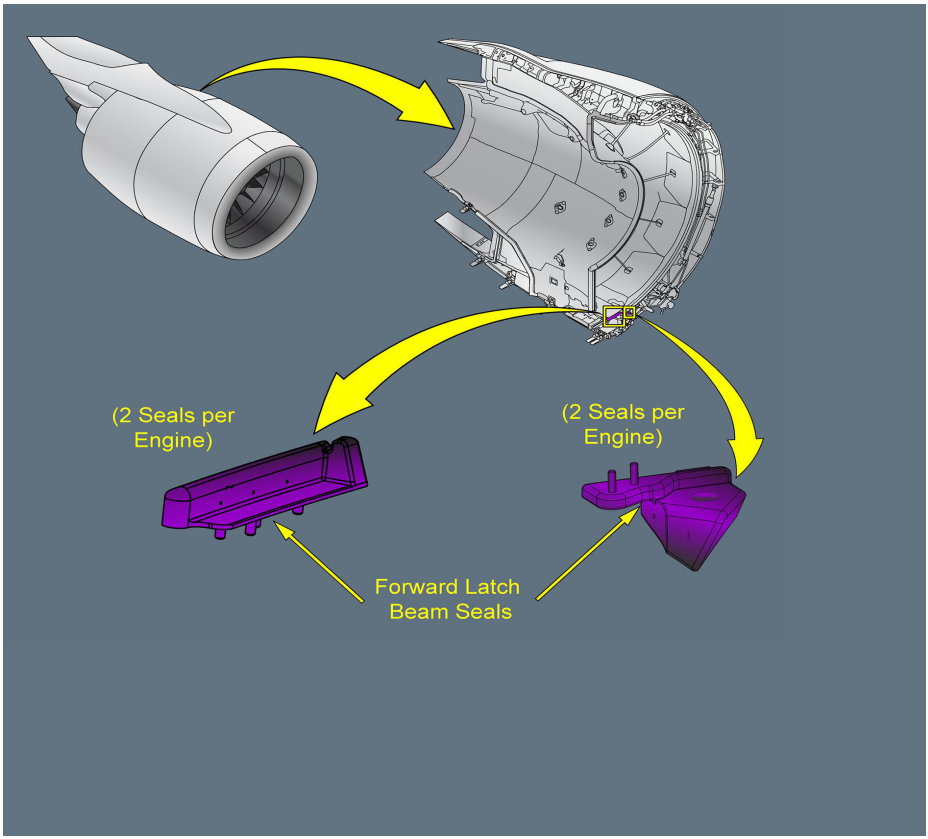
  – Approach climb limiting weight is reduced by 21 kg (46 lb) per missing seal

  – Fuel consumption is increased by 0.1 % per missing seal.

Refer to 8-71-25 Illustration Forward Latch Beam Seal

ILLUSTRATION FORWARD LATCH BEAM SEAL

Ident.: 8-71-25-00003068.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-25 Forward Latch Beam Seal*.

71-26	Hinge Beam Aft Seal

Ident.: 8-71-26-00003069.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-26 HINGE BEAM AFT SEAL	Quantity installed 4

All may be missing.

Note: *May be combined with any other item listed in CDL-71 chapter.*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If four seals are missing, the following performance penalties are applicable:

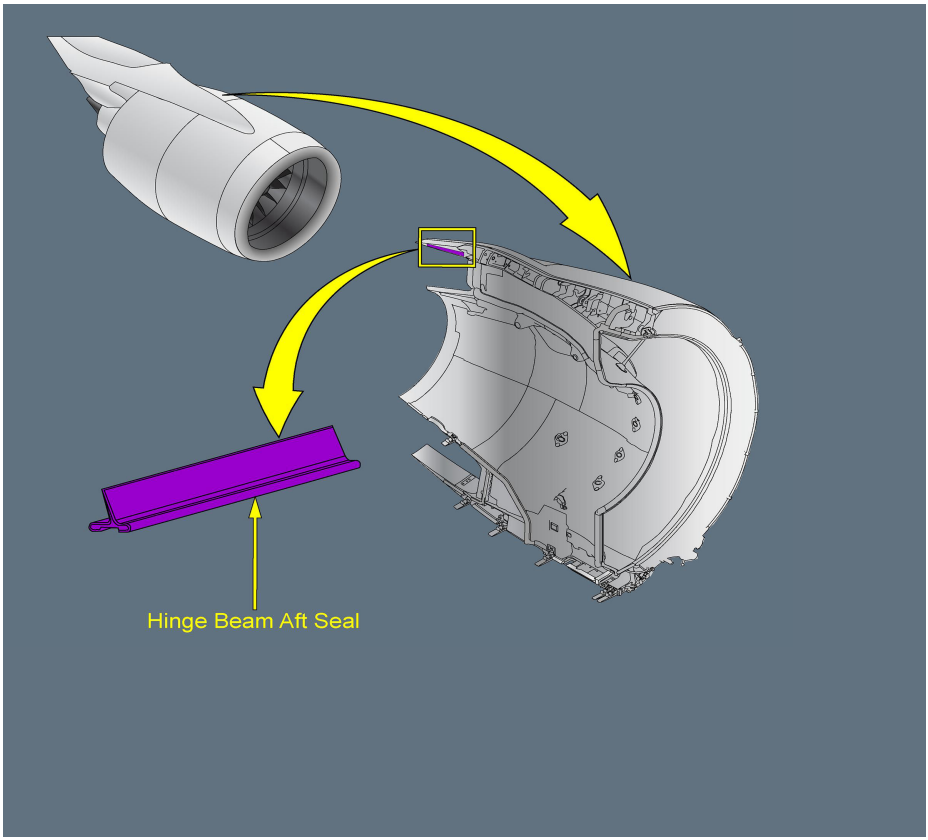
  – Takeoff performance limiting weight is reduced by 64 kg (141 lb)

  – En-route performance limiting weight is reduced by 84 kg (186 lb).

Refer to 8-71-26 Illustration Hinge Beam Aft Seal

ILLUSTRATION HINGE BEAM AFT SEAL

Ident.: 8-71-26-00003070.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-26 Hinge Beam Aft Seal*.

71-28	Fan Cowl Reflective Tape

Ident.: 8-71-28-00003071.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-28 FAN COWL REFLECTIVE TAPE	Quantity installed 4

(m) *Refer to AMM Task 71-13-00-040-815*

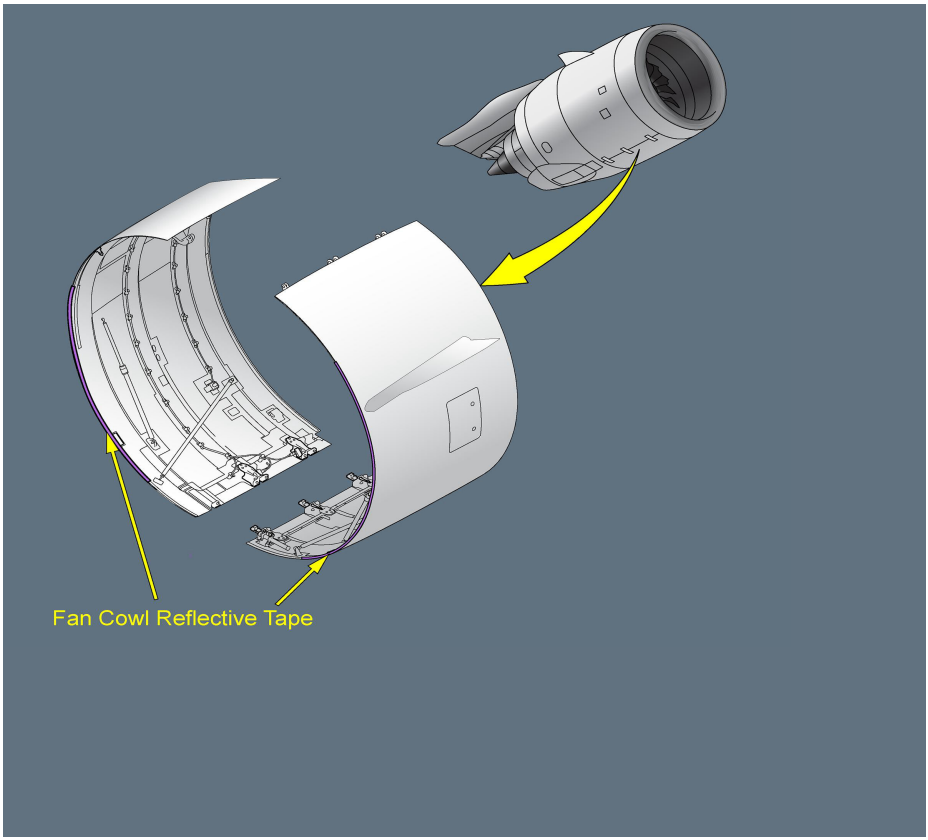
All may be missing provided that the item is not combined with MMEL item 71-09-01 A (*Refer to 9-MI-71-09-01 ENG 1(2) FAN COWL NOT CLSD Alert*) and Fan Cowl monitoring is operative.

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-28 Illustration Fan Cowl Reflective Tape

ILLUSTRATION FAN COWL REFLECTIVE TAPE

Ident.: 8-71-28-00003072.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-71-28 Fan Cowl Reflective Tape*.

71-29	FC Latch 3 Baulking Bracket Wearstrip

Ident.: 8-71-29-00003073.0000001 / 28 JUN 2022
Criteria: A320 (-AINH)
Applicable to: D-AINH

71-29 FC LATCH 3 BAULKING BRACKET WEARSTRIP	Quantity installed 2

(m) *Refer to AMM Task 71-13-00-040-822*

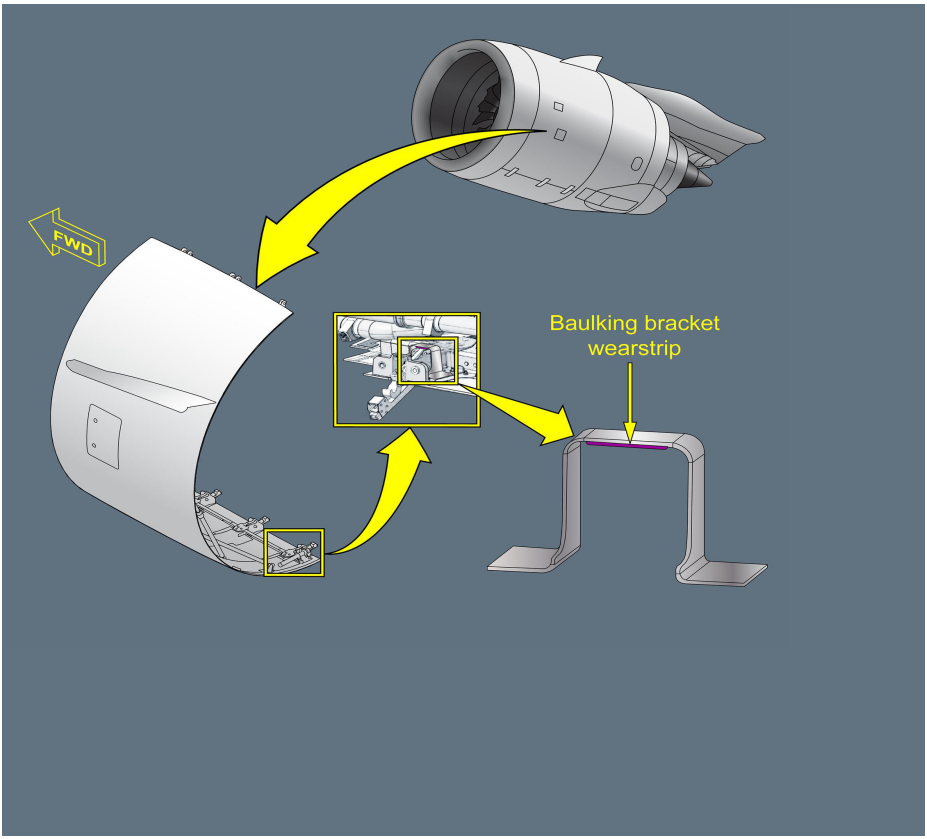
All may be missing.

Note: *May be combined with any other item listed in MCDL-71 chapter.*

Refer to 8-71-29 Illustration FC Latch 3 Baulking Bracket Wearstrip

ILLUSTRATION FC LATCH 3 BAULKING BRACKET WEARSTRIP

Ident.: 8-71-29-00003074.0000001 / 28 JUN 2022
Criteria: A320 (-AINH)
Applicable to: D-AINH



For dispatch conditions:*Refer to 8-71-29 FC Latch 3 Baulking Bracket Wearstrip*

8-78-01 Thrust Reverser Opening Actuator

78-01 Thrust Reverser Opening Actuator ..... A
Illustration Thrust Reverser Opening Actuator ..... B

8-78-03 Thrust Reverser Blocker Door

78-03 Thrust Reverser Blocker Door ..... A
Illustration Thrust Reverser Blocker Door ..... B

8-78-04 Lockout Pin

78-04 Lockout Pin ..... A
Illustration Lockout Pin ..... B

8-78-07 Thrust Reverser Hold Open Rod

78-07 Thrust Reverser Hold Open Rod ..... A
Illustration Thrust Reverser Hold Open Rod ..... B

8-78-09 Thrust Reverser 11 and 1 O'clock Struts

78-09 Thrust Reverser 11 and 1 O'clock Struts ..... A
Illustration Thrust Reverser 11 and 1 O'clock Struts ..... B

8-78-11 Thrust Reverser Lockout Fairing

78-11 Thrust Reverser Lockout Fairing ..... A
Illustration of the Thrust Reverser Lockout Fairing ..... B

8-78-14 Duct Opening Actuator Fitting

78-14 Duct Opening Actuator Fitting ..... A
Illustration Duct Opening Actuator Fitting ..... B

8-78-15 Beam Track Block Seal

78-15 Beam Track Block Seal ..... A
Illustration Beam Track Block Seal ..... B

8-78-16 Bullnose Seal

78-16 Bullnose Seal ..... A
Illustration Bullnose Seal ..... B

8-78-17 Thrust Reverser Upper Cascade

78-17 Thrust Reverser Upper Cascade ..... A

Illustration Thrust Reverser Upper Cascade ..... B

8-78-19 Thrust Reverser Drag Link Assembly

78-19 Thrust Reverser Drag Link Assembly ..... A
Illustration Thrust Reverser Drag Link Assembly ..... B

8-78-21 Manual Drive Unit

78-21 Manual Drive Unit ..... A
Illustration Manual Drive Unit ..... B

8-78-22 Thrust Reverser Guide Ramp

78-22 Thrust Reverser Guide Ramp ..... A
Illustration Thrust Reverser Guide Ramp ..... B

8-78-24 Thrust Reverser aft Lower Bifurcation Seal

78-24 Thrust Reverser aft Lower Bifurcation Seal ..... A
Illustration Thrust Reverser aft Lower Bifurcation Seal ..... B

8-78-25 Thrust Reverser Translating Sleeve Stopper Pin

78-25 Thrust Reverser Translating Sleeve Stopper Pin ..... A
Illustration Thrust Reverser Translating Sleeve Stopper Pin ..... B

8-78-26 Upper and Lower Blocker Door Fairing

78-26 Upper and Lower Blocker Door Fairing ..... A
Illustration Upper and Lower Blocker Door Fairing ..... B

8-78-27 Tertiary Lock Pin Cover on Latch Beam

78-27 Tertiary Lock Pin Cover on Latch Beam ..... A
Illustration Tertiary Lock Pin Cover on Latch Beam ..... B

8-78-28 Tertiary Lock Cover Plate

78-28 Tertiary Lock Cover Plate ..... A
Illustration Tertiary Lock Cover Plate ..... B

8-78-29 Tertiary Lock Inhibition Pin

78-29 Tertiary Lock Inhibition Pin ..... A
Illustration Tertiary Lock Inhibition Pin ..... B

8-78-30 Pre-cooler Fairing

78-30 Pre-cooler Fairing ..... A
Illustration Pre-cooler Fairing ..... B

8-78-35 Hydraulic Control Unit Inhibition Handle

78-35 Hydraulic Control Unit Inhibition Handle ..... A
Illustration Hydraulic Control Unit Inhibition Handle ..... B

8-78-36 Turnbuckle

78-36 Turnbuckle ..... A
Illustration Turnbuckle ..... B

8-78-37 Turnbuckle Flag

78-37 Turnbuckle Flag ..... A
Illustration Turnbuckle Flag ..... B

8-78-38 Turnbuckle Bracket/Fitting

78-38 Turnbuckle Bracket/Fitting ..... A
Illustration Turnbuckle Bracket/Fitting ..... B

8-78-42 Thrust Reverser Hold Open Rod Fitting

78-42 Thrust Reverser Hold Open Rod Fitting ..... A
Illustration Thrust Reverser Hold Open Rod Fitting ..... B

8-78-43 Thrust Reverser Flipper Door

78-43 Thrust Reverser Flipper Door ..... A
Illustration Thrust Reverser Flipper Door ..... B

8-78-44 Thrust Reverser Inhibition Pin

78-44 Thrust Reverser Inhibition Pin ..... A
Illustration Thrust Reverser Inhibition Pin ..... B

78-01	Thrust Reverser Opening Actuator

Ident.: 8-78-01-00003075.0000004 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

78-01 THRUST REVERSER OPENING ACTUATOR	Quantity installed 4

(m) *Refer to AMM Task 78-36-00-040-801*

All may be missing.

Refer to 8-78-01 Illustration Thrust Reverser Opening Actuator

78-01	Thrust Reverser Opening Actuator

Ident.: 8-78-01-00003075.0000005 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

78-01 THRUST REVERSER OPENING ACTUATOR	Quantity installed 4

All may be missing.

Refer to 8-78-01 Illustration Thrust Reverser Opening Actuator

78-01	Thrust Reverser Opening Actuator

Ident.: 8-78-01-00003075.0000006 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-01 THRUST REVERSER OPENING ACTUATOR	Quantity installed 4

(m) *Refer to AMM Task 78-36-00-040-809*

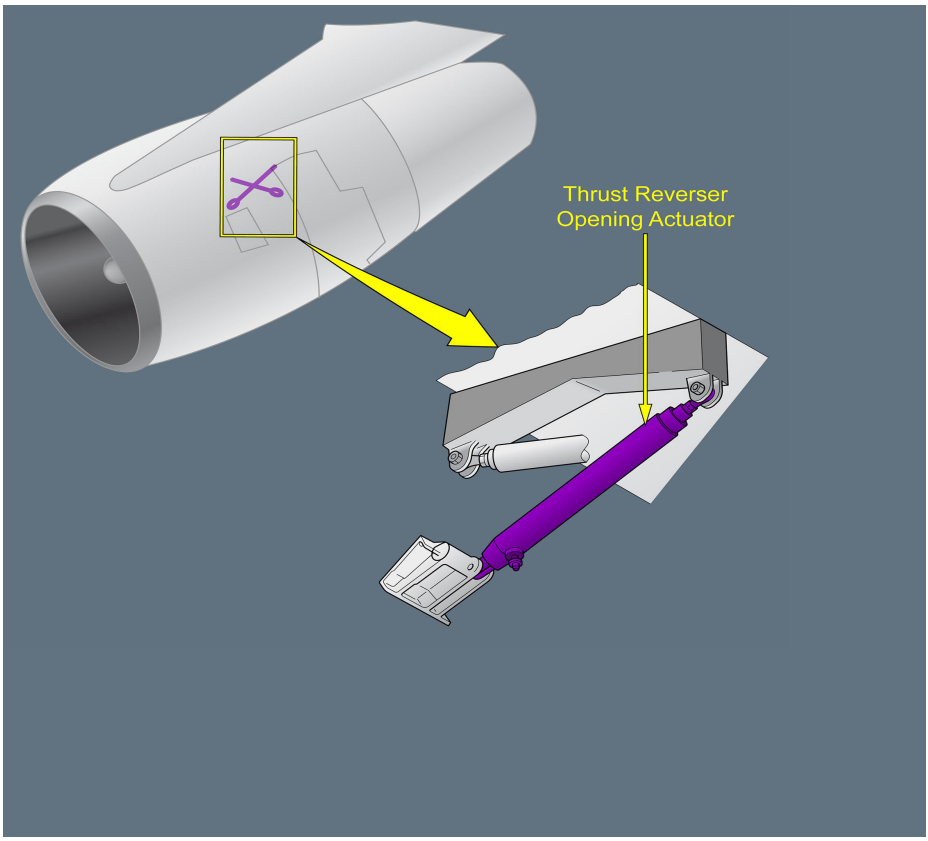
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-01 Illustration Thrust Reverser Opening Actuator

ILLUSTRATION THRUST REVERSER OPENING ACTUATOR

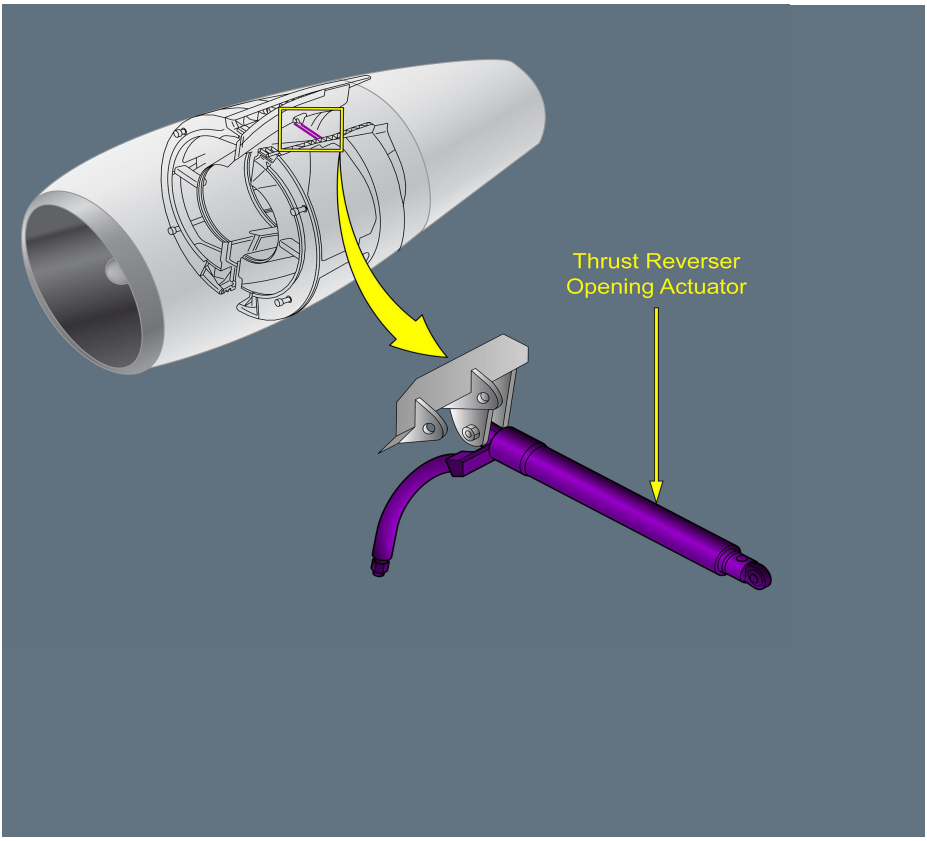
Ident.: 8-78-01-00003076.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN



For dispatch conditions:*Refer to 8-78-01 Thrust Reverser Opening Actuator*

ILLUSTRATION THRUST REVERSER OPENING ACTUATOR

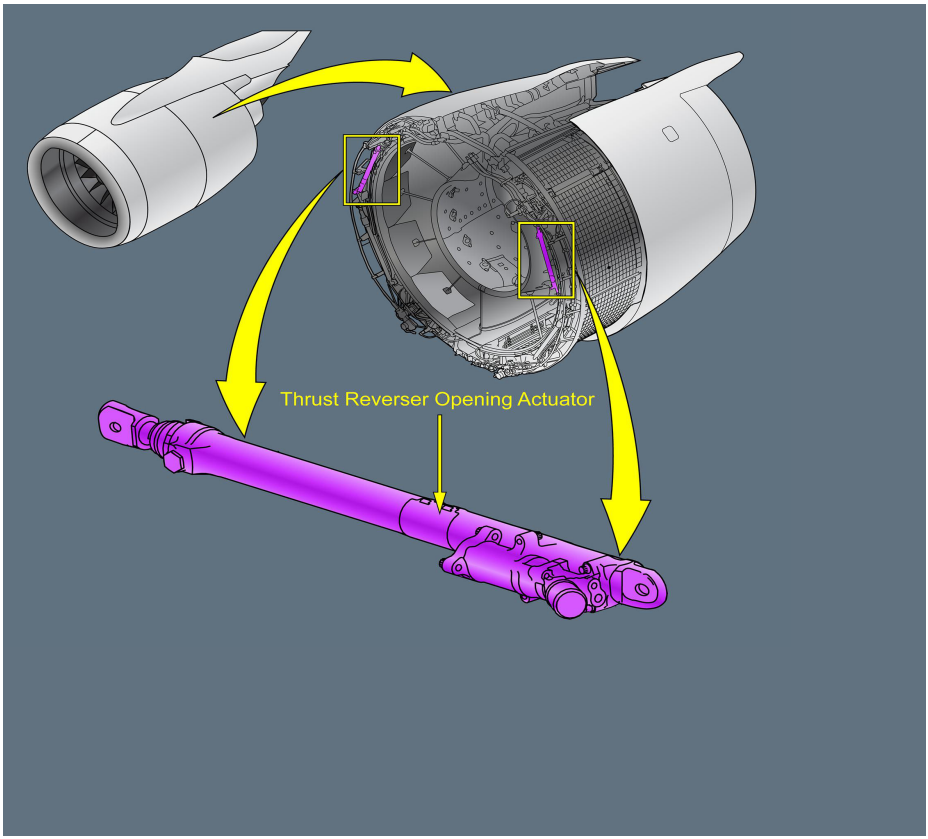
Ident.: 8-78-01-00003076.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-78-01 Thrust Reverser Opening Actuator*

ILLUSTRATION THRUST REVERSER OPENING ACTUATOR

Ident.: 8-78-01-00003076.0000300 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-01 Thrust Reverser Opening Actuator*.

78-03	Thrust Reverser Blocker Door

Ident.: 8-78-03-00003077.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

78-03 THRUST REVERSER BLOCKER DOOR	Quantity installed 20

(m) *Refer to AMM Task 78-32-00-040-011*

One may be missing provided the associated linkage is removed.

Note: The associated thrust reverser must be deactivated (Refer to 9-MI-78-30-01 Thrust Reverser).

- **Performance:**

  Note: Takeoff performance penalties are applied by EFB T/O performance calculation.

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 249 kg (549 lb)

  – Enroute performance limiting weight is reduced by 166 kg (366 lb)

  – Fuel consumption is increased by 0.36 %.

Refer to 8-78-03 Illustration Thrust Reverser Blocker Door

78-03	Thrust Reverser Blocker Door

Ident.: 8-78-03-00003077.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-03 THRUST REVERSER BLOCKER DOOR	Quantity installed 20

(m) *Refer to AMM Task 78-32-00-040-804*

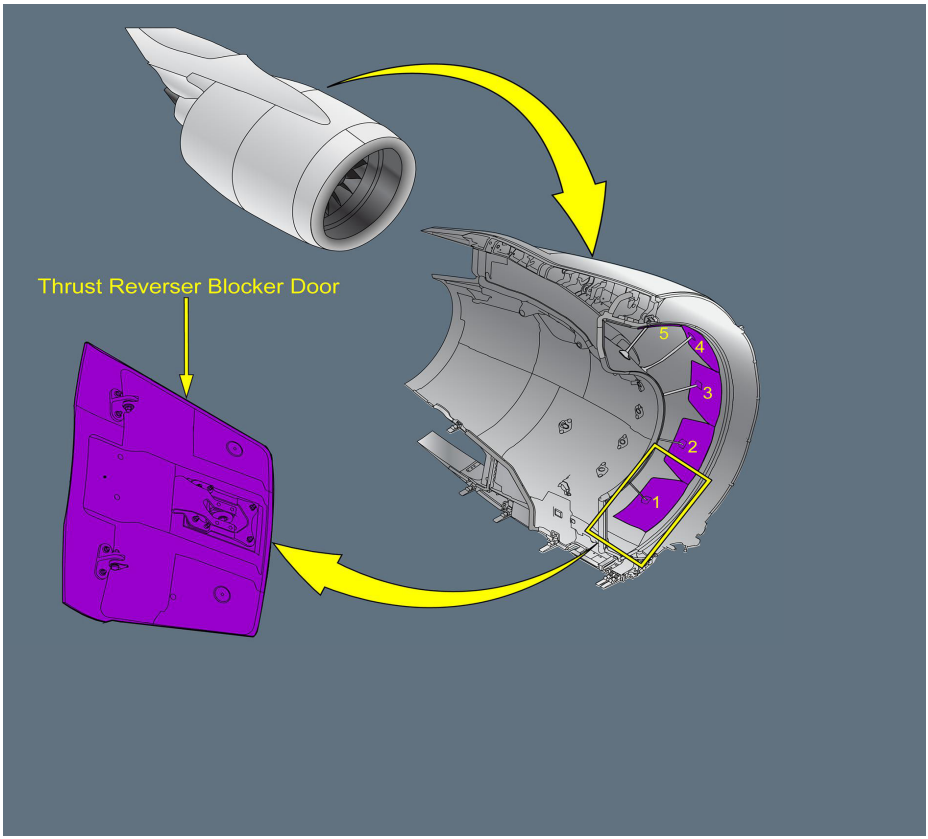
One blocker door per engine may be missing provided that the corresponding drag link is removed (*Refer to 8-78-19 Thrust Reverser Drag Link Assembly*) and the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

Note:
1. *May be combined with any other item listed in CDL-78 chapter.*
2. *May be combined with the following CDL items provided that they are not located on the same engine:*
   – *78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin).*

Refer to 8-78-03 Illustration Thrust Reverser Blocker Door

ILLUSTRATION THRUST REVERSER BLOCKER DOOR

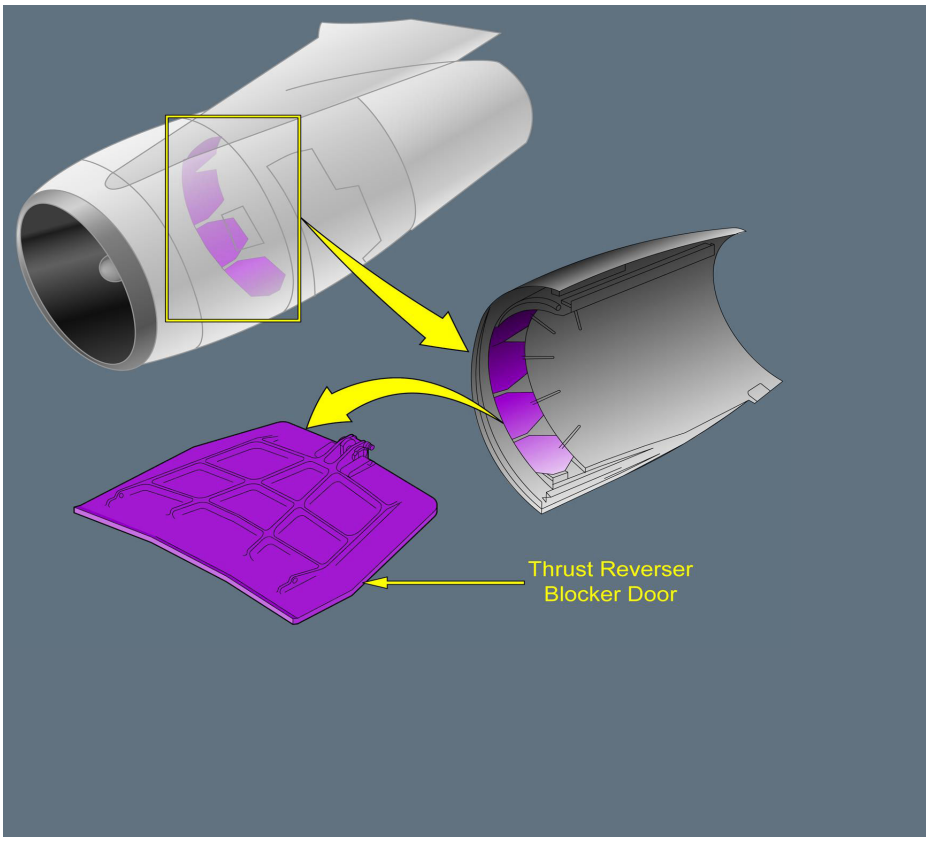
Ident.: 8-78-03-00003078.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-03 Thrust Reverser Blocker Door*.

ILLUSTRATION THRUST REVERSER BLOCKER DOOR

Ident.: 8-78-03-00003078.0000200 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN



For dispatch conditions:*Refer to 8-78-03 Thrust Reverser Blocker Door*

78-04	Lockout Pin

Ident.: 8-78-04-00003079.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

78-04 LOCKOUT PIN	Quantity installed 4

(m) *Refer to AMM Task 78-32-00-040-010*

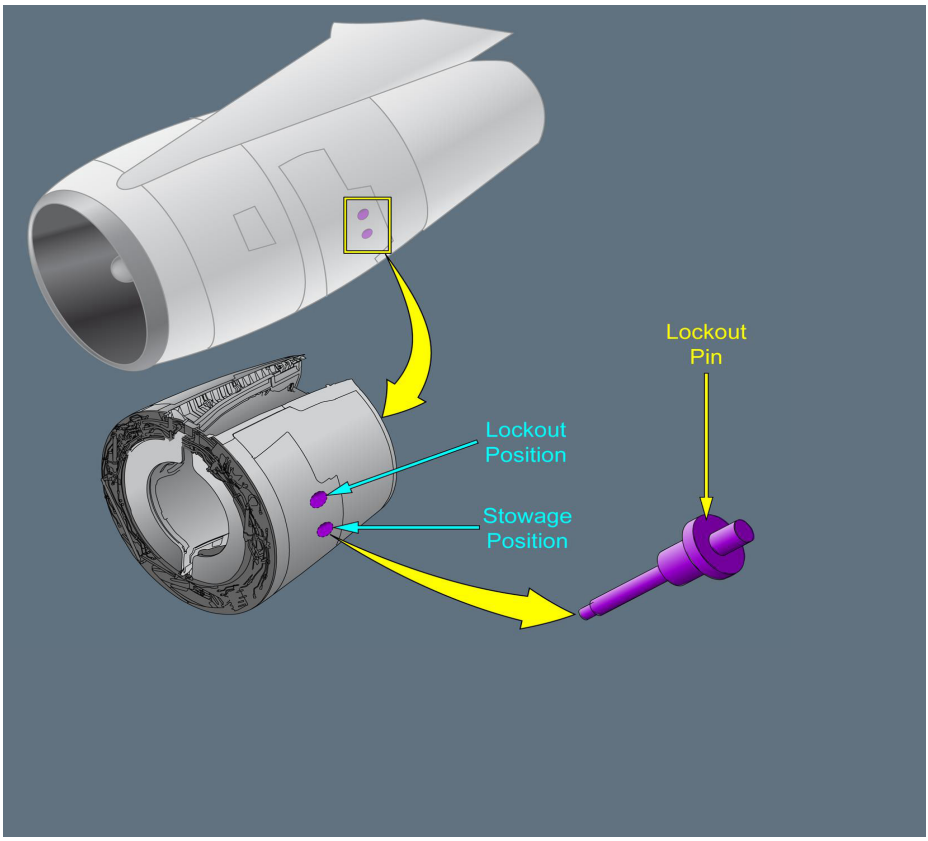
All may be missing from stowage position provided the hole is covered.

Note: *Without lockout pin, the associated thrust reverser cannot be deactivated.*

Refer to 8-78-04 Illustration Lockout Pin

ILLUSTRATION LOCKOUT PIN

Ident.: 8-78-04-00003080.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN



For dispatch conditions:*Refer to 8-78-04 Lockout Pin*

78-07	Thrust Reverser Hold Open Rod

Ident.: 8-78-07-00003081.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-07 THRUST REVERSER HOLD OPEN ROD	Quantity installed 4

(m) *Refer to AMM Task 78-36-00-040-805*

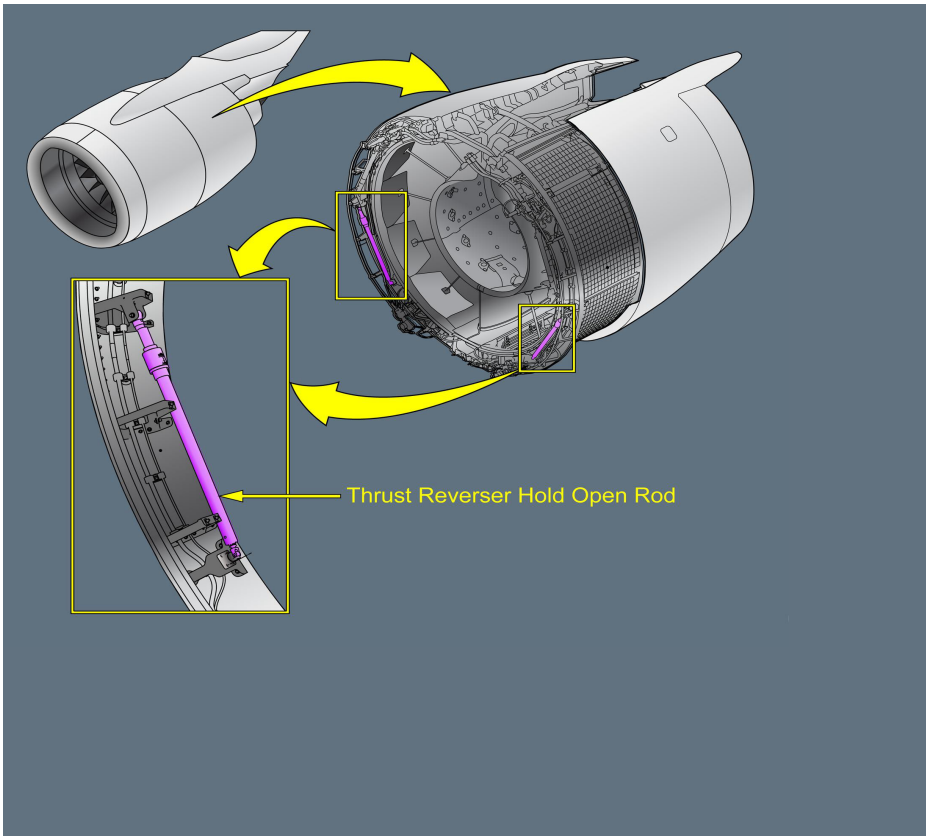
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-07 Illustration Thrust Reverser Hold Open Rod

ILLUSTRATION THRUST REVERSER HOLD OPEN ROD

Ident.: 8-78-07-00003082.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-07 Thrust Reverser Hold Open Rod*.

78-09	Thrust Reverser 11 and 1 O'clock Struts

Ident.: 8-78-09-00003083.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

78-09 THRUST REVERSER 11 AND 1 O'CLOCK STRUTS	Quantity installed 4

(m) *Refer to AMM Task 78-32-11-040-001*

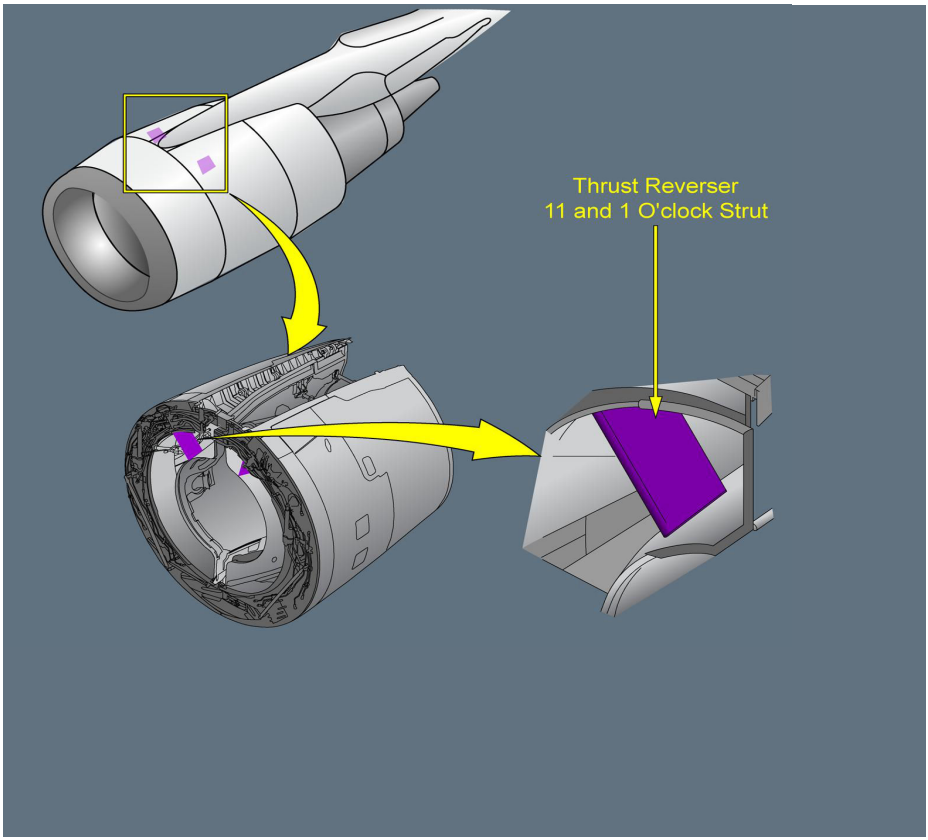
All may be missing.

Note: *The affected thrust reverser must be considered inoperative (Refer to 9-MI-78-30-01 Thrust Reverser).*

Refer to 8-78-09 Illustration Thrust Reverser 11 and 1 O'clock Struts

ILLUSTRATION THRUST REVERSER 11 AND 1 O'CLOCK STRUTS

Ident.: 8-78-09-00003084.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM



For dispatch conditions:*Refer to 8-78-09 Thrust Reverser 11 and 1 O'clock Struts*

78-11	Thrust Reverser Lockout Fairing

Ident.: 8-78-11-00003085.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

78-11 THRUST REVERSER LOCKOUT FAIRING	Quantity installed 8

(m) *Refer to AMM Task 78-30-00-040-804*

All may be missing.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 325 kg (717 lb) per missing item

  – Approach climb limiting weight is reduced by 260 kg (574 lb) per missing item

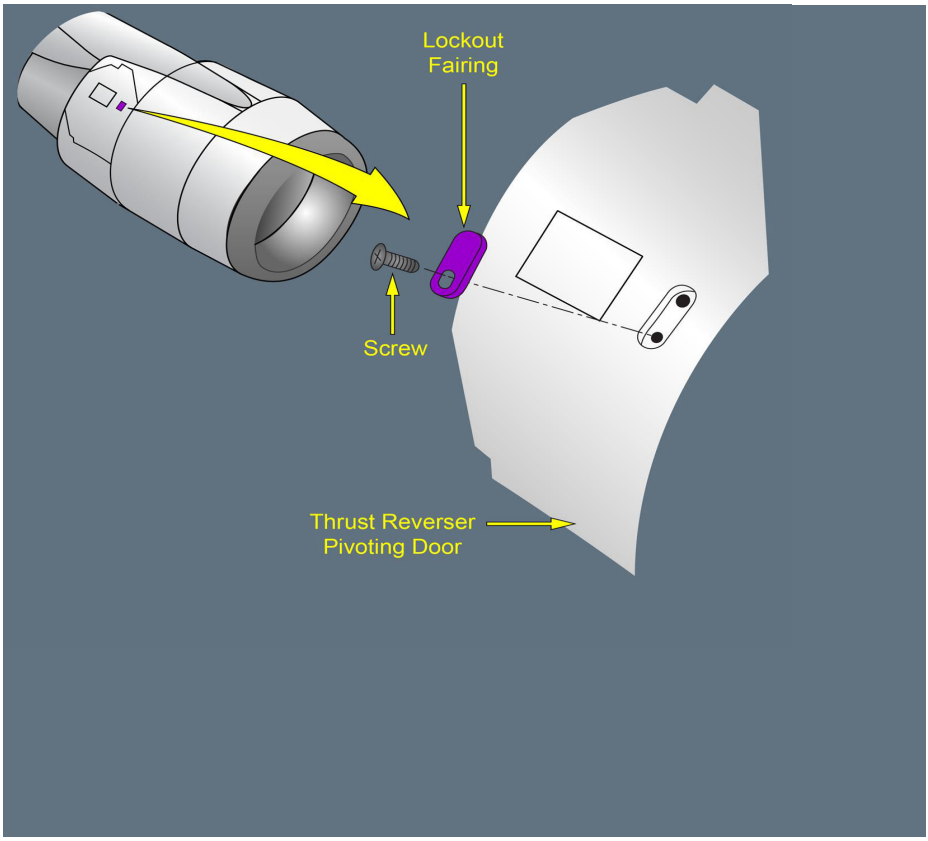
  – If two or more Thrust Reverser lockout fairings are missing, en route performance limiting weight is reduced by 45 kg (99 lb) per missing item

  – If two or more Thrust Reverser lockout fairings are missing, fuel consumption is increased by 0.11% per missing item

Refer to 8-78-11 Illustration of the Thrust Reverser Lockout Fairing

ILLUSTRATION OF THE THRUST REVERSER LOCKOUT FAIRING

Ident.: 8-78-11-00003086.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM



78-14	Duct Opening Actuator Fitting

Ident.: 8-78-14-00003087.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-14 DUCT OPENING ACTUATOR FITTING	Quantity installed 4

(m) *Refer to AMM Task 78-36-00-040-809*

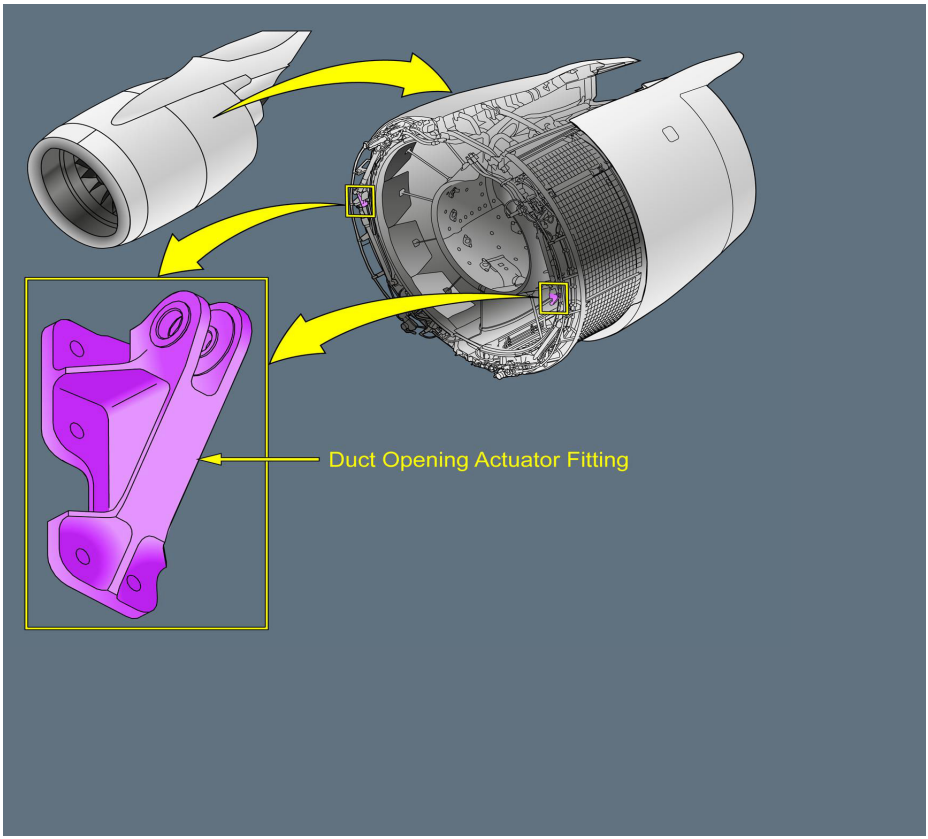
All may be missing provided that the Duct Opening Actuator is removed (*Refer to 8-78-01 Thrust Reverser Opening Actuator*).

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-14 Illustration Duct Opening Actuator Fitting

ILLUSTRATION DUCT OPENING ACTUATOR FITTING

Ident.: 8-78-14-00003088.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-14 Duct Opening Actuator Fitting*.

78-15	Beam Track Block Seal

Ident.: 8-78-15-00003089.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-15 **BEAM TRACK BLOCK SEAL**	**Quantity installed** **4**

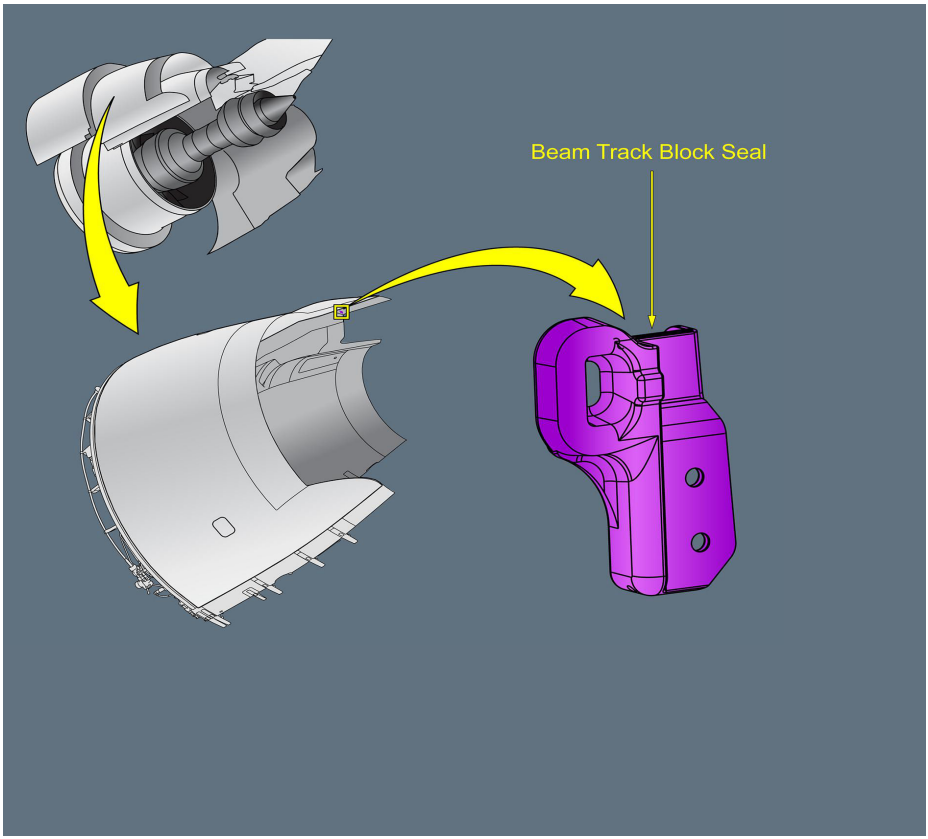
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-15 Illustration Beam Track Block Seal

ILLUSTRATION BEAM TRACK BLOCK SEAL

Ident.: 8-78-15-00003090.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-15 Beam Track Block Seal*.

78-16	Bullnose Seal

Ident.: 8-78-16-00003091.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-16 BULLNOSE SEAL	Quantity installed 20

One per engine may be missing.

Note: *May be combined with any other item listed in CDL-78 chapter.*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 369 kg (814 lb) per missing seal

  – Approach climb limiting weight is reduced by 185 kg (408 lb) per missing seal

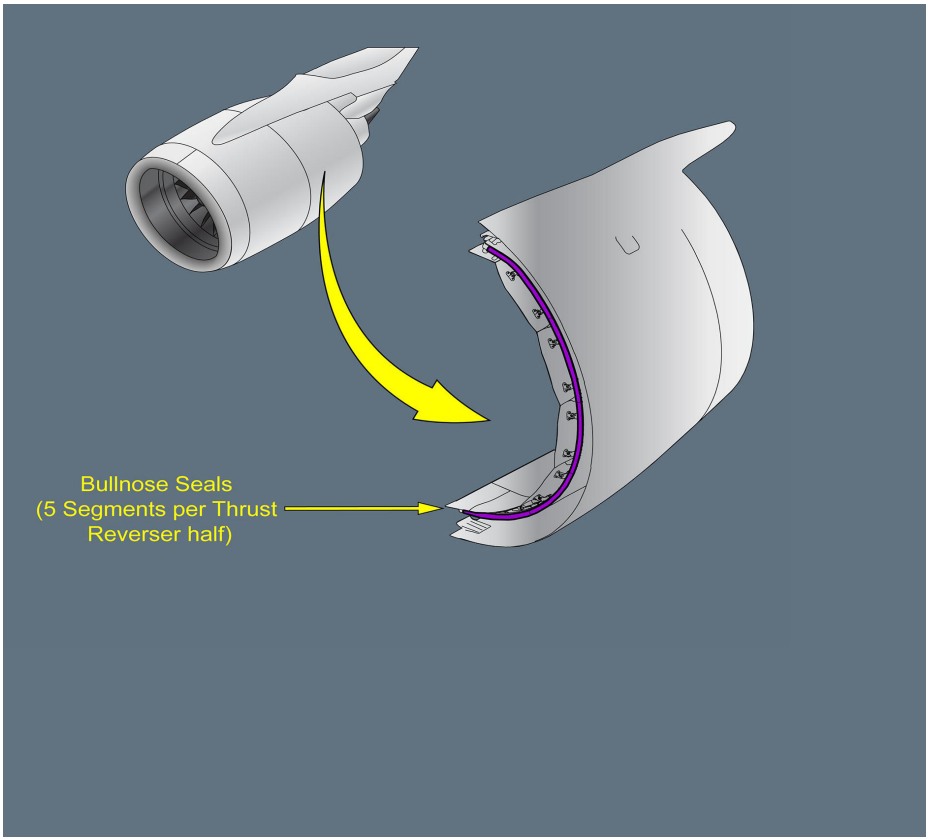
  – En-route performance limiting weight is reduced by 550 kg (1213 lb) per missing seal

  – Fuel consumption is increased by 0.91 % per missing seal.

Refer to 8-78-16 Illustration Bullnose Seal

ILLUSTRATION BULLNOSE SEAL

Ident.: 8-78-16-00003092.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-16 Bullnose Seal*.

78-17	Thrust Reverser Upper Cascade

Ident.: 8-78-17-00003093.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-17 THRUST REVERSER UPPER CASCADE	Quantity installed 2

(m) *Refer to AMM Task 78-32-00-040-805*

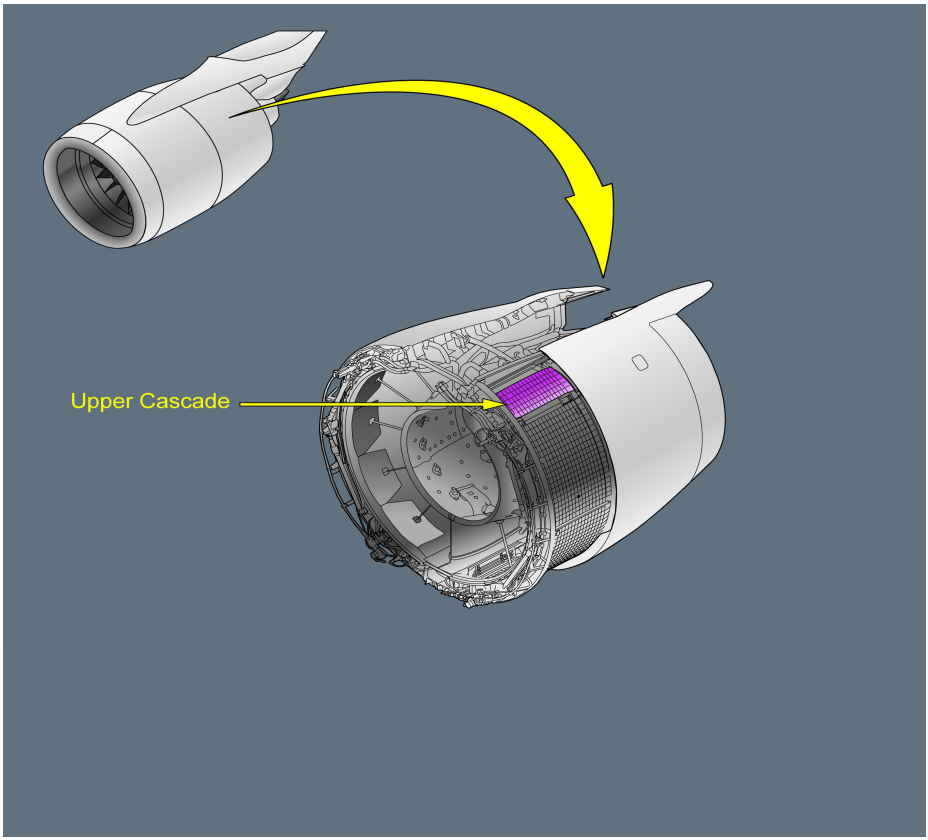
One upper cascade per engine may be missing provided that the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

Note:
1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with MCDL item 78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin) provided that they are not located on the same engine.*

Refer to 8-78-17 Illustration Thrust Reverser Upper Cascade

ILLUSTRATION THRUST REVERSER UPPER CASCADE

Ident.: 8-78-17-00003094.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-17 Thrust Reverser Upper Cascade*.

78-19	Thrust Reverser Drag Link Assembly

Ident.: 8-78-19-00003095.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-19 THRUST REVERSER DRAG LINK ASSEMBLY	Quantity installed 20

(m) *Refer to AMM Task 78-32-00-040-804*

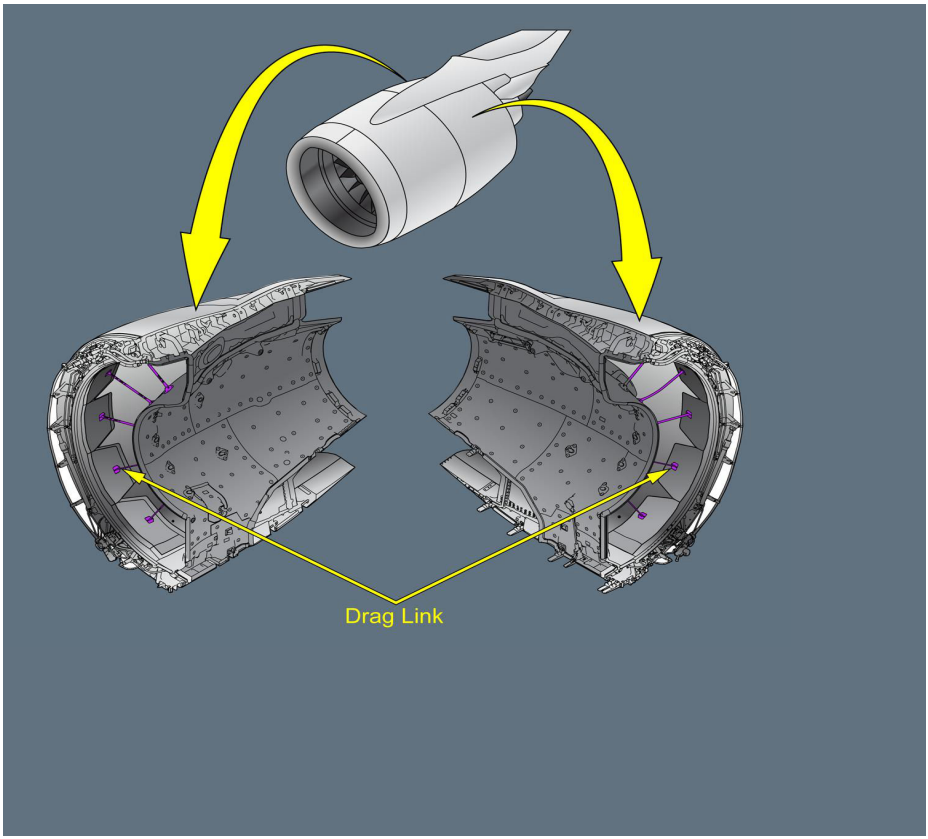
One drag link per engine may be missing provided that the corresponding blocker door is removed (*Refer to 8-78-03 Thrust Reverser Blocker Door*) and the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

Note: 1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with the following MCDL items provided that they are not located on the same engine:*
– *78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin).*

Refer to 8-78-19 Illustration Thrust Reverser Drag Link Assembly

ILLUSTRATION THRUST REVERSER DRAG LINK ASSEMBLY

Ident.: 8-78-19-00003096.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-19 Thrust Reverser Drag Link Assembly*.

78-21	Manual Drive Unit

Ident.: 8-78-21-00003097.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-21 MANUAL DRIVE UNIT	Quantity installed 4

(m) *Refer to AMM Task 78-31-00-040-802*

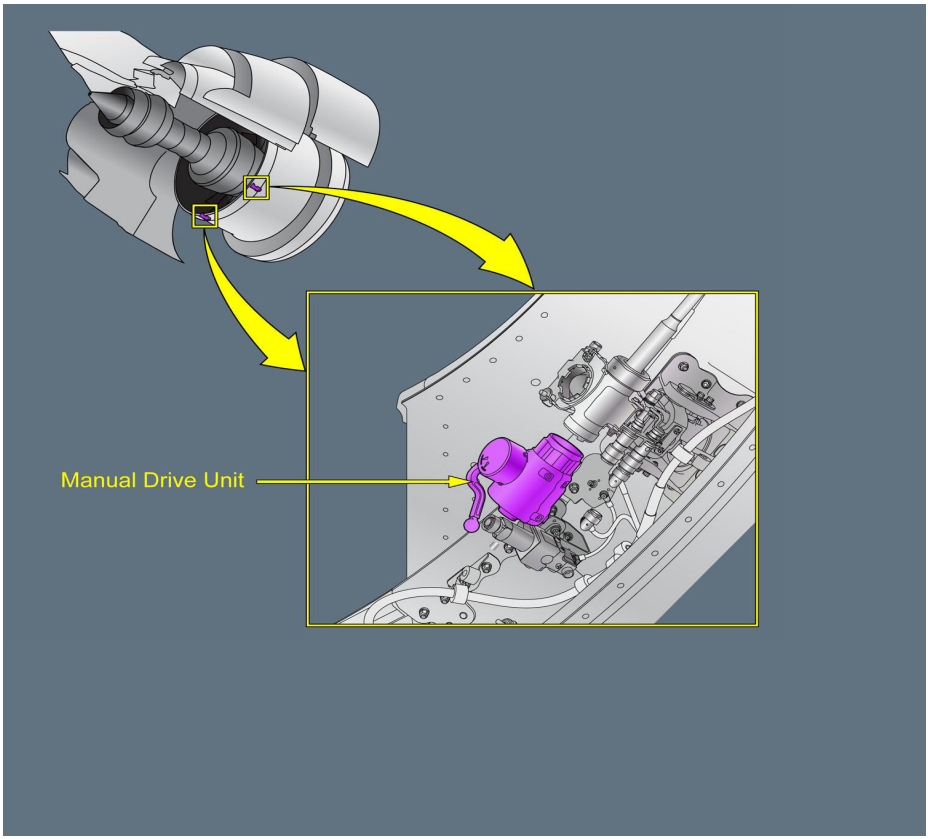
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-21 Illustration Manual Drive Unit

ILLUSTRATION MANUAL DRIVE UNIT

Ident.: 8-78-21-00003098.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-21 Manual Drive Unit*.

78-22	Thrust Reverser Guide Ramp

Ident.: 8-78-22-00003099.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-22 THRUST REVERSER GUIDE RAMP	Quantity installed 4

(m) *Refer to AMM Task 78-36-00-040-806*

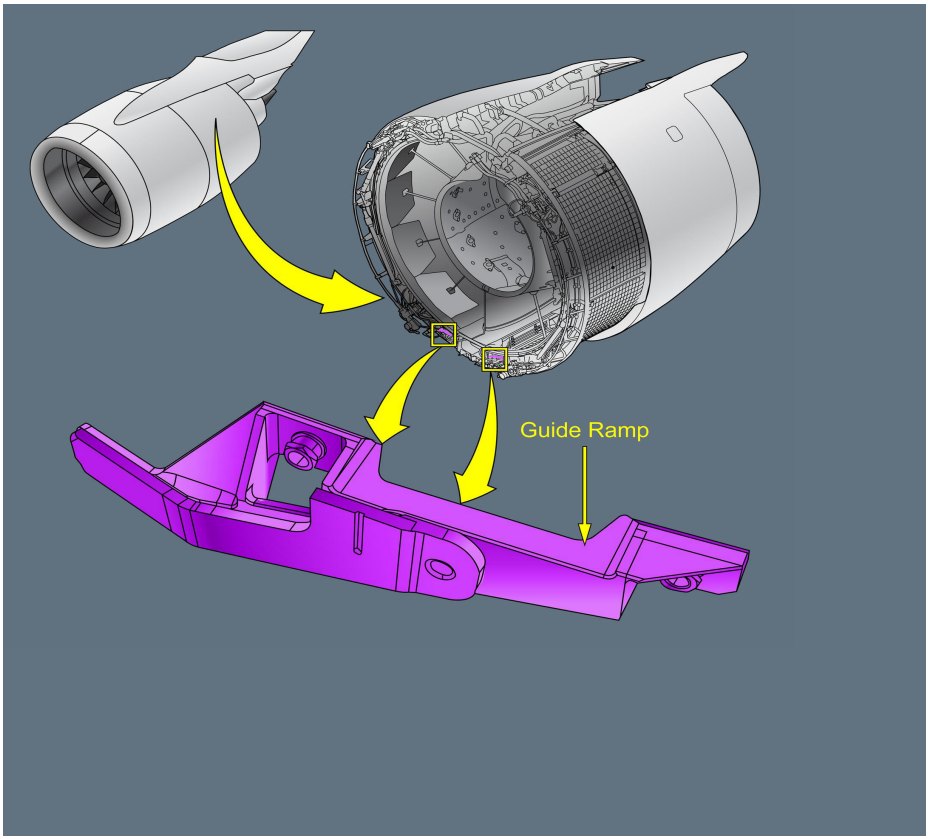
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-22 Illustration Thrust Reverser Guide Ramp

ILLUSTRATION THRUST REVERSER GUIDE RAMP

Ident.: 8-78-22-00003100.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-22 Thrust Reverser Guide Ramp*.

78-24	Thrust Reverser aft Lower Bifurcation Seal

Ident.: 8-78-24-00003101.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-24 THRUST REVERSER AFT LOWER BIFURCATION SEAL	Quantity installed 6

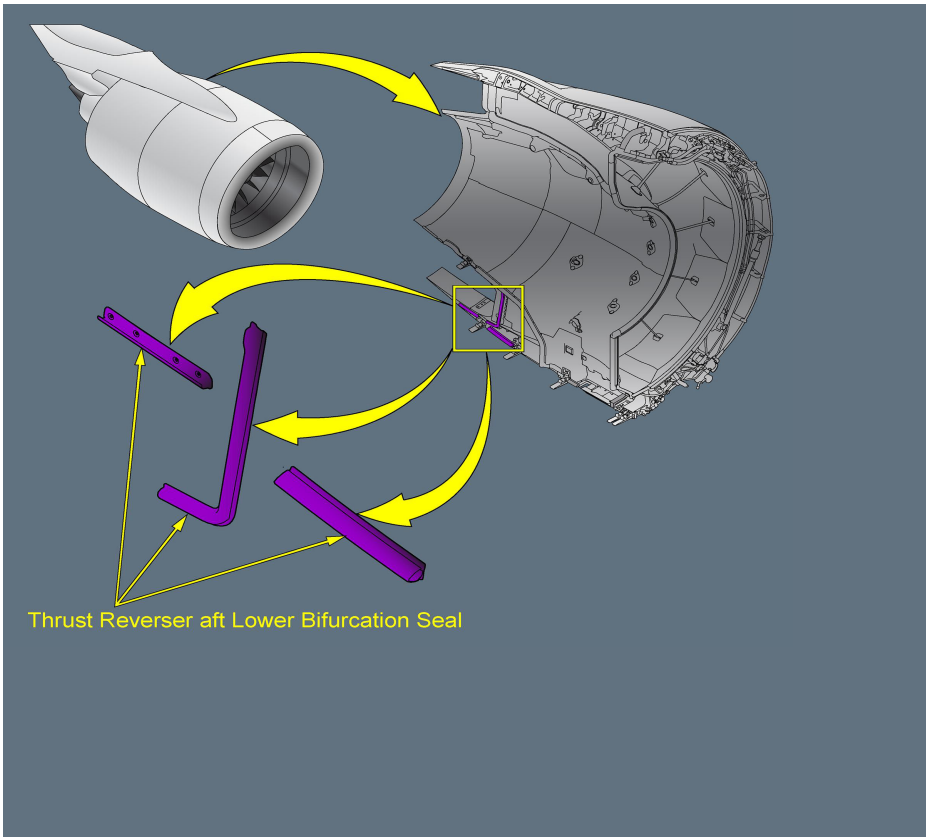
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-24 Illustration Thrust Reverser aft Lower Bifurcation Seal

ILLUSTRATION THRUST REVERSER AFT LOWER BIFURCATION SEAL

Ident.: 8-78-24-00003102.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-24 Thrust Reverser aft Lower Bifurcation Seal*.

78-25	Thrust Reverser Translating Sleeve Stopper Pin

Ident.: 8-78-25-00003103.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-25 THRUST REVERSER TRANSLATING SLEEVE STOPPER PIN	Quantity installed 8

(m) *Refer to AMM Task 78-32-00-040-807*

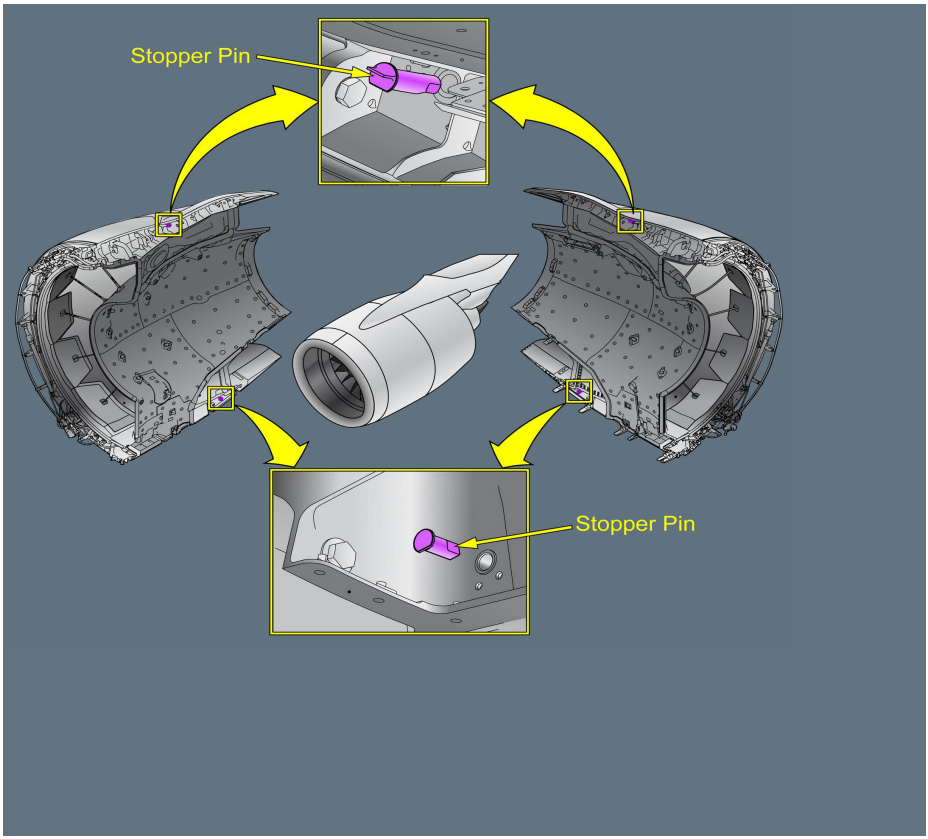
Four may be missing (one per Thrust Reverser half) provided that the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

Note: 1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with MCDL item 78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin) provided that they are not located on the same engine.*

Refer to 8-78-25 Illustration Thrust Reverser Translating Sleeve Stopper Pin

ILLUSTRATION THRUST REVERSER TRANSLATING SLEEVE STOPPER PIN

Ident.: 8-78-25-00003104.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-25 Thrust Reverser Translating Sleeve Stopper Pin*.

78-26	Upper and Lower Blocker Door Fairing

Ident.: 8-78-26-00003105.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-26 UPPER AND LOWER BLOCKER DOOR FAIRING	Quantity installed 8

(m) *Refer to AMM Task 78-32-00-040-811*

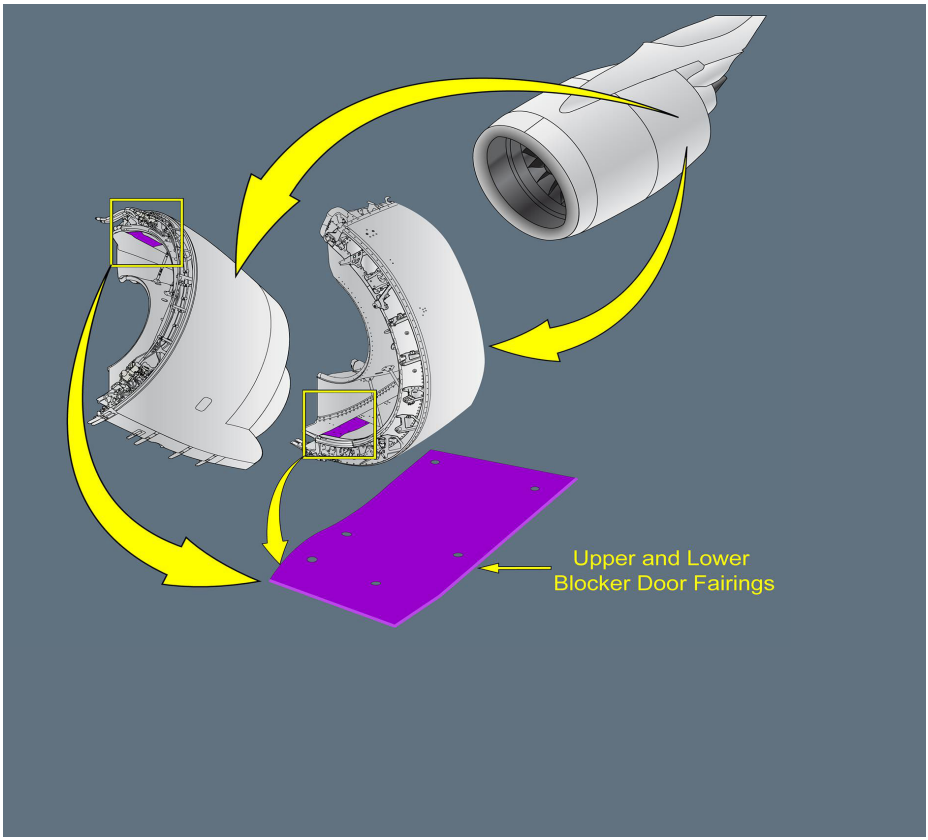
One fairing per engine may be missing provided that the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

Note:
1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with MCDL item 78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin) provided that they are not located on the same engine.*

Refer to 8-78-26 Illustration Upper and Lower Blocker Door Fairing

ILLUSTRATION UPPER AND LOWER BLOCKER DOOR FAIRING

Ident.: 8-78-26-00003106.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-26 Upper and Lower Blocker Door Fairing*.

78-27	Tertiary Lock Pin Cover on Latch Beam

Ident.: 8-78-27-00003107.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-27 **TERTIARY LOCK PIN COVER ON LATCH BEAM**	**Quantity installed** **4**

(m) *Refer to AMM Task 78-32-00-040-812*

All may be missing provided that:

– The Tertiary Lock inhibition pin is removed and the hole is covered

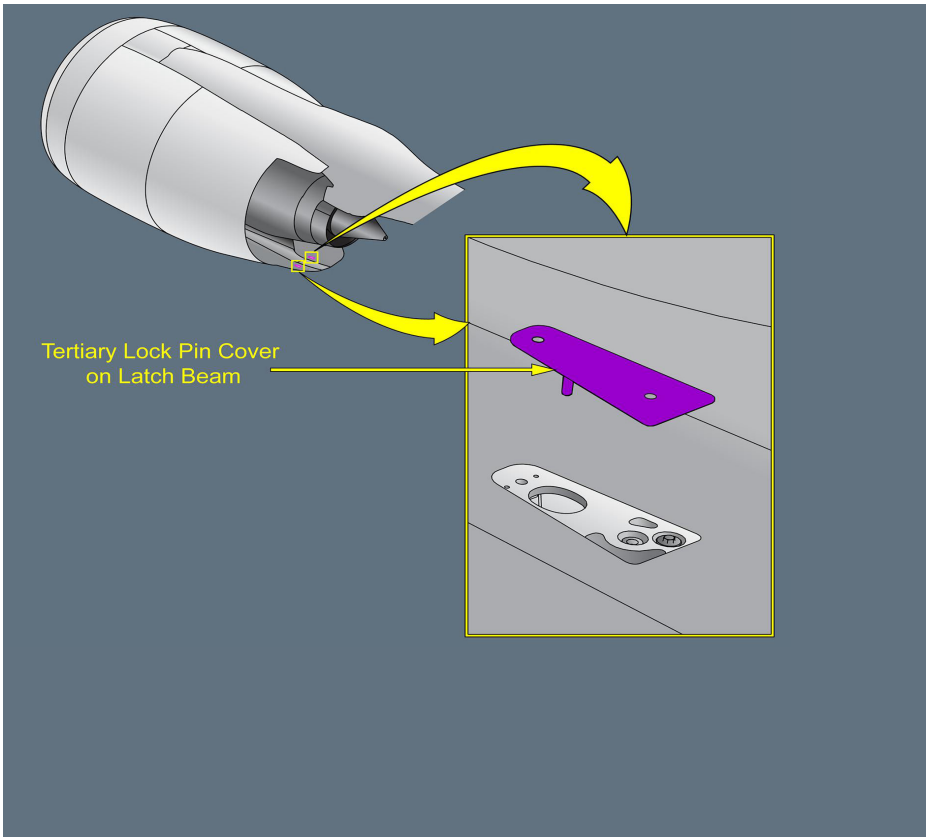
– The item is not combined with MMEL item 78-30-04 B (*Refer to 9-MI-78-30-04 Thrust Reverser Door Tertiary Lock*). In case of Tertiary Lock failure, the thrust reverser shall be deactivated for aircraft dispatch.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-27 Illustration Tertiary Lock Pin Cover on Latch Beam

ILLUSTRATION TERTIARY LOCK PIN COVER ON LATCH BEAM

Ident.: 8-78-27-00003108.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-27 Tertiary Lock Pin Cover on Latch Beam*.

78-28	Tertiary Lock Cover Plate

Ident.: 8-78-28-00003109.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-28 TERTIARY LOCK COVER PLATE	Quantity installed 4

(m) *Refer to AMM Task 78-32-00-040-809*

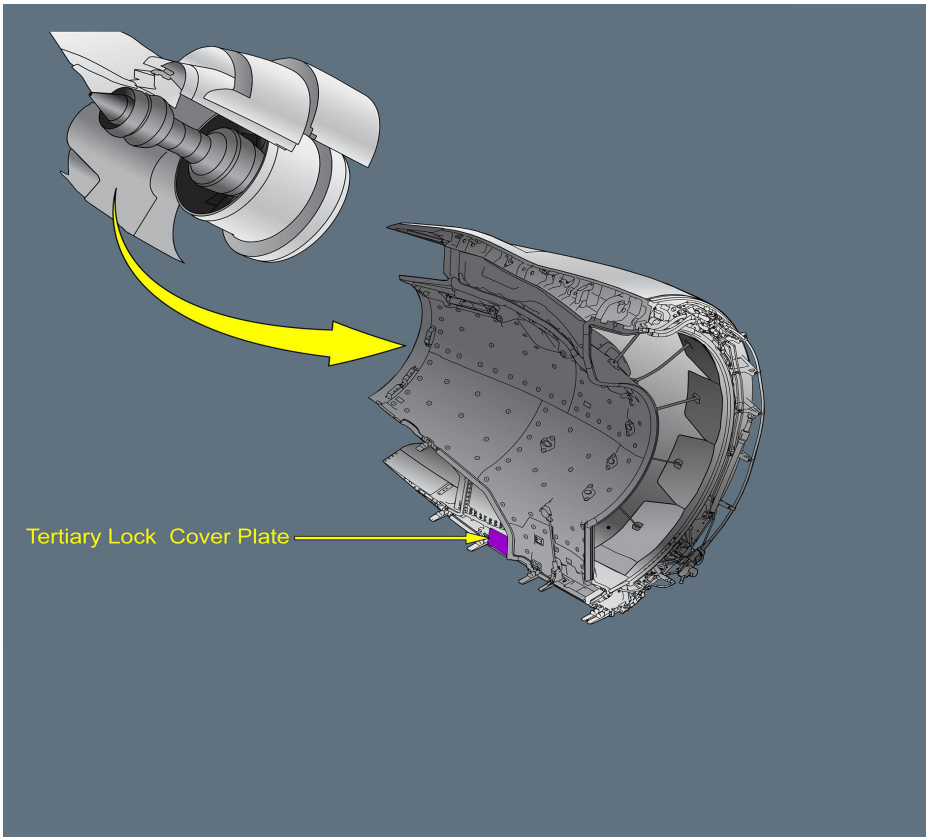
All may be missing provided that the hole is covered.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-28 Illustration Tertiary Lock Cover Plate

ILLUSTRATION TERTIARY LOCK COVER PLATE

Ident.: 8-78-28-00003110.0000001 / 14 MAY 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-28 Tertiary Lock Cover Plate*.

78-29	Tertiary Lock Inhibition Pin

Ident.: 8-78-29-00003111.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-29 TERTIARY LOCK INHIBITION PIN	Quantity installed 4

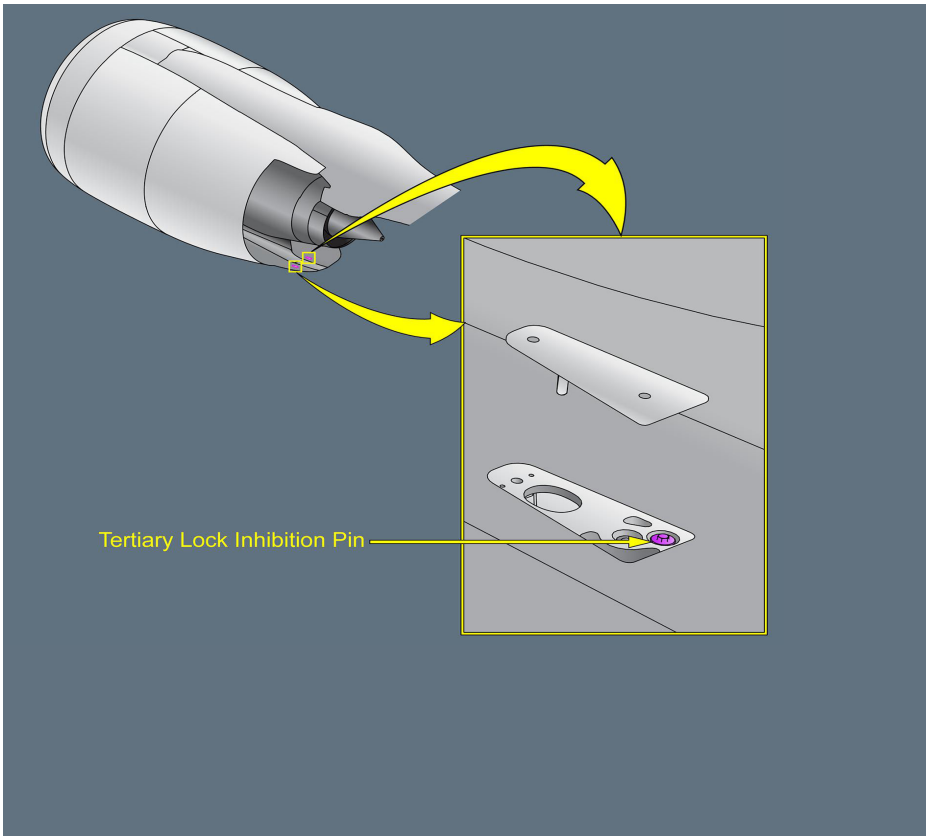
All may be missing provided that the item is not combined with MMEL item 78-30-04 B (*Refer to 9-MI-78-30-04 Thrust Reverser Door Tertiary Lock*). In case of Tertiary Lock failure, the thrust reverser shall be deactivated for aircraft dispatch.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-29 Illustration Tertiary Lock Inhibition Pin

ILLUSTRATION TERTIARY LOCK INHIBITION PIN

Ident.: 8-78-29-00003112.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-29 Track Lock Inhibition Pin*.

78-30	Pre-cooler Fairing

Ident.: 8-78-30-00003113.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-30 PRE-COOLER FAIRING	Quantity installed 2

All may be missing.

Note: *May be combined with any other item listed in CDL-78 chapter.*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If all pre-cooler fairings are missing, the following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 90 kg (198 lb)

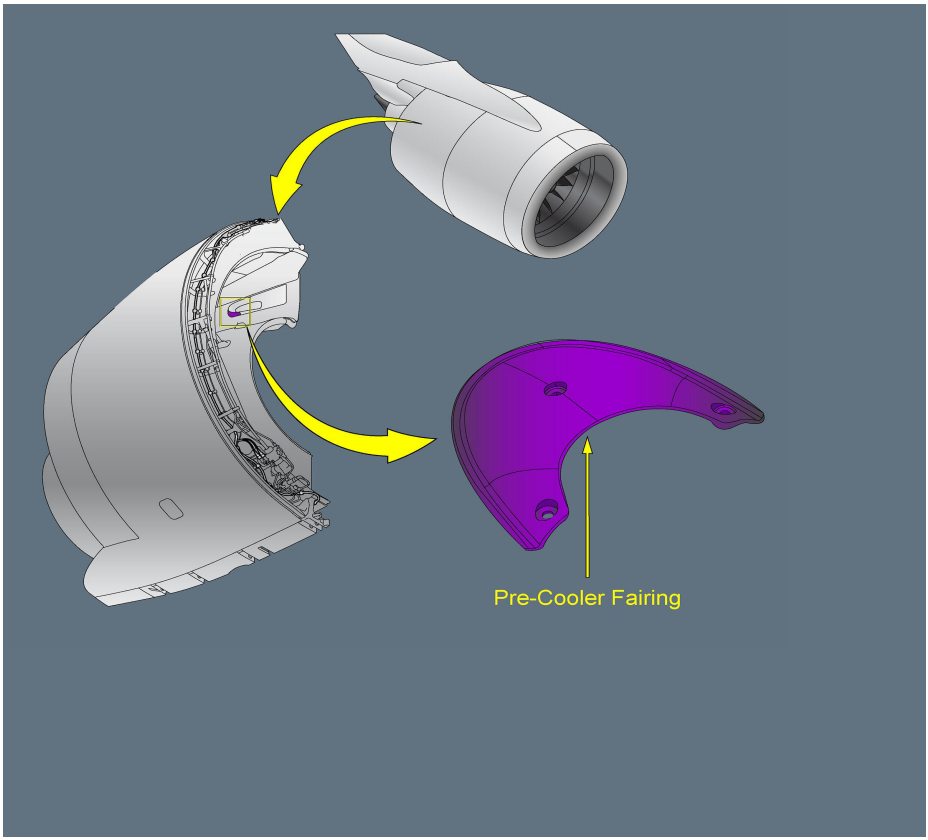
  – En-route performance limiting weight is reduced by 116 kg (256 lb)

  – Fuel consumption is increased by 0.2 %.

Refer to 8-78-30 Illustration Pre-cooler Fairing

ILLUSTRATION PRE-COOLER FAIRING

Ident.: 8-78-30-00003114.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-30 Pre-cooler Fairing*.

78-35	Hydraulic Control Unit Inhibition Handle

Ident.: 8-78-35-00003115.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-35 HYDRAULIC CONTROL UNIT INHIBITION HANDLE	Quantity installed 2

(m) *Refer to AMM Task 78-31-00-040-803*

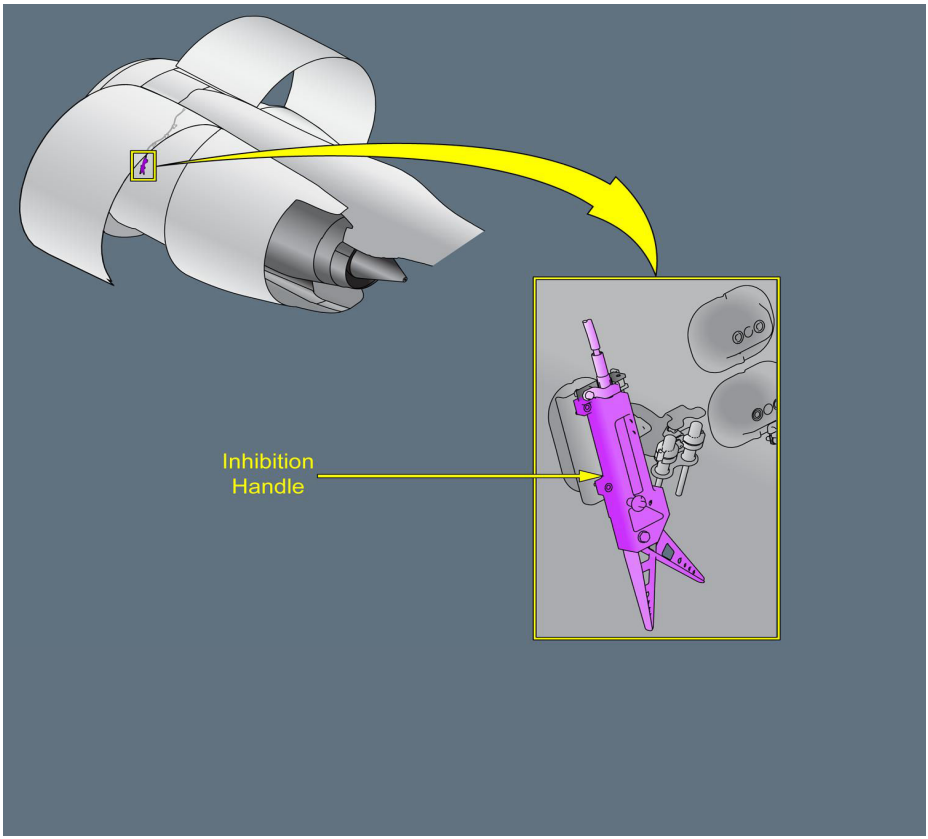
All may be missing provided that the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

Note:
1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with MCDL item 78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin) provided that they are not located on the same engine.*

Refer to 8-78-35 Illustration Hydraulic Control Unit Inhibition Handle

ILLUSTRATION HYDRAULIC CONTROL UNIT INHIBITION HANDLE

Ident.: 8-78-35-00003116.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-35 Hydraulic Control Unit Inhibition Handle*.

78-36	Turnbuckle

Ident.: 8-78-36-00003117.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-36 TURNBUCKLE	Quantity installed 2

(m) *Refer to AMM Task 78-36-00-040-807*

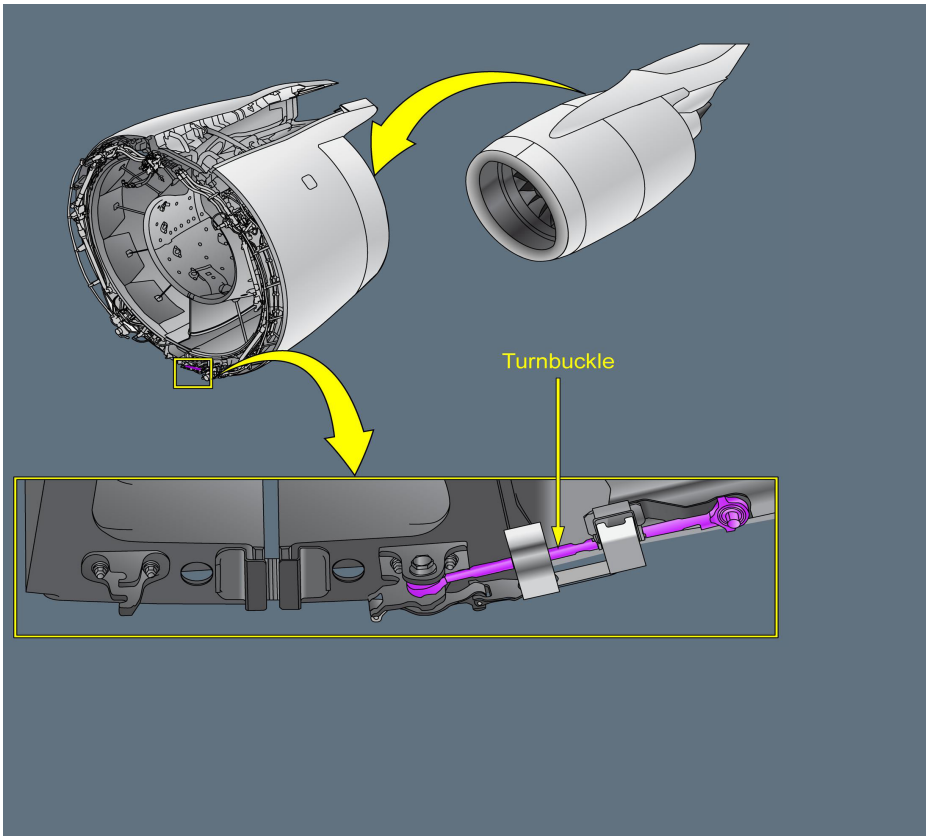
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-36 Illustration Turnbuckle

ILLUSTRATION TURNBUCKLE

Ident.: 8-78-36-00003118.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-36 Turnbuckle*.

78-37	Turnbuckle Flag

Ident.: 8-78-37-00003119.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-37 TURNBUCKLE FLAG	Quantity installed 2

(m) *Refer to AMM Task 78-36-00-040-807*

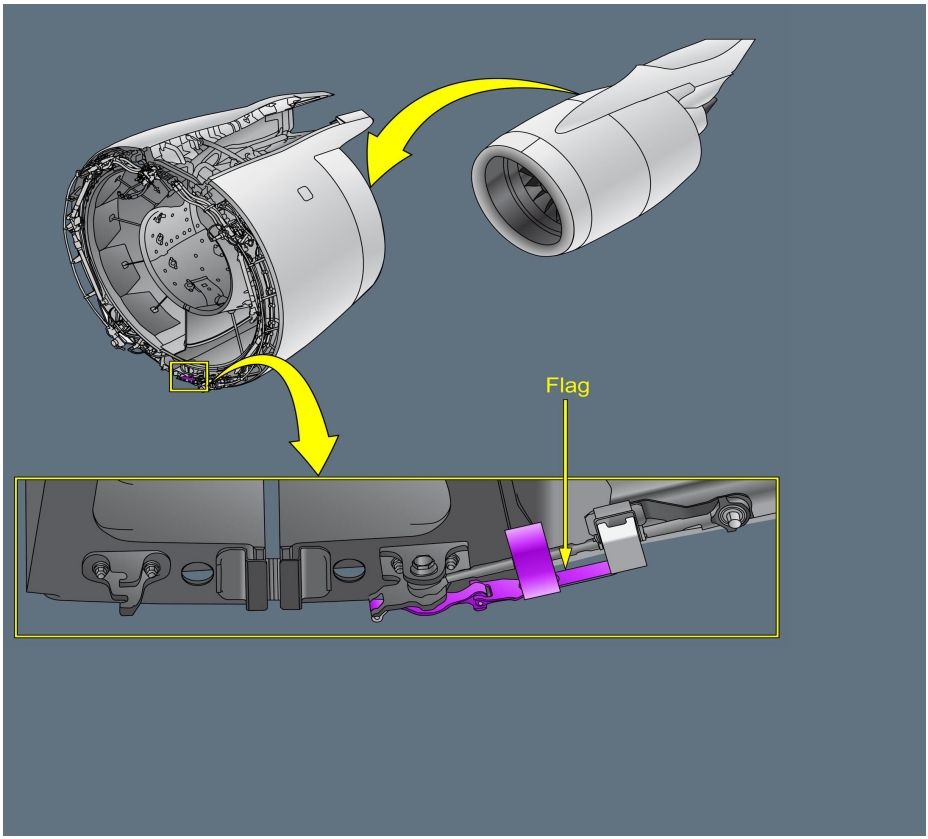
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-37 Illustration Turnbuckle Flag

ILLUSTRATION TURNBUCKLE FLAG

Ident.: 8-78-37-00003120.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-37 Turnbuckle Flag*.

78-38	Turnbuckle Bracket/Fitting

Ident.: 8-78-38-00003121.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-38 TURNBUCKLE BRACKET/FITTING	Quantity installed 6

(m) *Refer to AMM Task 78-36-00-040-807*

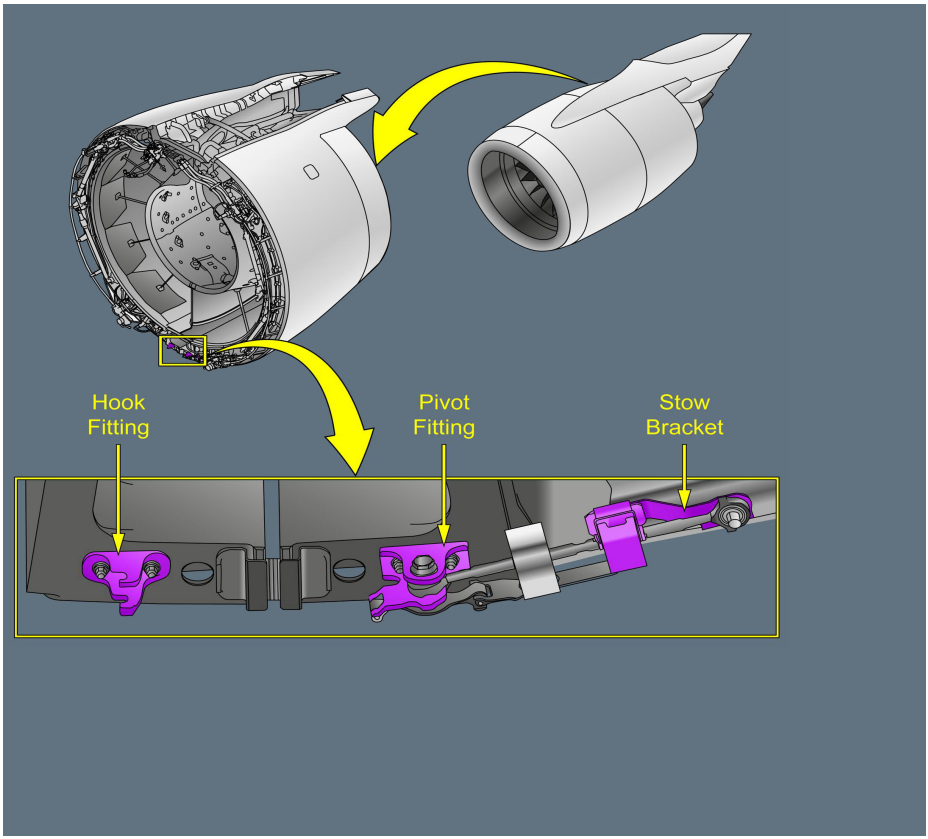
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-38 Illustration Turnbuckle Bracket/Fitting

ILLUSTRATION TURNBUCKLE BRACKET/FITTING

Ident.: 8-78-38-00003122.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-38 Turnbuckle Bracket/Fitting*.

78-42	Thrust Reverser Hold Open Rod Fitting

Ident.: 8-78-42-00003123.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-42 THRUST REVERSER HOLD OPEN ROD FITTING	Quantity installed 4

(m) *Refer to AMM Task 78-36-00-040-810*

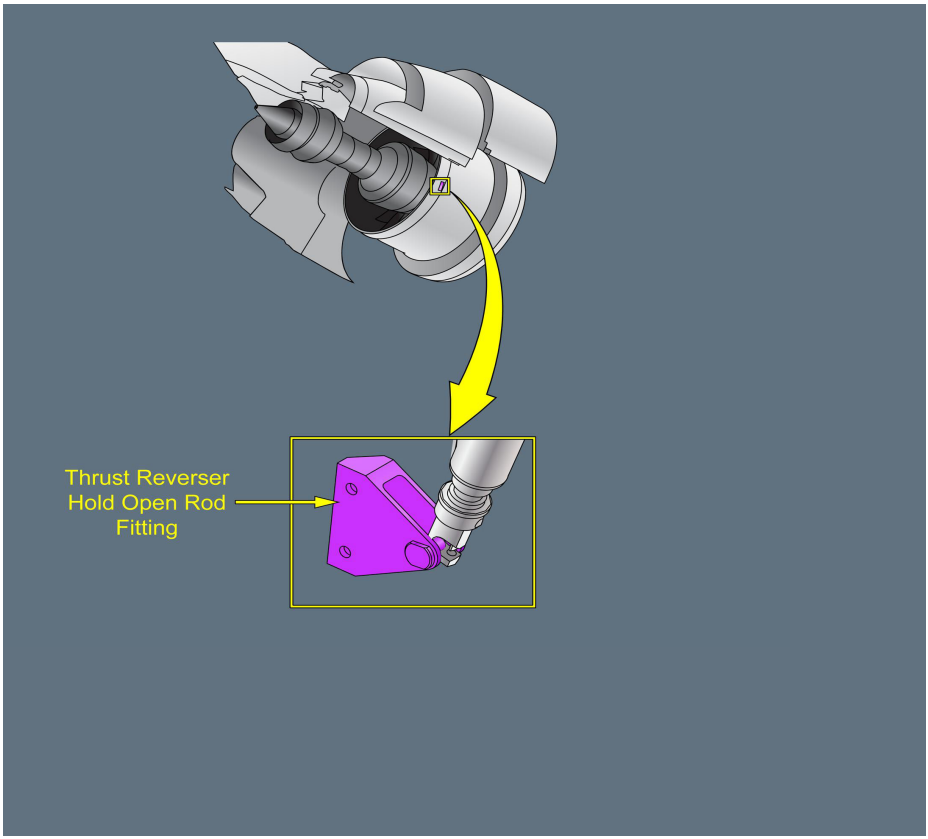
All may be missing.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-42 Illustration Thrust Reverser Hold Open Rod Fitting

ILLUSTRATION THRUST REVERSER HOLD OPEN ROD FITTING

Ident.: 8-78-42-00003124.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions: *Refer to 8-78-42 Thrust Reverser Hold Open Rod Fitting*.

78-43	Thrust Reverser Flipper Door

Ident.: 8-78-43-00003125.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-43 THRUST REVERSER FLIPPER DOOR	Quantity installed 8

(m) *Refer to AMM Task 78-30-00-040-814*

All may be missing provided that the hole is covered.

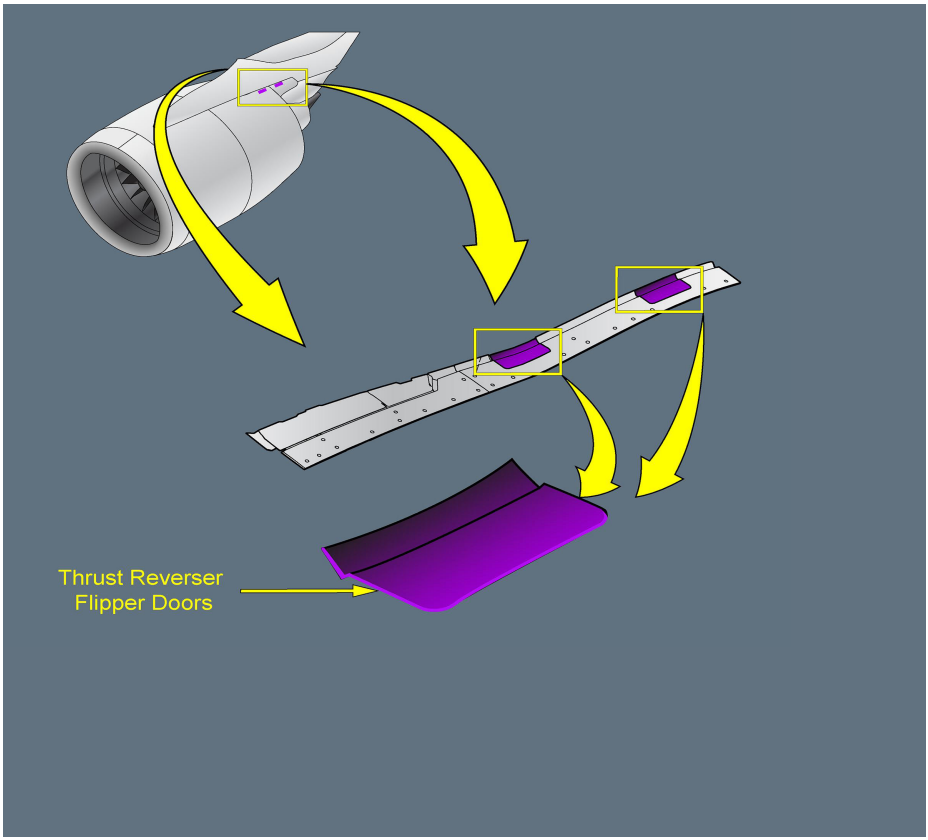
In case of suspected lightning impact to the engine when flipper door missing, maintenance inspection is recommended.

Note: *May be combined with any other item listed in MCDL-78 chapter.*

Refer to 8-78-43 Illustration Thrust Reverser Flipper Door

ILLUSTRATION THRUST REVERSER FLIPPER DOOR

Ident.: 8-78-43-00003126.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-43 Thrust Reverser Flipper Door*.

78-44	Thrust Reverser Inhibition Pin

Ident.: 8-78-44-00003127.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-44 THRUST REVERSER INHIBITION PIN	Quantity installed 4

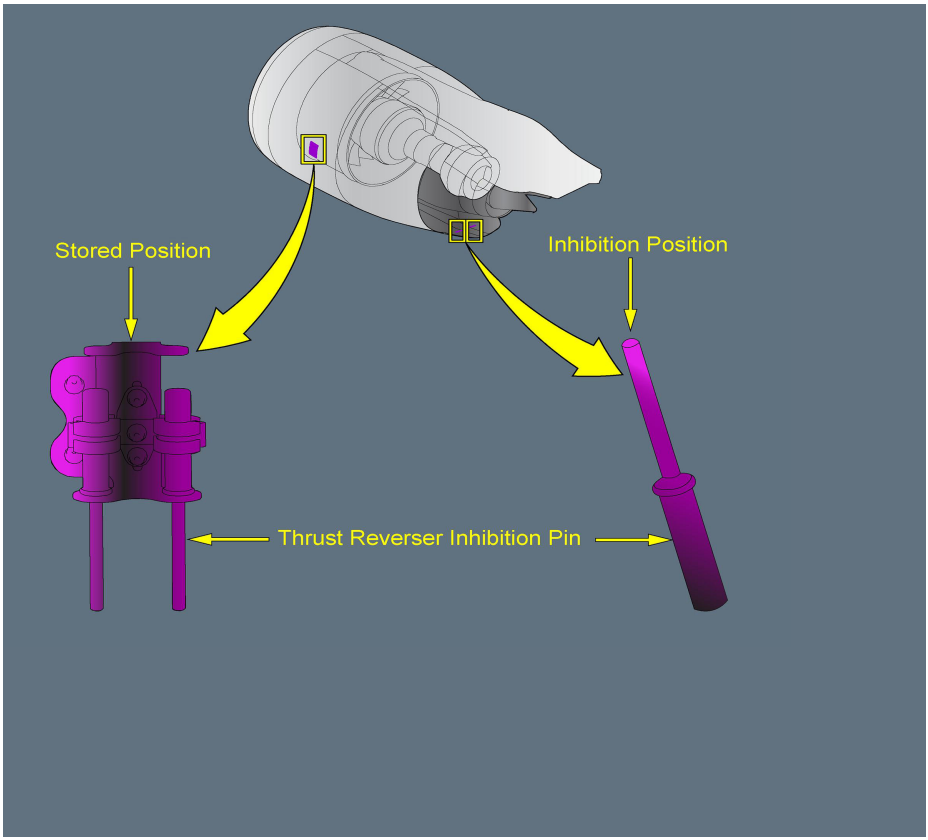
All may be missing provided that the affected Thrust Reverser is operative.

Note: 1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with the following MCDL items provided that they are not located on the same engine.*
   - *78-03 (Refer to 8-78-03 Thrust Reverser Blocker Door)*
   - *78-17 (Refer to 8-78-17 Thrust Reverser Upper Cascade)*
   - *78-19 (Refer to 8-78-19 Thrust Reverser Drag Link Assembly)*
   - *78-25 (Refer to 8-78-25 Thrust Reverser Translating Sleeve Stopper Pin)*
   - *78-26 (Refer to 8-78-26 Upper and Lower Blocker Door Fairing)*
   - *78-35 (Refer to 8-78-35 Hydraulic Control Unit Inhibition Handle).*

Refer to 8-78-44 Illustration Thrust Reverser Inhibition Pin

ILLUSTRATION THRUST REVERSER INHIBITION PIN

Ident.: 8-78-44-00003128.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH



For dispatch conditions:*Refer to 8-78-44 Thrust Reverser Inhibition Pin*.

9-2 Compliance With Master-MEL

9-5 Preamble

9-10 Explanations

9-HOW How to Use

9-ME MEL Entries

9-MI MEL Items

9-MO MEL Operational Procedures

LBA Approval ..... A
MMEL Approval Reference (EASA) ..... B

Localization Title	Reason
9-2 LBA Approval	**Revised LBA approval date.**
9-2 MMEL Approval Reference (EASA)	**Revised MMEL Approval Reference** **– Approval date: 20 NOV 24** **– Issue date: 25 NOV 24** **– Approval reference: SA01D24037546**

LBA APPROVAL

Ident.: 9-2-00003129.0000001 / 25 MAR 2025
Applicable to: ALL

Sections Preamble, MEL Entries, MEL Items and MEL Operational Procedures 9-21 to 9-80 are based on the EASA approved Master Minimum Equipment List (MMEL) at the revision status given hereafter:

Refer to 9-2 MMEL Approval Reference (EASA)

Sections Preamble and MEL Items of this MEL with the issue date 25 MAR 25 are approved by the German Authority LBA (Luftfahrt Bundesamt).

MMEL APPROVAL REFERENCE (EASA)

Ident.: 9-2-00003130.0000001 / 25 MAR 2025
Applicable to: ALL

APPROVAL REFERENCE
APPROVED BY: EASA
Approval date: 20 NOV 24
Issue date: 25 NOV 24
Approval reference: SA01D24037546
Approved by: Airbus under EASA Design Organisation Approval number EASA.21J.031-

This Master Minimum Equipment List (MMEL) is approved by the European Aviation Safety Agency (EASA) at the above revision date under the Type Certificate (EASA TC No. A.064 as part of the Operational Suitability Data (OSD) as per Regulation (EU) 748/2012 as amended by Regulation (EU) No. 69/2014.

The technical content of this document is approved under the authority of Design Organisation Approval (DOA) No. EASA.21J.031.

Note: *The present document includes OSD data approved either by EASA for major changes or by Airbus under DOA privilege for minor changes.*

The applicability date of this MMEL starts at the issue date + 30 calendar days.

Note: *The issue date is different from the EASA approval date. The issue date corresponds to the date of initiation of the publication of the Operator's MMEL by Airbus. The issue date may vary from Operator to Operator. The issue date appears in the Transmittal Letter (for the PDF format) and in the LIBRARY panel of the OPS LIBRARY Browser (for the electronic consultation).*
The EASA approval date appears in the MMEL Approval Reference of the MMEL Preamble.
The 90 days limit as referred to in PART ORO.MLR.105(c) is recommended to start from the applicability date.

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INTRODUCTION

Ident.: 9-5-00003131.0000001 / 28 JUN 2022
Applicable to: ALL

By authorization of the MINIMUM EQUIPMENT LIST (MEL), the Luftfahrt-Bundesamt (LBA) permits dispatch of the airplane for revenue and training flights with certain items or components inoperative provided an acceptable level of safety is maintained by appropriate operation, by a transfer of the function to another operating component, or by reference to other instruments or components providing the required information.

Note:
- *The provisions of the MEL are applicable until the airplane commences the flight.*
  If a failure occurs during the taxi phase before the start of take-off roll, the commander should refer to the MEL before the decision to continue the flight is taken. Any decision to continue the flight shall be subject to pilot judgement and good airmanship.
- *For dispatch with secondary airframe or engine parts missing, refer to OM-B chapter 8 "Configuration Deviation List (CDL)".*

CONTENTS OF MEL

Ident.: 9-5-00003132.0000001 / 28 JUN 2022
Applicable to: ALL

The MEL contains only those items of airworthiness significance which may be inoperative prior to dispatch, provided limitations and appropriate procedures are observed. Equipment obviously basic to airplane airworthiness such as wings, rudders, flaps, engines, landing gear, etc. is not listed and must be operative for all flights.

It is important to note that: ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRPLANE AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

Equipment obviously not required for safe operation of the airplane such as galley equipment, passenger convenience items, etc. is not listed.

CRITERIA FOR DISPATCH

Ident.: 9-5-00003133.0000001 / 28 JUN 2022
Applicable to: ALL

MEL conditions and limitations do not relieve the commander from determining that the airplane is in a fit condition for safe operation with specified unserviceabilities allowed by the MEL. Therefore the decision of the commander to have allowable inoperative items corrected prior to flight will take precedence over the provisions contained in the MEL. The commander may request requirements above the minimum listed, whenever in his judgement such added equipment is essential to the safety of a particular flight under the special conditions prevailing at the time.

Before dispatching an airplane with multiple MEL items inoperative, it must be checked that any interface or interrelationship between inoperative items will not result in a degradation in the level of safety and/or an

undue increase in crew workload. It is particularly in this area of multiple discrepancies and especially discrepancies in related systems, that good judgement, based on the circumstances of the case including climatic and enroute conditions, must be used.

Whenever the commander and/or the respective maintenance staff have any doubt concerning the application of the MEL, the MEL Control Board shall be contacted. It consists of "Technical Fleet Management/ Engineering Operations" and the "Fleet Management". Taking into account all relevant factors it will then release a recommendation to the commander.

The MEL Control Board shall be contacted through MCC.

CREW ACTION

Ident.: 9-5-00003134.0000001 / 28 JUN 2022
Applicable to: ALL

MEL OPERATIONAL PROCEDURES (O)

Indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed inoperative item. This procedure is accomplished by the flight crew prior to each flight unless indicated otherwise.

MAINTENANCE ACTION

Ident.: 9-5-00003135.0000001 / 28 JUN 2022
Applicable to: ALL

The MEL is intended to permit operations with equipment inoperative for that period of time necessary to organize repairs.

The MEL definitely is not intended as a tool for prolonged or even permanent operation of airplanes in a configuration deviating from certification status.

Therefore every effort shall be made by maintenance to correct all technical irregularities as early as practicable and that the airplane be released from maintenance base in fully operational condition so that the affected airplane can be returned to its certification status.

In order to maintain this level, the MEL establishes limitations on the duration of operation with inoperative equipment (see Definitions: *Refer to RECTIFICATION INTERVAL CATEGORIES*, and *Refer to RECTIFICATION INTERVAL OVERRUN*).

The decision of the commander to comply with the appropriate MEL requirement and to postpone maintenance activity will supersede any other intention. The commander shall be informed by maintenance as soon as practicable, should it be impossible to repair inoperative equipment prior to departure.

Whenever an airplane is released by maintenance for dispatch with equipment inoperative, the following is required:

– The technical log book (TLB) aboard the airplane shall contain a detailed description of the inoperative equipment including the MEL reference (e. g. "9-32-10-01A").

– When they are accessible to the crew in flight, the control(s) and/or indicator(s) related to inoperative equipment shall be clearly placarded. *Refer to 9-10 Placarding Required*. Affected items are marked by "**(P)**".

– If inadvertent operation could produce a hazard, such equipment shall be rendered inoperative (physically) as given in the appropriate Maintenance Procedure.

– Unless specifically permitted by a maintenance procedure, an inoperative item may not be removed from the aircraft.

The reference "**(M)**" indicates in all cases where a specific maintenance procedure becomes necessary.

Any requirement for repetition of such maintenance procedures is expressed in the MEL item (e.g. "... prior to first flight of each day"). Except in case the maintenance procedure is required "prior to each departure" the MEL Control Board may modify the repetition periods imposed by Engineering Aircraft Maintenance provided all conditions of the given MEL-item are still complied with.

Maintenance Procedures regarding the MEL are specified by an AMM reference or in the "MEL Maintenance Procedures" document ("MMP", not distributed to individual crew members).

Each execution of an applicable MEL Maintenance Procedure (MMP) must be reported to Maintenance Control (C/OT-PKC) by authorized maintenance staff before departure.

RECTIFICATION INTERVAL OVERRUN

Ident.: 9-5-00003136.0000001 / 28 JUN 2022
Applicable to: ALL

If in exceptional cases exceedance of rectification interval B, C, or D is unavoidable, under the responsibility of the Nominated Person Flight Operations (Flugbetriebsleiter MUC C/OF) the MEL Control Board may issue a permit for a one-time extension of the applicable interval of the same duration.

Engineering Aircraft Maintenance shall maintain a record of such extensions and "Technical Fleet Management/ Engineering Operations" (CAMO Part of MEL Control Board) is responsible for reporting them to the LBA within 10 calendar days.

FERRY FLIGHTS

Ident.: 9-5-00003137.0000001 / 28 JUN 2022
Applicable to: ALL

Ferry flights may be dispatched with less than the equipment specified in this MEL provided all the equipment expected to be utilized in flight is operable. The permission for such a flight, however, shall be requested from the MEL Control Board.

Refer to OM-A/ 8.7.5 Ferry Flights

DEFINITIONS

Ident.: 9-5-00003138.0000001 / 14 SEP 2022
Applicable to: ALL

For the purpose of these regulations the following definitions apply:

Calendar day	:	A 24 h period from 00:00:01 to 23:59:59 based on UTC.
Centralized Fault Display System (**CFDS**)	:	It identifies the faulty system for maintenance purpose and is not required for dispatch of the aircraft.
Commencement of Flight	:	Means the point when an aircraft begins to move under its own power for the purpose of preparing for takeoff.
Considered inoperative	:	The listed item of equipment must be treated as inoperative. For example, **MEL** item 36-11-05 Bleed Air Precooler indicates that associated bleed air supply system is considered inoperative and therefore **MEL** item 36-11-01 Bleed Air Supply System must be applied. Therefore, the “considered inoperative” MEL item must also be entered and the associated dispatch conditions must also be applied, including the respective (o), (m) procedures, and placarding if any. The “considered inoperative” item shall not be used or operated until the original deferred item is repaired. The shorter rectification interval between the original inoperative item and the “considered inoperative” item shall be applied.
Daylight operations	:	Any flight conducted from the point of takeoff to landing has to be in accordance with the published night definition as stated in the next paragraph: – Night: For use in practice, following periods apply: • for latitudes between 30° and 60° the night begins 30 min after sunset and ends 30 min before sunrise. • for latitudes equal to or lower than 30°, the night begins 15 min after sunset and ends 15 min before sunrise. *Note: For further information: Refer to*
Day of Discovery	:	The calendar day that a malfunction was recorded in the aircraft technical log book.
ETOPS in the “COMPANY NOTES OPS affected” table	:	Refers to operations according to "Extended range Operations with Two-engined aeroplanes" requirements (refer to OM-A, chapter 8).

Note: *MEL requirements for ETOPS may be disregarded for the time being since there is no ETOPS authorization for CLH at present.*

Extended overwater flight : A flight where the aeroplane is operated over water at a distance away from land greater than 400 NM.

Flammable or combustible material : Material which is capable of catching fire and burning (e.g. baggages, livestock, ...).

Where loading of flammable or combustible material is prohibited, no material may be loaded, except the following:

1. Cargo handling equipment (ballast or empty ULD). ULD must not contain any energy supplied device of any kind (e.g. ULD integrated trackers/monitoring devices, cooled containers), must be without oxygen supply, or any other flammable or combustible material,
2. Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.),
3. In-flight service material (Return catering - only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).

Note:
- *If serviceable tires are included, they should only be inflated to a minimum pressure that preserves their serviceability.*
- *It is impossible to list all existing material which may be carried in an A/C cargo pointing out the inflammable or combustible ones. In special cases it is under responsibility of the MEL Control Board to determine, whether the cargo is inflammable or not.*

Flight : For the purpose of an MEL, one “flight” is defined as the period of time that begins at the moment an aircraft begins to move by its own means in preparation for takeoff, continues during takeoff and the applicable flight phases, and ends after the first landing when the aircraft comes to a complete stop in its parking area.

Flight Day : A 24 h period (from midnight to midnight) based on UTC, during which at least one flight is commenced for the affected airplane.

Flight Hours : For the purpose of an MEL, the Flight Hours (FHs) are to be counted based on the definition of a Flight, i.e. the period of time that begins at the moment an aircraft begins to move by its own means in preparation for takeoff, continues during takeoff and the applicable flight phases, and ends after the first landing when the aircraft comes to a complete stop in its parking area.

Note: *Flight hours as here defined are synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.*

Icing conditions : *Refer to 1-ICE_RAIN Definition of Icing Conditions*

Intended flight route : Any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.

Inoperative : The listed item of equipment is unserviceable or malfunctioning to the extent that it does not accomplish its intended purpose, or is not consistently functioning within its designed operating limits or tolerances.

Note: *Some systems have been designed to be fault tolerant and are monitored by digital computers which transmit fault messages to the* **CFDS**. *The presence of this category of fault messages does not mean that the system is inoperative.*
These messages are categorized as "Class II" or "Class III" (Refer to 9-10 Failure Classification). The presence of these categories of fault messages does not mean that the affected system is "inoperative".

... provided that system X is checked operative : The system X must be checked and confirmed operative via either an (o) and/or an (m) procedure.

... provided that system X is not: used : Crew members should not activate, actuate, or otherwise utilise the system X under normal operations. It is not necessary for the operator to accomplish the (m) procedure associated with the system X item. However, operations-related provisions, (o) procedures must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the system that is not used to inform crew members that the system is not to be used under normal operations.

... provided that system X is op-: erative : The system X must not be reported to be inoperative in the logbook.

Polar area : The polar area corresponds to the entire area north of 78 ° N latitude and the entire area south of 60 ° S latitude.

Remote areas : Areas in which search and rescue would be especially difficult.

The expression "areas in which search and rescue would be especially difficult" should be interpreted, in this context, as meaning:

1. Areas so designated by the Authority responsible for managing search and rescue, or

2. Areas that are largely uninhabited and where:
   - The Authority referred to in 1 has not published any information to confirm whether search and rescue would be or would not be especially difficult, and
   - The Authority referred to in 1 does not, as a matter of policy, designate areas as being especially difficult for search and rescue.

Rectification Interval Categories : Depending on the duration of flight with inoperative equipment MEL items are categorized using letter designators which are stated on MEL pages in column "RECTIFICATION INTERVAL".

Dispatch of the airplane is not allowed after expiry of the rectification interval defined below unless the rectification has been accomplished (for exception: *Refer to 9-5 Rectification Interval Overrun*):

– Category A:

  No standard interval is specified, however, items in this category shall be rectified in accordance with the dispatch conditions stated in the MEL.

  • Where a time period is specified in number of flights or flight hours, it shall start at the beginning of the first flight following the discovery of the failure.

    Note: *In case a malfunction is reported during flight (ADR) the repair tracking begins with the subsequent flight.*

  • Where a time period is specified in days (Calendar Days or Flight Days), it shall start at 00:01 on the day following the day of discovery.

– Category B:

  Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery.

– Category C:

  Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

– Category D:

  Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

Note: *Refer to 9-HOW Rectification Interval* ***for further information.***

Required cabin attendant seat : A seat in the aeroplane cabin which meets the following conditions:

- Where the certification of the cabin requires this seat to be occupied by a qualified cabin crewmember as specified in the FSM (*Refer to FSM/ 2.3 Minimum-Kabinenbesatzung*), and
- This seat is a part of the station to which a qualified cabin crewmember is to be assigned for the flight, and
- The qualified cabin crewmember assigned to the station is a member of the minimum cabin crew designated for the flight.

RVSM : Reduced Vertical Separation Minimum. Minimum equipment / functions required to begin RVSM operations: *Refer to 2-SPO-50 Required Equipments/Functions for RVSM*. MEL items affecting RVSM are marked by "**RVSM**" in the "COMPANY NOTES – OPS affected" column.

VMC (Visual Meteorological Conditions) : Means that the atmospheric environment would allow a flight to proceed under the VFR and that the flight is conducted during the period from sunrise to sunset. This does not preclude operating under IFR.

ECAM AND MAINTENANCE STATUS

Ident.: 9-5-00003140.0000100 / 31 AUG 2023
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

ECAM

The A320 Family aircraft is equipped with the Electronic Centralized Aircraft Monitoring (ECAM) which provides different levels of aircraft systems monitoring messages:

- ECAM warning
- ECAM advisory
- ECAM caution
- ECAM memo.

ECAM warning and ECAM caution messages are listed in the "MEL Entries" section.

ECAM advisory and ECAM memo messages are not listed in the "MEL Entries" section.

HANDLING OF MAINTENANCE MESSAGES ON THE STATUS SD PAGE

At the beginning of each ATA chapter of the "MEL Item" section, the related MAINTENANCE messages which may be displayed on the STATUS SD page are listed in the Sub-Chapter "00" with the associated dispatch status.

A MAINTENANCE message indicates the presence of a category of failure which can only be identified by interrogation of the CFDS.

Operator must implement procedures to manage the MAINTENANCE messages and associated CFDS messages, to handle fault recording and repair within the repair interval C (10 days).

All MAINTENANCE messages have a repair interval C except the following messages: DAR, DMU or ACMS, QAR, AOIP DATA ◁ and ICE DETECT ◁ which have a repair interval D.

Dispatch with MAINTENANCE messages displayed on the STATUS SD page is permitted without condition except for the following message:

– AIR BLEED: *Refer to 9-MI-36-00-01 AIR BLEED MAINTENANCE Message*.

It is left to Operator to define the role devoted to flight crew and/or maintenance personnel in these procedures.

ECAM AND MAINTENANCE STATUS

Ident.: 9-5-00003140.0000200 / 31 AUG 2023
Criteria: A320 (all ex. -AIQW) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

ECAM

The A320 Family aircraft is equipped with the Electronic Centralized Aircraft Monitoring (ECAM) which provides different levels of aircraft systems monitoring messages:

– ECAM warning

– ECAM advisory

– ECAM caution

– ECAM memo.

ECAM warning and ECAM caution messages are listed in the "MEL Entries" section.

ECAM advisory and ECAM memo messages are not listed in the "MEL Entries" section.

HANDLING OF MAINTENANCE MESSAGES ON THE STATUS SD PAGE

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Operator must implement procedures to manage the MAINTENANCE messages and associated CFDS messages, to handle fault recording and repair within the repair interval C (10 days).

All MAINTENANCE messages have a repair interval C except the following messages: DAR, DMU or ACMS, QAR, AOIP DATA ◁ and ICE DETECT ◁ which have a repair interval D.

Dispatch with MAINTENANCE messages displayed on the STATUS SD page is permitted without condition.

It is left to Operator to define the role devoted to flight crew and/or maintenance personnel in these procedures.

APPROVED DEVIATION TO OPERATIONAL SUITABILITY DATA – MMEL (ADOM)

Ident.: 9-5-00003142.0000001 / 14 SEP 2022
Applicable to: ALL

On a case-by-case basis and when technically compliant, Airbus can issue an Approved Deviation To Operational Suitability Data - MMEL (ADOM) for an exceptional MMEL deviation. ADOM provides specific MMEL instruction, limited in time, to apply to the affected MSN only. The ADOM supports LH to obtain authorization from the Luftfahrt-Bundesamt to continue revenue operations as per their MEL with amended dispatch conditions instructed by the ADOM.

ADOM is approved by Airbus under the authority of the EASA Design Organization Approval (Certificate EASA.21J.031). For operational use at LH, the prior approval by the MEL Control Board and the prior acknowledgement by LBA is required. The flightcrew is informed via HIL.

Failure Classification ..... A
Company Notes ..... B
Examples for the Interpretation of Flight Days C
Placarding Required ..... D
Handicap Items ..... E

FAILURE CLASSIFICATION

Ident.: 9-10-00003143.0000001 / 28 JUN 2022
Applicable to: ALL

– Class I:

Failures which are indicated to the flight crew by means of ECAM or instrument flags.

Note: Class I failures may be compatible with MEL requirements to enable the airplane to perform a sufficient number of flights in accordance with the MEL preamble. If not compatible, they must be corrected before next dispatch.
An alphabetical list of selected ECAM warnings (class I failures) showing associated MEL references is provided in chapter MEL Entries (9.ME).

– Class II:

Failures which are indicated to maintenance by CFDS.

The crew is informed of class II failures in flight on the ECAM STATUS page by the MAINTENANCE status (white) indicating the failed system. On ground, after engine shut down an "STS" reminder appears on ECAM upper display.

Note: Class II failures are compatible with MEL requirements to enable the airplane to perform a sufficient number of flights in accordance with the MEL preamble (chap. 9.5).
Components monitored by ECAM MAINTENANCE status messages (class II failure messages) are summarized by one MEL-item at the beginning of the related MEL section. Dispatch is allowed with any component failure that triggers the related class II failure message without specific conditions except for the following messages,
(for example):

- *AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that it is checked that the CFDS does not report a fault on a BMC, on a pylon leak detection loop or on the APU leak detection.*

– Class III:

Failures which can be interrogated by maintenance via CFDS.

They are not indicated to the flight crew and use of the CFDS is necessary to know the existence of class III failures.

Note: Obviously class III failures are compatible with MEL requirements. They are not mentioned in the MEL.

COMPANY NOTES

Ident.: 9-10-00003144.0000001 / 28 JUN 2022
Applicable to: ALL

CLASSIFICATION COLUMN

In respect to their classification, all MEL items are Important "**I**", unless marked as Handicap "**H**" or Minor "**M**".

OPS AFFECTED COLUMN

The usage of the associated dispatch condition may lead to operational restrictions.

With additional information given in a MEL item (COMPANY NOTES - OPS affected), the following operation is affected:

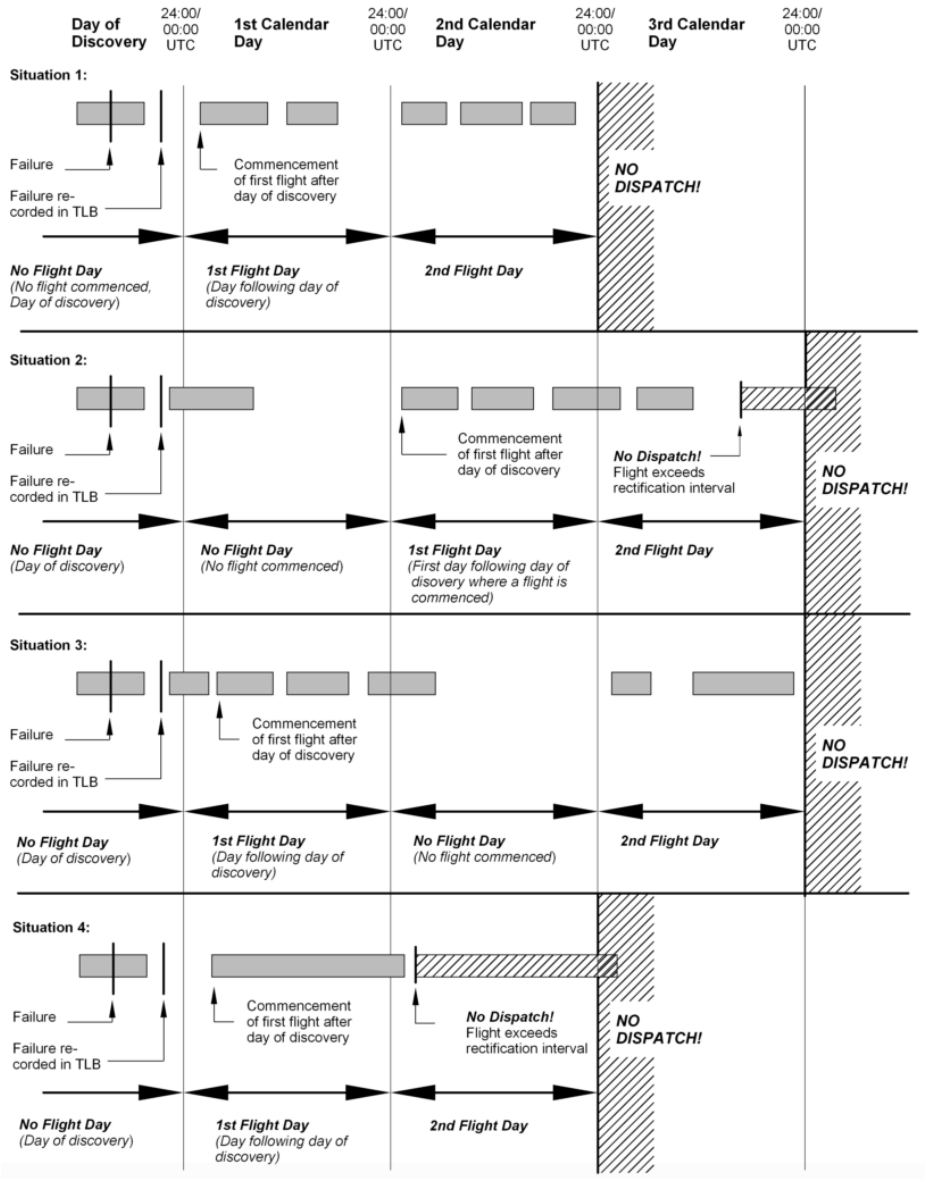
- "ETOPS" (**ETOPS**)
- "FANS" (**FANS**),
- "LVO" (**LVO**): CAT I, II, III
- "PBCS" (**PBCS**)
- "PERF" (**PERFO**)
- "RNAV/RNP" (**RNAV/RNP**)
- "RVSM" (**RVSM**)

refer to the "**O**" (MEL Operational Procedures) for additional informations or click on the "button" or link.

EXAMPLES FOR THE INTERPRETATION OF FLIGHT DAYS

Ident.: 9-10-00003145.0000001 / 28 JUN 2022
Applicable to: ALL

In case a rectification interval typically is given as "two flight days" the principle for application is shown hereafter (shaded area = one flight cycle):


Day of Discovery
24:00/ 00:00 UTC
1st Calendar Day
24:00/ 00:00 UTC
2nd Calendar Day
24:00/ 00:00 UTC
3rd Calendar Day
24:00/ 00:00 UTC
Situation 1:
Failure
Failure re-corded in TLB
Commencement of first flight after day of discovery
NO DISPATCH!
No Flight Day (No flight commenced, Day of discovery)
1st Flight Day (Day following day of discovery)
2nd Flight Day
Situation 2:
Failure
Failure re-corded in TLB
Commencement of first flight after day of discovery
No Dispatch! Flight exceeds rectification interval
NO DISPATCH!
No Flight Day (Day of discovery)
No Flight Day (No flight commenced)
1st Flight Day (First day following day of disovery where a flight is commenced)
2nd Flight Day
Situation 3:
Failure
Failure re-corded in TLB
Commencement of first flight after day of discovery
NO DISPATCH!
No Flight Day (Day of discovery)
1st Flight Day (Day following day of discovery)
No Flight Day (No flight commenced)
2nd Flight Day
Situation 4:
Failure
Failure re-corded in TLB
Commencement of first flight after day of discovery
No Dispatch! Flight exceeds rectification interval
NO DISPATCH!
No Flight Day (Day of discovery)
1st Flight Day (Day following day of discovery)
2nd Flight Day

PLACARDING REQUIRED

Ident.: 9-10-00003146.0000001 / 28 JUN 2022
Applicable to: ALL

If placarding is required **(P)**:

It must be done by the maintenance at next CRS (Certificate of Release to Service).

It should be done by the flightcrew before crewchange and when no maintenance will be present.

If the flightcrew is in doubt they should contact MCC for clarification.

Nevertheless the flightcrew has to determine the technical status by means of TLB and HIL. Therefore it is acceptable for a limited time that the aircraft is dispatched without placarding.

HANDICAP ITEMS

Ident.: 9-10-00003147.0000001 / 28 JUN 2022
Applicable to: ALL

Whenever MEL-items:

– affect the operational capabilities of the airplane (e. g. cargo or fuel loading, air conditioning, performance restrictions, etc.), or

– trigger repetitive maintenance action,

they are marked in by **H** in the COMPANY NOTES/ CLASS. column.

The corresponding MEL item number (e.g. 9-23-10-01A) should be entered into the TLB.

Maintenance Support then ensures that further line stations and other affected departments are informed on the restricted airplane capabilities associated to the MEL-item in question (“Technical Info Message” (TIM) will be sent).

AIRBUS COPYRIGHT ..... A
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Documentary Unit (DU) C
MEL Revision Management ..... D
Removal of Item ..... E
How to Use the MEL Entries Section ..... F
How to Use the MEL Items Section ..... G
How to Use the MEL Operational Procedures Section ..... H
Landing Capabilities (CAT 2, CAT 3 SINGLE, CAT 3 DUAL) I
Performance-Based Navigation (PBN) ..... J
Reduced Vertical Separation Minimum (RVSM) ..... K
ATC Datalink Communication L

AIRBUS COPYRIGHT

Ident.: 9-HOW-00003148.0000001 / 14 SEP 2022
Applicable to: ALL

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

This Manual does not contain any Military Data, pursuant all Regulations as stated above.

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MEL CONTENTS

Ident.: 9-HOW-00003151.0000001 / 28 JUN 2022
Applicable to: ALL

This MEL has seven sections:

Compliance With Master-MEL	
Preamble	
Explanations	
How to Use (HOW)	This section contains general information and describes the organization of the manual.
MEL Entries (ME)	This section lists all the ECAM alerts and indicates the associated MEL item (if any) to apply for dispatching the aircraft. This section is a user-friendly entry point for the flight crew and the maintenance personnel when an ECAM alert reports a system failure.
MEL Items (MI)	This section is approved by the EASA and LBA and lists all the MEL items with the associated dispatch conditions.
MEL Operational Procedures (MO)	This section gives the operational procedures that are associated with the MEL items.

Note: The MEL Maintenance Procedures are published in the AMM.

DOCUMENTARY UNIT (DU)

Ident.: 9-HOW-00003153.0000001 / 28 JUN 2022
Applicable to: ALL

This MEL is made of Documentary Units (DU). The DUs contain the technical data.

In the MEL, a DU can be:

– An ECAM alert,

– An MEL item,

– An MEL operational procedure.

The DUs are arranged into sections and subsections.

MEL REVISION MANAGEMENT

Ident.: 9-HOW-00003154.0000001 / 28 JUN 2022
Applicable to: ALL

MEL REVISION CYCLE

The MEL revision adds, updates, or deletes information.

The CLH revision cycle is 3 months.

For urgent update, Airbus issues an immediate revision regardless of the revision cycle.

MEL ISSUE DATE

An Lufthansa issue date identifies each MEL revision. The Lufthansa issue date appears in the page tab of the EFB browser.

The Airbus issue date and the EASA approval date appears in the MMEL Approval Reference of the MEL. *Refer to 9-2 MMEL Approval Reference (EASA)*

Note: The Airbus issue date may be different from the EASA approval date. The applicability date of this MEL is based on the Airbus issue date and not on the EASA approval date.

REMOVAL OF ITEM

Ident.: 9-HOW-00003156.0000001 / 28 JUN 2022
Applicable to: ALL

When operating under MEL, it is not permitted to remove the item from its place in the aircraft, unless the associated dispatch condition clearly authorizes the Operator to do it.

Note: The (If Installed) statement does not mean that the Operator can remove the item. This symbol indicates that the configuration of some aircraft of the fleet might not include this item.

HOW TO USE THE MEL ENTRIES SECTION

Ident.: 9-HOW-00003157.0000001 / 28 JUN 2022
Applicable to: ALL

This section lists all the ECAM alerts. The ECAM monitors the condition of some systems. In the case of malfunction of one or more systems, the ECAM provides the flight crew with an associated ECAM alert. *Refer to 9-5 Handling of MAINTENANCE Messages on the STATUS SD PAGE*.

For each ECAM alert, this section indicates the associated MEL item (if any) to be applied for the dispatch.

When an ECAM alert reports a system failure, the flight crew and the maintenance personnel should refer to this section as a user-friendly entry point in the MEL.

AIRCRAFT STATUS COLUMN

An ECAM alert may cover one or several failure modes of the monitored system.

For each failure mode, the AIRCRAFT STATUS column may indicate the following status:

– *NIL* : When there is only one failure mode, the AIRCRAFT STATUS column indicates *NIL*.

When there are several failure modes, the AIRCRAFT STATUS column might give a short description of each failure mode and/or a simple way to identify each failure mode. If the MEL does not give this information, the column displays *NIL*.

– Actual alert : This indicates that the monitored system is inoperative. The failure mode is the failure of the monitored system.

– False alert : This indicates that the monitoring system is inoperative. The failure mode is the failure of the monitoring system. The monitored system remains fully operative.

The flight crew is responsible for identifying the failure mode.

CONDITION OF DISPATCH COLUMN

For each failure mode, the CONDITION OF DISPATCH column gives the applicable MEL item(s) for dispatch. But the flight crew is responsible for checking that the condition of the aircraft systems/components complies with the MEL requirements. If not, the dispatch of the aircraft is not permitted.

The CONDITION OF DISPATCH column may also give the following alternate possibilities:

– NO DISPATCH : It is not permitted to dispatch the aircraft when the ECAM displays this alert.

– Not related to MEL : The ECAM alert does not report a system failure but a reversible abnormal condition such as the state of a system or an aircraft configuration or an external condition. This condition is not a system failure and is not related to MEL. The MEL shall not be used.

This is not a NO-GO situation. The corrective action to revert to normal condition is immediate, obvious or well known by flight crew and/or maintenance personnel.

HOW TO USE THE MEL ITEMS SECTION

Ident.: 9-HOW-00003158.0000001 / 14 SEP 2022
Applicable to: ALL

This section lists the equipment, components, systems or functions that are safety-related and that are temporarily permitted to be inoperative at departure provided that the Operator complies with the associated MEL requirements.

Note: *One single computer may include several functions. The corresponding MEL item is either:*
- *The computer: The MEL does not consider the loss of a single function. In this case, when one function is inoperative, the flight crew must consider that the computer is inoperative.*
- *Each function separately. In this case, if several functions are inoperative, the flight crew must apply all the related MEL items.*

ITEM NUMBERING

A code of three pairs of digits or four pairs of digits identifies each MEL item.

The three first digits of this numbering system follow the ATA Spec 2200.

For practical reasons, the second pair of digits also follows the below Airbus organization:

- **00** refers to maintenance messages on the STATUS SD page,
- **01** refers to items located on the overhead panels,
- **05** refers to indications on the PFD,
- **06** refers to indications on the ND,
- **07** refers to indications on the SD pages,
- **08** refers to indications on the EWD,
- **09** refers to ECAM alerts,
- **10** to **95** follows the ATA Specification.

The last pair of digits is the item rank. The item rank complies with the following Airbus organization rules:

- Item ranks from 01 to 49 are for Airbus MEL items.

  For items on the overhead panels:

  - Item ranks from 01 to 29 refer to lights,
  - Item ranks from 31 to 49 refer to pushbutton switches and selectors.

– Item ranks from 50 to 99 are for Operator's MEL items.

DISPATCH CONDITIONS

The dispatch conditions indicate (for each applicable item) the suitable conditions, limitations (placards, operational procedures, maintenance procedures) necessary to ensure that an acceptable level of safety is maintained.

Some MEL items may have several dispatch conditions. Each dispatch condition offers a different option to dispatch the aircraft.

A reference identifies each dispatch condition.

EXAMPLE	Dispatch condition reference 27-10-01C: – 27-10-01 corresponds to the item number, – The letter "C" identifies the dispatch condition within the item 27-10-01. *Note:* *If an Operator receives only the dispatch conditions 27-10-01B and 27-10-01D, this means that the dispatch conditions 27-10-01A and 27-10-01C do not apply to the Operator's fleet (this does not mean that the dispatch conditions 27-10-01A and 27-10-01C are missing from the MEL).*

The dispatch condition reference is used:

– To identify the open MEL items in the TLB,

– To refer to the associated operational procedure (if any),

– To refer to the associated maintenance procedure (if any),

– To provide the engineering and maintenance personnel with a unique reference at fleet level for each option of dispatch for tracking and reporting purposes.

When an MEL item has several dispatch conditions, the flight crew must select and apply only one dispatch condition at a time. An optional operational title is provided for each of the dispatch condition reference. The aim of an operational title is to help the flight crew to better understand the operational differences between multiple dispatch conditions.

In the frame of the MEL customization, this operational title may be modified at Operator's convenience provided that the customized operational title still ensure the correct identification, the content and the intent of the associated dispatch condition.

When necessary, the Operator may successively apply other dispatch conditions of the same item provided that the Operator complies with the MEL requirements and provided that the starting point of the repair interval countdown is not modified.

PROVISO

Each dispatch condition has one or several requirements, called provisos. Provisos are numbered 1), 2), 3)...

The Operator must comply with all the provisos of the selected dispatch condition.

RECTIFICATION INTERVAL

Each dispatch condition has an associated repair interval. The preamble of this MEL defines the repair interval categories. *Refer to 9-5 Definitions*.

A dash ("-") symbol replaces the repair interval in the following cases:

– For dispatch conditions that refer to another manual (Weight and Balance, CDL…). The MEL is not the appropriate manual for this dispatch condition.

– For dispatch conditions that refer to one or more item(s) for which there are several dispatch conditions with different repair intervals. In this case, the initial repair interval is left with a dash symbol as it will be driven by the repair interval of the referred MEL item dispatch condition(s). See References

– For NO-GO items.

NUMBER INSTALLED

Each dispatch condition has a "number installed" that specifies the quantity of equipment, components, systems or functions installed on the aircraft.

This quantity corresponds to the aircraft type certified configuration and, therefore required for all flight conditions, unless otherwise indicated in the "number required" in conjunction with the provisos of the dispatch condition.

A dash symbol indicates that a variable quantity is installed. When possible, the Operator may replace the dash symbol by the quantity installed on the aircraft.

NUMBER REQUIRED

Each dispatch condition has a "number required" that specifies the minimum quantity of equipment, components, systems or functions that must be operative for dispatch in accordance with the provisos of the dispatch condition.

A dash symbol indicates that a variable quantity is required for dispatch. When possible, the Operator may replace the dash symbol by the quantity required.

When the "number required" is the same as the "number installed" and the repair interval is defined, this means that the dispatch condition covers the partial failure of the item. The dispatch is permitted provided that the associated requirements are satisfied.

PLACARD

The (P) symbol in the PROCEDURE column in accordance with the term PLACARD (P) in the provisos indicates the request for a placard.

The control(s), and/or indicator(s) that the flight crew can access in flight and that are related to inoperative equipment, component, system or function should be clearly placarded to inform the flight crew, cabin crew or ground crew members of the equipment condition.

However, the absence of placard request in the MEL does not prevent the Operator from placarding.

If placarding is required: *Refer to 9-10 Placarding Required*.

OPERATIONAL AND MAINTENANCE PROCEDURES

The dispatch condition may require an operational or maintenance procedure to ensure an acceptable level of safety.

The (o) symbol identifies an operational procedure.

The (m) symbol identifies a maintenance procedure.

The (o)(m) symbol means that the dispatch condition requires both an operational procedure and a maintenance procedure.

The Operator is responsible to ensure that all operational and maintenance procedures are appropriately performed regardless of who performs the procedures.

OPERATIONAL PROCEDURE

The (o) symbol indicates that the dispatch condition requires a specific operational procedure to permit operation of the aircraft with the inoperative item.

Purpose of the operational procedure may be:

– To require the flight crew or cabin crew to perform action(s),

– To provide limitations or performance penalties,

– To provide useful information to the crew.

The flight crew must read the content of the operational procedure before each flight.

The operational procedure must be applied before each flight. However, the dispatch condition might specify a different periodicity. In this case this operational procedure must be applied before the first MEL dispatch and must be repeated at the defined periodicity.

The operational procedures are split and organized into specific flight phases. The flight crew has to apply the part of the operational procedure related to the relevant flight phase.

Qualified flight crew or qualified cabin crew usually performs the operational procedures. However other qualified personnel can also perform the operational procedures. But the flight crew must read the content of the operational procedure before each flight.

MAINTENANCE PROCEDURE

The (m) symbol indicates that the dispatch condition requires a specific maintenance procedure to permit operation of the aircraft with the inoperative item.

Purpose of the maintenance procedure may be:

– To deactivate a system,

– To check a system.

The maintenance procedure is normally a one-time action that must be applied before the first MEL dispatch. However the dispatch condition may specify a periodicity for repetitive actions. In this case the maintenance procedure must be applied before the first MEL dispatch and must be repeated at the defined periodicity.

Qualified maintenance personnel usually perform the maintenance procedures. However other qualified and authorized personnel can also perform some actions if approved by the Operator's National Authority. But only qualified maintenance personnel can perform procedures that require specialized knowledge or skill, or that require the use of tools or test equipment.

The MEL maintenance procedures are published in the AMM. The MEL item dispatch condition reference, including the letter (e.g. 27-10-01C), should be used to find the associated AMM task.

Note:
1. *The MEL item indicates the associated AMM task reference. However using the AMM task reference is not the recommended method to find the task in the AMM. The MEL item number should be used instead.*
2. *The MEL item might indicate "Refer to AMM task" instead of the AMM task reference. This indicates that the MEL item is associated with several AMM tasks. The maintenance personnel should consult the AMM to find the applicable AMM task.*
3. *The MEL item might indicate "Refer to MMP task" instead of the AMM task reference. This indicates that the MEL item is associated with a task created by the Operator. The maintenance personnel should consult the MMP manual.*

COMPANY NOTES

– Classification Column: *Refer to 9-10 Classification Column*

– Handicap Items: *Refer to 9-10 Handicap Items*

– OPS affected Column: *Refer to 9-10 Classification Column*

NOTES

There are three levels of notes:

– Notes at the level of the item: these notes appear below the item title and before the first dispatch condition of this item. These notes apply to all the dispatch conditions of the item.

– Notes at the level of the dispatch condition: these notes appear at the end of the dispatch condition. These notes apply only to this dispatch condition.

– Notes at the level of the proviso: these notes appear within a proviso. These notes apply only to this proviso.

REFERENCES

The references assist the flight crew in complying with MEL requirements. However, as indicated in the preamble of this MEL (*Refer to 9-5 Criteria For Dispatch*), the flight crew is still responsible for determining the applicable interrelationships and associated requirements.

References are used in the following cases:

– To permit the aircraft dispatch, another item has to be considered inoperative, or

– Another source of information has to be reviewed and associated restrictions, and/or procedures must be applied (e.g. "Refer to OM-A", or GOM), or

– To redirect to the applicable MEL item. In that case, the referred relevant MEL item must be entered and the associated dispatch conditions must be applied, including the respective (o) and (m) procedures if any.

HOW TO USE THE MEL OPERATIONAL PROCEDURES SECTION

Ident.: 9-HOW-00003159.0000001 / 28 JUN 2022
Applicable to: ALL

This section lists the operational procedures associated with the MEL items. The dispatch conditions may require an operational procedure to permit the dispatch of the aircraft.

The operational procedures are split and organized into specific flight phases. The flight crew has to apply the part of the operational procedure related to the relevant flight phase.

The operational procedures may also have the following parts:

– General Information : This part includes all information that the pilots must know due to MEL condition.

– Flight Preparation/Limitation : This part groups all the limitations due to MEL condition that the pilots must consider for the route selection and flight preparation.

This part also includes aircraft performance penalties that should be used if no performance software is available with the current failure case.

LANDING CAPABILITIES (CAT 2, CAT 3 SINGLE, CAT 3 DUAL)

Ident.: 9-HOW-00003160.0000001 / 28 JUN 2022
Applicable to: ALL

When the landing capability of the aircraft is impacted by an inoperative item, the associated MMEL operational procedure provides the maximum landing capability.

The required equipment by certification for CAT 2, CAT 3 SINGLE and CAT 3 DUAL are listed in the QRH (*Refer to QRH/OPS.08 08 Required Equipment for CAT2 and CAT3*).

The equipment to be operative to get CAT 2, CAT 3 SINGLE, or CAT 3 DUAL capability displayed on the FMAs are listed in the QRH (*Refer to QRH/OPS.08 08 Required Equipment for CAT2 and CAT3*).

PERFORMANCE-BASED NAVIGATION (PBN)

Ident.: 9-HOW-00003161.0000001 / 28 JUN 2022
Applicable to: ALL

When an inoperative item affects the RNAV / RNP capability of the aircraft, the associated MEL operational procedure provides the RNAV / RNP limitations.

The minimum equipment/functions required for the RNAV / RNP operations are also listed in the FCOM:

- *Refer to 2-SPO-51 RNAV 10 / RNP 10 - General*
- *Refer to 2-SPO-51 RNAV 5 / BRNAV - General*
- *Refer to 2-SPO-51 RNAV 1 RNAV 2 / P-RNAV - Terminal RNAV - General*
- *Refer to 2-SPO-51 RNP 4 - General*
- *Refer to 2-SPO-51 RNP 2 in oceanic and remote continental area - General*
- *Refer to 2-SPO-51 RNP 2 in Domestic Area - Required RNP 2 in Domestic Area Equipment*
- *Refer to 2-SPO-51 RNP 1 / Terminal RNP 1 - Basic RNP 1- General*
- *Refer to 2-SPO-51 RNP APCH / RNAV(GNSS) - General*

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: 9-HOW-00003162.0000001 / 28 JUN 2022
Applicable to: ALL

When the RVSM capability of the aircraft is impacted by an inoperative item, the associated MEL operational procedure provides the RVSM limitations.

The minimum equipment/functions required to begin RVSM operations are listed in the FCOM: *Refer to 2-SPO-50 Required Equipments/Functions for RVSM*).

ATC DATALINK COMMUNICATION

Ident.: 9-HOW-00003163.0000001 / 28 JUN 2022
Applicable to: ALL

When an inoperative item affects the performance and operations supported by datalink, the associated MEL operational procedure provides this limitation.

The different applications and required performance of ATC datalink communication are described in FCOM:

– *Refer to 12-46-10-Datalink-10-Overview*

9-ME-AIR AIR

AIR APU BLEED FAULT ..... A
AIR APU BLEED LEAK ..... B
AIR APU LEAK DET FAULT C
AIR AFT CRG VENT FAULT ..... D
AIR BLEED 1(2) OFF ..... E
AIR BLEED LEAK ..... F
AIR COND CTL 1(2)-A(B) FAULT ..... G
AIR ENG 1(2) HP VALVE FAULT ..... H
AIR ENG 1(2) BLEED ABNORM PR I
AIR ENG 1(2) BLEED FAULT ..... J
AIR ENG 1(2) BLEED HI TEMP ..... K
AIR ENG 1(2) BLEED LEAK L
AIR ENG 1(2)(1+2) BLEED LO TEMP ..... M
AIR ENG 1(2) BLEED NOT CLSD ..... N
AIR ENG 1(2) LEAK DET FAULT ..... O
AIR ENG 1+2 BLEED FAULT ..... P
AIR L(R) WING LEAK ..... Q
AIR L(R) WNG LEAK DET FAULT ..... R
AIR PACK 1(2) FAULT ..... S
AIR PACK 1+2 FAULT ..... T
AIR PACK 1(2) OFF ..... U
AIR PACK 1(2) OVHT V
AIR PACK 1(2) REGUL FAULT ..... W
AIR X BLEED FAULT X

9-ME-ANTI ICE ANTI ICE

ANTI ICE ALL PITOT ..... A
ANTI ICE CAPT(F/O)(STBY) AOA ..... B
ANTI ICE CAPT(F/O)(STBY) L(R) STAT C
ANTI ICE CAPT(F/O)(STBY) PITOT ..... D
ANTI ICE CAPT+F/O AOA ..... E
ANTI ICE CAPT+F/O PITOT ..... F
ANTI ICE CAPT+STBY AOA ..... G

ANTI ICE CAPT+STBY PITOT ..... H
ANTI ICE CAPT(F/O)(STBY) PROBES I
ANTI ICE CAPT(F/O) TAT ..... J
ANTI ICE ENG 1(2) CTL FAULT ..... K
ANTI ICE ENG 1(2) OVER PRESS L
ANTI ICE ENG 1(2) VALVE CLSD ..... M
ANTI ICE ENG 1(2) VALVE OPEN ..... N
ANTI ICE F/O+STBY AOA ..... O
ANTI ICE F/O+STBY PITOT ..... P
ANTI ICE L(R) WINDOW ..... Q
ANTI ICE L(R) WINDSHIELD ..... R
ANTI ICE L+R WINDSHIELD ..... S

9-ME-APU APU

APU AUTO(EMER) SHUT DOWN ..... A

9-ME-APU FIRE APU FIRE

APU FIRE ..... A
APU FIRE DET FAULT ..... B
APU FIRE LOOP A(B) FAULT C

9-ME-AUTO FLT AUTO FLT

AUTO FLT A/THR LIMITED ..... A
AUTO FLT A/THR OFF ..... B
AUTO FLT AP OFF C
AUTO FLT FAC 1 FAULT ..... D
AUTO FLT FAC 2 FAULT ..... E
AUTO FLT FAC 1+2 FAULT ..... F
AUTO FLT FAC VERSIONS DISAGREE ..... G
AUTO FLT FCU 1(2) FAULT ..... H
AUTO FLT FCU 1+2 FAULT I
AUTO FLT FMGC VERSIONS DISAGREE ..... J
AUTO FLT REAC W/S DET FAULT ◁ ..... K
AUTO FLT RUD TRIM 1(2) FAULT L
AUTO FLT RUD TRIM SYS ..... M
AUTO FLT RUD TRV LIM 1(2) ..... N

AUTO FLT RUD TRV LIM SYS ..... O
AUTO FLT TCAS MODE FAULT ..... P
AUTO FLT YAW DAMPER 1(2) ..... Q
AUTO FLT YAW DAMPER SYS ..... R

9-ME-AVIONICS SMOKE AVIONICS SMOKE

AVIONICS SMOKE ..... A

9-ME-BLEED BLEED

BLEED MONITORING FAULT ..... A
BLEED MONIT SYS 1(2) FAULT ..... B

9-ME-BRAKES BRAKES

BRAKES ALTN BRK FAULT ..... A
BRAKES ALTN L(R) RELEASED ..... B
BRAKES A/SKID N/WS FAULT C
BRAKES A/SKID N/WS OFF ..... D
BRAKES AUTO BRK FAULT ..... E
BRAKES BRK Y ACCU LO PR ..... F
BRAKES SYS 1 FAULT ..... G
BRAKES SYS 2 FAULT ..... H
BRAKES HOT I
BRAKES NORM BRK FAULT ..... J
BRAKES NORM+ALT FAULT ..... K
BRAKES PARK BRK FAULT L
BRAKES PARK BRK LO PR ..... M
BRAKES PARK BRK ON ..... N
BRAKES RELEASED ..... O

9-ME-BRAKES-N/WS BRAKES-N/WS

BRAKES-N/WS MINOR FAULT ..... A

9-ME-CAB PR CAB PR

CAB PR EXCESS CAB ALT ..... A
CAB PR EXCES RESIDUAL PR ..... B
CAB PR LDG ELEV FAULT C
CAB PR LO DIFF PR ..... D

CAB PR OFV NOT OPEN ..... E
CAB PR SAFETY VALVE OPEN ..... F
CAB PR SYS 1(2) FAULT ..... G
CAB PR SYS 1+2 FAULT ..... H

9-ME-CARGO SMOKE CARGO SMOKE

CARGO SMOKE AFT BTL SQUIB FAULT ◁ ..... A
CARGO SMOKE FWD BTL SQUIB FAULT ◁ ..... B

9-ME-C/B C/B

C/B TRIPPED ..... A

9-ME-COM COM

COM ACARS FAULT ◁ ..... A
COM CIDS 1+2 FAULT ..... B
COM HF 1(2) EMITTING ◁ C
COM SATCOM DATA FAULT ◁ ..... D
COM SINGLE PTT STUCK ..... E
COM VHF 3 DATA FAULT ◁ ..... F
COM VHF 1(2)(3) EMITTING ..... G

9-ME-COND COND

COND AFT CAB DUCT OVHT ..... A
COND AFT CARGO DUCT OVHT ..... B
COND AFT CRG HEAT FAULT C
COND AFT CRG ISOL VALVE ..... D
COND CKPT DUCT OVHT ..... E
COND FWD CAB DUCT OVHT ..... F
COND HOT AIR FAULT ..... G
COND L+R CAB FAN FAULT ..... H
COND LAV+GALLEY FAN FAULT I
COND MD ISOL FAULT ..... J
COND MD VENT FAULT ..... K
COND MD VENT OFF L
COND MD VENT REDUCED ..... M
COND MIXER OVERPRESS ..... N

COND TRIM AIR SYS FAULT ..... O
COND ZONE REGUL FAULT ..... P

9-ME-CONFIG CONFIG

CONFIG L(R) SIDESTICK FAULT ..... A
CONFIG MD CARGO DOOR NOT CLOSED ..... B
CONFIG PARK BRK ON C
CONFIG PITCH TRIM NOT IN T.O. RANGE ..... D
CONFIG RUD TRIM NOT IN T.O. RANGE ..... E
CONFIG SLATS(FLAPS) NOT IN T.O. CONFIG. ..... F
CONFIG SPEED BRK NOT RETRACTED ..... G

9-ME-DATA LINK DATA LINK

DATA LINK ATC FAULT ⋖ ..... A
DATA LINK ATSU FAULT ..... B
DATA LINK COMPANY FAULT C

9-ME-DOOR DOOR

DOOR FWD(AFT)(BULK) CARGO ..... A
DOOR L(R) AFT CABIN ..... B
DOOR L(R) AFT EMER EXIT C
DOOR L(R) EMER EXIT ..... D
DOOR L(R)(FWD)(AFT) AVIONICS ..... E
DOOR L(R) FWD CABIN ..... F
DOOR L FWD CABIN ..... G
DOOR L(R) FWD EMER EXIT ..... H
DOOR MD CARGO I

9-ME-EIS EIS

EIS DMC 1 FAULT ..... A
EIS DMC 2 FAULT ..... B
EIS DMC 3 FAULT C
EIS DMC/FWC COM FAULT ..... D

9-ME-ELEC ELEC

ELEC AC BUS 1 FAULT ..... A
ELEC AC BUS 2 FAULT ..... B

ELEC AC ESS BUS ALTN C
ELEC AC ESS BUS FAULT ..... D
ELEC AC ESS BUS SHED ..... E
ELEC APU GEN FAULT ..... F
ELEC APU GEN OVERLOAD ..... G
ELEC BAT 1(2) FAULT ..... H
ELEC BAT 1(2) OFF I
ELEC BCL 1(2) FAULT ..... J
ELEC DC BAT BUS FAULT ..... K
ELEC DC BUS 1 FAULT L
ELEC DC BUS 2 FAULT ..... M
ELEC DC BUS 1+2 FAULT ..... N
ELEC DC EMER CONFIG ..... O
ELEC DC ESS BUS FAULT ..... P
ELEC DC ESS BUS SHED ..... Q
ELEC EMER CONFIG ..... R
ELEC EMER GEN 1 LINE OFF ..... S
ELEC ESS BUSSES ON BAT ..... T
ELEC GEN 1(2) FAULT ..... U
ELEC GEN 1(2) OFF V
ELEC GEN 1(2) OVERLOAD ..... W
ELEC IDG 1(2) DISCONNECTED X
ELEC IDG 1(2) FILTER CLOG ..... Y
ELEC IDG 1(2) OIL LO LVL ..... Z
ELEC IDG 1(2) OIL LO PR ..... AA
ELEC IDG 1(2) OIL OVHT ..... AB
ELEC STATIC INV FAULT ..... AC
ELEC TR 1(2) FAULT ..... AD

9-ME-ENG ENG

ENG 1+2 COMPRESSOR VANE ..... A
ENG ALL ENGINES FAILURE ..... B
ENG DUAL COOLINGNOT AVAIL C
ENG THR LEVERS NOT SET ..... D
ENG FUEL CONTAMINATED ..... E

ENG GA SOFT FAULT ..... F
ENG REV SET ..... G
ENG SAT ABOVE FLEX TEMP ..... H
ENG THRUST LOCKED I
ENG TYPE DISAGREE ..... J
ENG VIB SYS FAULT ..... K

9-ME-ENG 1(2) ENG 1(2)

ENG 1(2) A/C FADEC SUPPLY ..... A
ENG 1(2) AIR EXCHANGR FAULTAIR VALVE CLOSED ..... B
ENG 1(2) AIR EXCHANGR FAULTAIR VALVE OPEN C
ENG 1(2) AIR MINOR FAULT ..... D
ENG 1(2) AIR SYS FAULT ..... E
ENG 1(2) AIR VALVE ..... F
ENG 1(2) BEARING 4 OIL SYSHI PRESS ..... G
ENG 1(2) BEARING 4 OIL SYSSCAVENGE VALVE FAULT ..... H
ENG 1(2) BLEED STATUS FAULT I
ENG 1(2) BOWED ROTORPROTECTION FAULT ..... J
ENG 1(2) COLD FUEL ..... K
ENG 1(2) COMPRESSOR VANE L
ENG 1(2) CTL SYS FAULT ..... M
ENG 1(2) CTL VALVE FAULT ..... N
ENG 1(2) EGT(FF)(N1)(N2) DISCREPANCY ..... O
ENG 1(2) EGT EXCEEDED DURING AIR START ..... P
ENG 1(2) EIU FAULT ..... Q
ENG 1(2) EPR MODE FAULT ..... R
ENG 1(2) FADEC A(B) FAULT ..... S
ENG 1(2) FADEC ALTERNATOR ..... T
ENG 1(2) FADEC FAULT ..... U
ENG 1(2) FADEC HI TEMP V
ENG 1(2) FADEC IDENT FAULT ..... W
ENG 1(2) FADEC PLUG FAULT X
ENG 1(2) FADEC SYS FAULT ..... Y
ENG 1(2) FAIL ..... Z
ENG 1(2) FAN COWL NOT CLSD ..... AA

ENG 1(2) FIRE DET FAULT ..... AB
ENG 1(2) FIRE LOOP A FAULT ..... AC
ENG 1(2) FIRE LOOP B FAULT ..... AD
ENG 1(2) FUEL CTL FAULT ..... AE
ENG 1(2) FUEL FILTER CLOG ..... AF
ENG 1(2) FUEL FILTER - PARTLY CLOGGED ..... AG
ENG 1(2) FUEL HEAT SYS ..... AH
ENG 1(2) FUEL LEAK ..... AI
ENG 1(2) FUEL RETURN VALVE ..... AJ
ENG 1(2) FUEL SENSOR FAULT ..... AK
ENG 1(2) FUEL VALVE FAULT ..... AL
ENG 1(2) HEAT EXCHGR CLOG ..... AM
ENG 1(2) HEAT SYS DEGRADED ..... AN
ENG 1(2) HEAT SYS FAULT ..... AO
ENG 1(2) HIGH VIBRATION ..... AP
ENG 1(2) HOT AIR DET FAULT ..... AQ
ENG 1(2) HOT AIR LEAK ..... AR
ENG 1(2) HOT FUEL ..... AS
ENG 1(2) HP FUEL VALVE ..... AT
ENG 1(2) IGN A(B) FAULT ..... AU
ENG 1(2) IGN A+B FAULT ..... AV
ENG 1(2) LO START AIR PRESS ..... AW
ENG 1(2) LOW N1 ..... AX
ENG 1(2) MINOR FAULT ..... AY
ENG 1(2) N1(N2)(EGT) OVER LIMIT ..... AZ
ENG 1(2) OIL CHIP DETECTED ..... BA
ENG 1(2) OIL FILTER CLOG ..... BB
ENG 1(2) OIL FILTER - PARTLY CLOGGED ..... BC
ENG 1(2) OIL HI TEMP ..... BD
ENG 1(2) OIL LO PR ..... BE
ENG 1(2) OIL LO TEMP ..... BF
ENG 1(2) OIL SENSOR FAULT ..... BG
ENG 1(2) OIL SYS FAULT ..... BH
ENG 1(2) ONE TLA FAULT ..... BI

ENG 1(2) OVSPD PROT FAULT ..... BJ
ENG 1(2) OVTHR PROT FAULT ..... BK
ENG 1(2) PROBES FAULT ..... BL
ENG 1(2) REV INHIBITED ..... BM
ENG 1(2) REV ISOL FAULT ..... BN
ENG 1(2) REV LOCKED ..... BO
ENG 1(2) REV MINOR FAULT ..... BP
ENG 1(2) REV PRESSURIZED ..... BQ
ENG 1(2) REV SWITCH FAULT ..... BR
ENG 1(2) REVERSE UNLOCKED ..... BS
ENG 1(2) REVERSER CTL FAULT ..... BT
ENG 1(2) REVERSER FAULT ..... BU
ENG 1(2) SENSOR FAULT ..... BV
ENG 1(2) SHUT DOWN ..... BW
ENG 1(2) STALL ..... BX
ENG 1(2) START FAULT ..... BY
ENG 1(2) START VALVE FAULT ..... BZ
ENG 1(2) SYSTEM FAULT ..... CA
ENG 1(2) THR LEVER ABV IDLE ..... CB
ENG 1(2) THR LEVER DISAGREE CC
ENG 1(2) THR LEVER FAULT ..... CD
ENG 1(2) TURB COOL FAULT ..... CE

9-ME-ENG 1(2) FIRE ENG 1(2) FIRE

ENG 1(2) FIRE ..... A

9-ME-F/CTL F/CTL

F/CTL AIL SERVO FAULT ..... A
F/CTL ALTN LAW ..... B
F/CTL DIRECT LAW C
F/CTL ELAC 1 FAULT ..... D
F/CTL ELAC 1 PITCH FAULT ..... E
F/CTL ELAC 2 FAULT ..... F
F/CTL ELAC 2 PITCH FAULT ..... G
F/CTL ELAC PITCH FAULT ..... H

F/CTL ELEV REDUND DEGRDD I
F/CTL ELEV SERVO FAULT ..... J
F/CTL FCDC 1 FAULT ..... K
F/CTL FCDC 2 FAULT L
F/CTL FCDC 1+2 FAULT ..... M
F/CTL FLAP/MCDU DISAGREE ..... N
F/CTL FLAP ATTACH SENSOR ..... O
F/CTL FLAP LVR NOT ZERO ..... P
F/CTL FLAP SYS 1 FAULT ..... Q
F/CTL FLAP SYS 2 FAULT ..... R
F/CTL FLAP TIP BRK FAULT ..... S
F/CTL FLAPS(SLATS) FAULT ..... T
F/CTL FLAPS(SLATS) LOCKED ..... U
F/CTL GND SPLR FAULT V
F/CTL GND SPLR 1+2(3+4) FAULT ..... W
F/CTL GND SPLR 5 FAULT X
F/CTL GND SPLR NOT ARMED ..... Y
F/CTL L(R) AIL FAULT ..... Z
F/CTL L(R) ELEV FAULT ..... AA
F/CTL L+R ELEV FAULT ..... AB
F/CTL L(R) SIDESTICK FAULT ..... AC
F/CTL PITCH TRIM/MCDU/CG DISAGREE ..... AD
F/CTL SEC 1 FAULT ..... AE
F/CTL SEC 2 FAULT ..... AF
F/CTL SEC 3 FAULT ..... AG
F/CTL SIDESTICK PRIORITY ..... AH
F/CTL SLAT SYS 1 FAULT ..... AI
F/CTL SLAT SYS 2 FAULT ..... AJ
F/CTL SLAT TIP BRK FAULT ..... AK
F/CTL SPD BRK DISAGREE ..... AL
F/CTL SPD BRK FAULT ..... AM
F/CTL SPD BRK STILL OUT ..... AN
F/CTL SPD BRK 2(3+4) FAULT ..... AO
F/CTL SPLR FAULT ..... AP

F/CTL STABILIZER JAM ..... AQ

9-ME-FUEL FUEL

FUEL ACT PUMP LO PR ..... A
FUEL ACT UNUSABLE ..... B
FUEL ACT XFR FAULT C
FUEL APU LP VALVE FAULT ..... D
FUEL AUTO FEED FAULT ..... E
FUEL CTR L(R) XFR FAULT ..... F
FUEL CTR L+R XFR FAULT ..... G
FUEL CTR TK PUMP 1(2) LO PR ..... H
FUEL CTR TK PUMPS LO PR I
FUEL CTR TK PUMPS OFF ..... J
FUEL ENG 1(2) LP VALVE FAULT ..... K
FUEL ENG 1(2) LP VALVE OPEN L
FUEL FQI CH 1(2) FAULT ..... M
FUEL FQI CH 1+2 FAULT ..... N
FUEL F.USED/FOB DISAGREE ..... O
FUEL IDG 1(2) COOL FAULT ..... P
FUEL INERTING SYS FAULT ..... Q
FUEL LO LVL DET FAULT ..... R
FUEL L(R) INNER(OUTER) TK HI TEMP ..... S
FUEL L(R) INNER(OUTER) TK LO TEMP ..... T
FUEL L(R) OUTER XFR CLOSED ..... U
FUEL L(R) OUTER XFR OPEN V
FUEL L(R) TK PUMP 1(2) LO PR ..... W
FUEL L(R) TK PUMP 1+2 LO PR X
FUEL L(R) WING TK LO LVL ..... Y
FUEL L+R WING TK LO LVL ..... Z
FUEL L(R) WING TK OVERFLOW ..... AA
FUEL X FEED VALVE FAULT ..... AB

9-ME-FWS FWS

FWS AUDIO DEGRADED ..... A
FWS AUDIO REDUND LOST ON FWC 1 ..... B

FWS AUDIO REDUND LOST ON FWC 2 C
FWS FLAP SYNCHRO FAULT ..... D
FWS FWC 1 FAULT ..... E
FWS FWC 2 FAULT ..... F
FWS FWC 1+2 FAULT ..... G
FWS OEB/FWC DISCREPANCY ..... H
FWS SDAC 1 FAULT I
FWS SDAC 2 FAULT ..... J
FWS SDAC 1+2 FAULT ..... K
FWS SLAT SYNCHRO FAULT L

9-ME-HYD HYD

HYD B ELEC PUMP LO PR ..... A
HYD B ELEC PUMP OVHT ..... B
HYD B RSVR LO AIR PR C
HYD B RSVR LO LVL ..... D
HYD B RSVR OVHT ..... E
HYD B SYS LO PR ..... F
HYD B+G SYS LO PR ..... G
HYD B+Y SYS LO PR ..... H
HYD G ENG 1 PUMP LO PR I
HYD G RSVR LO AIR PR ..... J
HYD G RSVR LO LVL ..... K
HYD G RSVR OVHT L
HYD G SYS LO PR ..... M
HYD G+Y SYS LO PR ..... N
HYD PTU FAULT ..... O
HYD RAT FAULT ..... P
HYD Y ELEC PUMP LO PR ..... Q
HYD Y ELEC PUMP OVHT ..... R
HYD Y ENG 2 PUMP LO PR ..... S
HYD Y RSVR LO AIR PR ..... T
HYD Y RSVR LO LVL ..... U
HYD Y RSVR OVHT V
HYD Y SYS LO PR ..... W

9-ME-L/G L/G

L/G DOORS NOT CLOSED ..... A
L/G GEAR NOT DOWN ..... B
L/G GEAR NOT DOWNLOCKED C
L/G GEAR NOT UPLOCKED ..... D
L/G GEAR UPLOCK FAULT ..... E
L/G LGCIU 1 FAULT ..... F
L/G LGCIU 2 FAULT ..... G
L/G LGCIU 1+2 FAULT ..... H
L/G SHOCK ABSORBER FAULT I
L/G SYS DISAGREE ..... J

9-ME-NAV NAV

NAV ADR DISAGREE ..... A
NAV ADR 1 FAULT ..... B
NAV ADR 2 FAULT C
NAV ADR 3 FAULT ..... D
NAV ADR 1+2(1+3)(2+3) FAULT ..... E
NAV ADR 1+2+3 FAULT ..... F
NAV ADR ALT DISAGREE ..... G
NAV ADS-B RPTG 1(2) FAULT ..... H
NAV AIR SPD STS CHANGED I
NAV ALL SPD UNCERTAIN ..... J
NAV ALT DISCREPANCY ..... K
NAV ALTI DISCREPANCY L
NAV AOA DISAGREE ..... M
NAV ATC/XPDR 1(2) FAULT ..... N
NAV ATC/XPDR 1+2 FAULT ..... O
NAV ATC/XPDR STBY ..... P
NAV ATT DISCREPANCY ..... Q
NAV BARO REF DISCREPANCY ..... R
NAV BARO VALUE DISAGREE ..... S
NAV BKUP SPD FAULT ..... T
NAV BKUP SPD UNCERTAIN ..... U

NAV BKUP SPD/ALT ON CAPT (F/O) PFD V
NAV BKUP SPD/ALT ON CAPT+F/O PFD ..... W
NAV CAPT(F/O)(STBY) AOA FAULT X
NAV L(R) CAPT(F/O) STATIC FAULT ..... Y
NAV FM/GPS POS DISAGREE ◁ ..... Z
NAV GPS 1(2) FAULT ◁ ..... AA
NAV GPWS FAULT ..... AB
NAV GPWS TERR DET FAULT ..... AC
NAV HDG DISCREPANCY ..... AD
NAV IAS DISCREPANCY ..... AE
NAV ILS 1(2)(1+2) FAULT ..... AF
NAV IR DISAGREE ..... AG
NAV IR NOT ALIGNED ..... AH
NAV IR 1 FAULT ..... AI
NAV IR 2 FAULT ..... AJ
NAV IR 3 FAULT ..... AK
NAV IR 1+2(1+3)(2+3) FAULT ..... AL
NAV LS TUNING DISAGREE ..... AM
NAV PRED W/S DET FAULT ◁ ..... AN
NAV RA DEGRADED ..... AO
NAV RA 1(2) FAULT ..... AP
NAV TCAS FAULT ..... AQ
NAV TCAS STANDBY ..... AR

9-ME-OVERSPEED OVERSPEED

OVERSPEED ..... A

9-ME-RECORDER RECORDER

RECORDER DFDR FAULT ..... A
RECORDER CVR FAULT ..... B
RECORDER FDIU FAULT C

9-ME-SMOKE SMOKE

SMOKE AFT CARGO SMOKE ..... A
SMOKE AFT CRG BTL FAULT ..... B
SMOKE AFT CRG DET FAULT C

SMOKE FWD CARGO SMOKE ..... D
SMOKE FWD CRG BTL FAULT ..... E
SMOKE FWD CRG DET FAULT ..... F
SMOKE DET FAULT ..... G
SMOKE LAVATORY DET FAULT ..... H
SMOKE LAVATORY SMOKE I
SMOKE MD DET FAULT ..... J
SMOKE MD SMOKE ..... K

9-ME-SURV SURV

SURV ROW/ROP LOST ..... A

9-ME-T.O T.O

T.O SPEEDS NOT INSERTED ..... A
T.O SPEEDS TOO LOW ..... B
T.O V1/VR/V2 DISAGREE C

9-ME-VENT VENT

VENT AVNCS SYS FAULT ..... A
VENT BLOWER FAULT ..... B
VENT EXTRACT FAULT C
VENT FWD EXH FAN 1 FAULT ..... D
VENT FWD EXH FAN 2 FAULT ..... E
VENT FWD EXH FAN NOT OFF ..... F
VENT SKIN VALVE FAULT ..... G

9-ME-WHELL WHEEL

WHEEL HYD SEL FAULT ..... A
WHEEL N/W STRG FAULT ..... B

9-ME-WINDSHEAR WINDSHEAR

WINDSHEAR DET FAULT ..... A

9-ME-WING ANTI ICE WING ANTI ICE

WING A.ICE L(R) HI PR ..... A
WING A.ICE L(R) VALVE OPEN ..... B
WING A.ICE L(R) WING LO PR C

WING A.ICE OPEN ON GND ..... D
WING A.ICE SYS FAULT ..... E

Localization Title	Reason
9-ME-AIR AIR ENG 1(2) BLEED FAULT	**Content modified as a result of OEB62**
9-ME-AIR AIR X BLEED FAULT	**Content modified as a result of OEB62**

ECAM Alert: AIR APU BLEED FAULT

Ident.: 9-ME-AIR-00003165.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 36-12-02 APU Bleed Valve*

ECAM Alert: AIR APU BLEED LEAK

Ident.: 9-ME-AIR-00003166.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 36-09-01 AIR APU BLEED LEAK Alert*

ECAM Alert: AIR APU LEAK DET FAULT

Ident.: 9-ME-AIR-00003167.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 36-22-03 APU Leak Detection Loop*

ECAM Alert: AIR AFT CRG VENT FAULT

Ident.: 9-ME-AIR-00003168.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-28-03 AFT Cargo Extraction Fan*

ECAM Alert: AIR BLEED 1(2) OFF

Ident.: 9-ME-AIR-00003169.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 36-11-01 Engine Bleed Air Supply System*

ECAM Alert: AIR BLEED LEAK

Ident.: 9-ME-AIR-00003170.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AIR COND CTL 1(2)-A(B) FAULT

Ident.: 9-ME-AIR-00003171.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-63-04 Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))*

ECAM Alert: AIR ENG 1(2) HP VALVE FAULT

Ident.: 9-ME-AIR-00003172.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 36-11-07 Engine Bleed HP Valve*

ECAM Alert: AIR ENG 1(2) BLEED ABNORM PR

Ident.: 9-ME-AIR-00003173.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 36-11-01 Engine Bleed Air Supply System*

ECAM Alert: AIR ENG 1(2) BLEED FAULT

Ident.: 9-ME-AIR-00003174.0000100 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the Engine Bleed HP Valve is failed open	*Refer to Item Item 36-11-07C Engine Bleed HP Valve - HPV and PRV valves secured in the closed position*

ECAM Alert: AIR ENG 1(2) BLEED FAULT

Ident.: 9-ME-AIR-00003174.0000100 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated BLEED NOT CLOSED subtitle is displayed	*Refer to Item 36-11-02 Engine Bleed Valve (PRV)*
In the other cases	*Refer to Item 36-11-01 Engine Bleed Air Supply System*

ECAM Alert: AIR ENG 1(2) BLEED FAULT

Ident.: 9-ME-AIR-00003174.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the Engine Bleed HP Valve is failed open	*Refer to Item Item 36-11-07B Engine Bleed HP Valve*
If the associated BLEED NOT CLOSED subtitle is displayed	*Refer to Item 36-11-02 Engine Bleed Valve (PRV)*
In the other cases	*Refer to Item 36-11-01 Engine Bleed Air Supply System*

ECAM Alert: AIR ENG 1(2) BLEED HI TEMP

Ident.: 9-ME-AIR-00003175.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Apply ECAM procedure.

ECAM Alert: AIR ENG 1(2) BLEED LEAK

Ident.: 9-ME-AIR-00003176.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 36-22-01 Pylon Leak Detection System*

ECAM Alert: AIR ENG 1(2) BLEED LEAK

Ident.: 9-ME-AIR-00003176.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AIR ENG 1(2)(1+2) BLEED LO TEMP

Ident.: 9-ME-AIR-00003177.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 36-11-04 Engine Bleed Fan Air Valve*

ECAM Alert: AIR ENG 1(2) BLEED NOT CLSD

Ident.: 9-ME-AIR-00003178.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 36-11-02 Engine Bleed Valve (PRV)*

ECAM Alert: AIR ENG 1(2) LEAK DET FAULT

Ident.: 9-ME-AIR-00003179.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AIR ENG 1(2) LEAK DET FAULT

Ident.: 9-ME-AIR-00003179.0000200 / 28 JUN 2022
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 36-22-01 Pylon Leak Detection System*

ECAM Alert: AIR ENG 1+2 BLEED FAULT

Ident.: 9-ME-AIR-00003180.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AIR L(R) WING LEAK

Ident.: 9-ME-AIR-00003181.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AIR L(R) WNG LEAK DET FAULT

Ident.: 9-ME-AIR-00003182.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AIR PACK 1(2) FAULT

Ident.: 9-ME-AIR-00003183.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-52-01 Air Conditioning Pack*

ECAM Alert: AIR PACK 1+2 FAULT

Ident.: 9-ME-AIR-00003184.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item Item 21–52–01H Air Conditioning Pack*

ECAM Alert: AIR PACK 1(2) OFF

Ident.: 9-ME-AIR-00003185.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-52-01 Air Conditioning Pack*

ECAM Alert: AIR PACK 1(2) OVHT

Ident.: 9-ME-AIR-00003186.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-52-01 Air Conditioning Pack*

ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: 9-ME-AIR-00003187.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW

AIRCRAFT STATUS	CONDITION OF DISPATCH
If pack ram air inlet flap is affected	*Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap*
If pack controller, pack anti–ice valve or water exchanger temperature sensor are affected	*Refer to Item 21-61-02 Pack Controller Primary Channel*
If turbine bypass valve is affected	*Refer to Item 21-61-01 Pack Turbine Bypass Valve*

ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: 9-ME-AIR-00003187.0000200 / 28 JUN 2022
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If pack outlet temperature is affected	*Refer to Item 21-07-01-01 Pack Outlet Temperature Indication on the BLEED SD page*
If pack compressor outlet temperature is affected	*Refer to Item 21-07-01-03 Pack Compressor Outlet Temperature Indication on the BLEED SD page*
If pack flow sensor is affected	*Refer to Item 21-51-03 Pack Flow Sensor*
If pack flow control valve is affected	*Refer to Item 21-52-01 Air Conditioning Pack*

ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: 9-ME-AIR-00003187.0000200 / 28 JUN 2022
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If pack ram air inlet is affected	*Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap*
If turbine bypass valve is affected	*Refer to Item 21-61-01 Pack Turbine Bypass Valve*

ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: 9-ME-AIR-00003187.0000300 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
If pack ram air inlet flap is affected	*Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap*
If pack ram air outlet flap is affected	*Refer to Item 21-52-03 Air Conditioning Pack Ram Air Outlet Flap*
If pack controller, pack anti–ice valve or water exchanger temperature sensor are affected	*Refer to Item 21-61-02 Pack Controller Primary Channel*
If turbine bypass valve is affected	*Refer to Item 21-61-01 Pack Turbine Bypass Valve*

ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: 9-ME-AIR-00003187.0000400 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If pack outlet temperature is affected	*Refer to Item 21-07-01-01 Pack Outlet Temperature Indication on the BLEED SD page*
If pack compressor outlet temperature is affected	*Refer to Item 21-07-01-03 Pack Compressor Outlet Temperature Indication on the BLEED SD page*
If pack flow sensor is affected	*Refer to Item 21-51-03 Pack Flow Sensor*
If pack flow control valve is affected	*Refer to Item 21-52-01 Air Conditioning Pack*
If pack ram air inlet is affected	*Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap*

ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: 9-ME-AIR-00003187.0000400 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If turbine bypass valve is affected	*Refer to Item 21-61-01 Pack Turbine Bypass Valve*
If the PACK 1(2) AVAIL IN FLT STATUS info is displayed on the STATUS SD page (Inconsistency detected between air flow taken on the engine computed by EIU and pack flow computed by ACSC)	Apply ECAM procedure

ECAM Alert: AIR X BLEED FAULT

Ident.: 9-ME-AIR-00003188.0000100 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the automatic control of the crossbleed valve is affected	*Refer to Item 36-12-04 Automatic Control of the X Bleed Valve*
If the manual control of the crossbleed valve is affected	*Refer to Item 36-12-05 Manual Control of the X Bleed Valve*

ECAM Alert: AIR X BLEED FAULT

Ident.: 9-ME-AIR-00003188.0000200 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the automatic control of the crossbleed valve is affected	*Refer to Item 36-12-04 Automatic Control of the X Bleed Valve*
If the manual control of the crossbleed valve is affected	NO DISPATCH

ECAM Alert: ANTI ICE ALL PITOT

Ident.: 9-ME-ANTI ICE-00003189.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE CAPT(F/O)(STBY) AOA

Ident.: 9-ME-ANTI ICE-00003190.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-31-04 Angle of Attack (AOA) Probes Heating*

ECAM Alert: ANTI ICE CAPT(F/O)(STBY) L(R) STAT

Ident.: 9-ME-ANTI ICE-00003191.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-31-03 Static Ports Heater*

ECAM Alert: ANTI ICE CAPT(F/O)(STBY) PITOT

Ident.: 9-ME-ANTI ICE-00003192.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-31-02 Pitot Heater*

ECAM Alert: ANTI ICE CAPT+F/O AOA

Ident.: 9-ME-ANTI ICE-00003193.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ANTI ICE CAPT+F/O AOA**

Ident.: 9-ME-ANTI ICE-00003193.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUI, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ANTI ICE CAPT+F/O AOA**

Ident.: 9-ME-ANTI ICE-00003193.0000003 / 18 DEC 2024
Criteria: if FWC H2F10 or H2F13 installed
Applicable to: D-AEUA, D-AEUC, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ANTI ICE CAPT+F/O PITOT**

Ident.: 9-ME-ANTI ICE-00003194.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ANTI ICE CAPT+STBY AOA**

Ident.: 9-ME-ANTI ICE-00003195.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ANTI ICE CAPT+STBY AOA**

Ident.: 9-ME-ANTI ICE-00003195.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUI, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE CAPT+STBY AOA

Ident.: 9-ME-ANTI ICE-00003195.0000003 / 18 DEC 2024
Criteria: if FWC H2F10 or H2F13 installed
Applicable to: D-AEUA, D-AEUC, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE CAPT+STBY PITOT

Ident.: 9-ME-ANTI ICE-00003196.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE CAPT(F/O)(STBY) PROBES

Ident.: 9-ME-ANTI ICE-00003197.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-31-01 Probe Heat Computer (PHC)*

ECAM Alert: ANTI ICE CAPT(F/O) TAT

Ident.: 9-ME-ANTI ICE-00003198.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-31-05 TAT Probes Heating*

ECAM Alert: ANTI ICE ENG 1(2) CTL FAULT

Ident.: 9-ME-ANTI ICE-00003199.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the ENG 1(2) A.ICE VALVE OPEN subtitle is displayed on the EWD:	*Refer to Item Item 30-09-01A ANTI-ICE ENG 1(2) CTL FAULT Alert*
If the ENG 1(2) A.ICE MON FAULT subtitle is displayed on the EWD:	*Refer to Item Item 30-09-01B ANTI-ICE ENG 1(2) CTL FAULT Alert*

ECAM Alert: ANTI ICE ENG 1(2) OVER PRESS

Ident.: 9-ME-ANTI ICE-00003200.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE ENG 1(2) VALVE CLSD

Ident.: 9-ME-ANTI ICE-00003201.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-21-01 Engine Anti-Ice Valve*

ECAM Alert: ANTI ICE ENG 1(2) VALVE OPEN

Ident.: 9-ME-ANTI ICE-00003202.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE ENG 1(2) VALVE OPEN

Ident.: 9-ME-ANTI ICE-00003202.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-21-01 Engine Anti-Ice Valve*

ECAM Alert: ANTI ICE F/O+STBY AOA

Ident.: 9-ME-ANTI ICE-00003203.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE F/O+STBY AOA

Ident.: 9-ME-ANTI ICE-00003203.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUI, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE F/O+STBY AOA

Ident.: 9-ME-ANTI ICE-00003203.0000003 / 18 DEC 2024
Criteria: if FWC F10 or F13 installed
Applicable to: D-AEUA, D-AEUC, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE F/O+STBY PITOT

Ident.: 9-ME-ANTI ICE-00003204.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE L(R) WINDOW

Ident.: 9-ME-ANTI ICE-00003205.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the Window Heat Computer is affected	*Refer to Item 30-42-01 Window Heat Computer*
NIL	*Refer to Item 30-42-02 Fixed Lateral Window and Sliding Window Heating*

ECAM Alert: ANTI ICE L(R) WINDSHIELD

Ident.: 9-ME-ANTI ICE-00003206.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the Window Heat Computer is affected	*Refer to Item 30-42-01 Window Heat Computer*
NIL	*Refer to Item 30-42-03 Windshield Heating*

ECAM Alert: **ANTI ICE L+R WINDSHIELD**

Ident.: 9-ME-ANTI ICE-00003207.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **APU AUTO(EMER) SHUT DOWN**

Ident.: 9-ME-APU-00003208.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 49-10-01 Power Plant (APU)*

ECAM Alert: APU FIRE

Ident.: 9-ME-APU FIRE-00003209.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 49-10-01 Power Plant (APU)*

ECAM Alert: APU FIRE DET FAULT

Ident.: 9-ME-APU FIRE-00003210.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 26-13-01 APU Fire Detection Loop*

ECAM Alert: APU FIRE LOOP A(B) FAULT

Ident.: 9-ME-APU FIRE-00003211.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 26-13-01 APU Fire Detection Loop*

ECAM Alert: AUTO FLT A/THR LIMITED

Ident.: 9-ME-AUTO FLT-00003212.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: AUTO FLT A/THR OFF

Ident.: 9-ME-AUTO FLT-00003213.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 22-30-01 Autothrust (A/THR)*

ECAM Alert: AUTO FLT AP OFF

Ident.: 9-ME-AUTO FLT-00003214.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	*Refer to Item 22-10-01 Autopilot (AP)*
False alert	*Refer to Item 22-10-06 AP Disengagement Warning*

ECAM Alert: AUTO FLT FAC 1 FAULT

Ident.: 9-ME-AUTO FLT-00003215.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 22-60-01 FAC 1*

ECAM Alert: AUTO FLT FAC 2 FAULT

Ident.: 9-ME-AUTO FLT-00003216.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 22-60-02 FAC 2*

ECAM Alert: AUTO FLT FAC 1+2 FAULT

Ident.: 9-ME-AUTO FLT-00003217.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AUTO FLT FAC VERSIONS DISAGREE

Ident.: 9-ME-AUTO FLT-00003218.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AUTO FLT FCU 1(2) FAULT

Ident.: 9-ME-AUTO FLT-00003219.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 22-81-03-01 FCU Channel*

ECAM Alert: AUTO FLT FCU 1+2 FAULT

Ident.: 9-ME-AUTO FLT-00003220.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AUTO FLT FMGC VERSIONS DISAGREE

Ident.: 9-ME-AUTO FLT-00003221.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AUTO FLT REAC W/S DET FAULT ⋖

Ident.: 9-ME-AUTO FLT-00003222.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 22-60-03 Reactive Windshear Detection Function*

ECAM Alert: AUTO FLT RUD TRIM 1(2) FAULT

Ident.: 9-ME-AUTO FLT-00003223.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-22-01 Rudder Trim System*

ECAM Alert: AUTO FLT RUD TRIM SYS

Ident.: 9-ME-AUTO FLT-00003224.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AUTO FLT RUD TRV LIM 1(2)

Ident.: 9-ME-AUTO FLT-00003225.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-23-01 Rudder Travel Limiter System*

ECAM Alert: AUTO FLT RUD TRV LIM SYS

Ident.: 9-ME-AUTO FLT-00003226.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: AUTO FLT TCAS MODE FAULT

Ident.: 9-ME-AUTO FLT-00003227.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AP/FD TCAS mode is lost.	*Refer to Item 22-10-08 AP/FD TCAS Mode*

ECAM Alert: AUTO FLT YAW DAMPER 1(2)

Ident.: 9-ME-AUTO FLT-00003228.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 22-60-04 Yaw Damper System*

ECAM Alert: AUTO FLT YAW DAMPER SYS

Ident.: 9-ME-AUTO FLT-00003229.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **AVIONICS SMOKE**

Ident.: 9-ME-AVIONICS SMOKE-00003230.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 26-15-01 Avionics Smoke Detection System*

ECAM Alert: BLEED MONITORING FAULT

Ident.: 9-ME-BLEED-00003231.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BLEED MONIT SYS 1(2) FAULT

Ident.: 9-ME-BLEED-00003232.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 36-11-08 Bleed Monitoring Computer (BMC)*

ECAM Alert: BRAKES ALTN BRK FAULT

Ident.: 9-ME-BRAKES-00003233.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BRAKES ALTN L(R) RELEASED

Ident.: 9-ME-BRAKES-00003234.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BRAKES A/SKID N/WS FAULT

Ident.: 9-ME-BRAKES-00003235.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BRAKES A/SKID N/WS OFF

Ident.: 9-ME-BRAKES-00003236.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: BRAKES AUTO BRK FAULT

Ident.: 9-ME-BRAKES-00003237.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
If normal braking is lost (BRAKE RELEASED **message is not displayed)**	NO DISPATCH

ECAM Alert: BRAKES AUTO BRK FAULT

Ident.: 9-ME-BRAKES-00003237.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the autobrake function is affected (BRAKE RELEASED **message is displayed)**	*Refer to Item 32-42-05 AUTO/BRK Function*
If a tachometer is affected (BRAKE RELEASED **message is displayed)**	*Refer to Item 32-42-06 Tachometer*

ECAM Alert: BRAKES AUTO BRK FAULT

Ident.: 9-ME-BRAKES-00003237.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 32-42-05 AUTO/BRK Function*

ECAM Alert: BRAKES BRK Y ACCU LO PR

Ident.: 9-ME-BRAKES-00003238.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 32-44-02 ACCU PRESS Indicator*

ECAM Alert: BRAKES SYS 1 FAULT

Ident.: 9-ME-BRAKES-00003239.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 32-42-03 Braking/Steering Control Unit (BSCU) Channel 1 / System 1*

ECAM Alert: BRAKES SYS 2 FAULT

Ident.: 9-ME-BRAKES-00003240.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 32-42-04 Braking/Steering Control Unit (BSCU) Channel 2 / System 2*

ECAM Alert: BRAKES HOT

Ident.: 9-ME-BRAKES-00003241.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 32-07-01 Brakes Temperature Indication on the WHEEL SD page*

ECAM Alert: BRAKES NORM BRK FAULT

Ident.: 9-ME-BRAKES-00003242.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BRAKES NORM+ALT FAULT

Ident.: 9-ME-BRAKES-00003243.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: BRAKES PARK BRK FAULT

Ident.: 9-ME-BRAKES-00003244.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW, -AIZJ) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If associated with the BRK PRESS STILL APPLIED subtitle	NO DISPATCH
If associated with the BRK PRESS RELEASED subtitle	Apply ECAM procedure

ECAM Alert: BRAKES PARK BRK LO PR

Ident.: 9-ME-BRAKES-00003245.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: BRAKES PARK BRK ON

Ident.: 9-ME-BRAKES-00003246.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: BRAKES RELEASED

Ident.: 9-ME-BRAKES-00003247.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If green brake supply affected	*Refer to Item 32-42-02 Green System Brake*
If a tachometer is affected	*Refer to Item 32-42-06 Tachometer*

ECAM Alert: BRAKES-N/WS MINOR FAULT

Ident.: 9-ME-BRAKES-N/WS-00003248.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 32-09-01 BRAKES-N/WS MINOR FAULT Alert*

ECAM Alert: CAB PR EXCESS CAB ALT

Ident.: 9-ME-CAB PR-00003249.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: CAB PR EXCES RESIDUAL PR

Ident.: 9-ME-CAB PR-00003250.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Apply ECAM procedure
False alert	*Refer to Item 52-10-10 Door Residual Differential Pressure Detection*

ECAM Alert: CAB PR LDG ELEV FAULT

Ident.: 9-ME-CAB PR-00003251.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-31-04 Landing Elevation Selection AUTO Function*

ECAM Alert: CAB PR LO DIFF PR

Ident.: 9-ME-CAB PR-00003252.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: CAB PR OFV NOT OPEN

Ident.: 9-ME-CAB PR-00003253.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: CAB PR SAFETY VALVE OPEN

Ident.: 9-ME-CAB PR-00003254.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	*Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization*
False alert	*Refer to Item 21-09-03 CAB PR SAFETY VALVE OPEN Alert*

ECAM Alert: CAB PR SYS 1(2) FAULT

Ident.: 9-ME-CAB PR-00003255.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-31-01 Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)*

ECAM Alert: CAB PR SYS 1+2 FAULT

Ident.: 9-ME-CAB PR-00003256.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization*

ECAM Alert: CARGO SMOKE AFT BTL SQUIB FAULT

Ident.: 9-ME-CARGO SMOKE-00003257.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 26-23-03 Squib of the AFT/BULK (If Installed) Cargo Bottle 1*

ECAM Alert: CARGO SMOKE FWD BTL SQUIB FAULT

Ident.: 9-ME-CARGO SMOKE-00003258.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 26-23-02 Squib of the FWD Cargo Bottle 1*

ECAM Alert: C/B TRIPPED

Ident.: 9-ME-C/B-00003259.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Refer to affected systems
False alert	*Refer to Item 24-09-02 C/B TRIPPED Alert*

ECAM Alert: COM ACARS FAULT ⋖

Ident.: 9-ME-COM-00003260.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 23-20-01 ACARS (If Installed)*

ECAM Alert: COM CIDS 1+2 FAULT

Ident.: 9-ME-COM-00003261.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: COM HF 1(2) EMITTING ⋖

Ident.: 9-ME-COM-00003262.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

AIRCRAFT STATUS	CONDITION OF DISPATCH
If hand microphone PTT pb is jammed in the transmitting position	*Refer to Item 23-51-03 Hand Microphone*
If sidestick PTT pb is jammed in the transmitting position	*Refer to Item 23-51-06 Sidestick PTT sw*
If a transmission Key on one ACP is jammed in the transmitting position	*Refer to Item 23-52-05 ACP Transmission Key*
False alert	*Refer to Item 23-09-01 COM HF 1(2) EMITTING Alert (If Installed)*

ECAM Alert: COM SATCOM DATA FAULT ⋖

Ident.: 9-ME-COM-00003263.0000001 / 31 AUG 2023
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item SATCOM Data Mode (If Installed)*

ECAM Alert: COM SINGLE PTT STUCK

Ident.: 9-ME-COM-00003265.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If hand microphone PTT pb is jammed in the transmitting position	*Refer to Item 23-51-03 Hand Microphone*
If sidestick PTT pb is jammed in the transmitting position	*Refer to Item 23-51-06 Sidestick PTT sw*
If the INT/RAD sw on one ACP is jammed in the transmitting position	*Refer to Item 23-52-01 CAPT and F/O ACP* or *Refer to Item 23-52-02 ACP 3*

ECAM Alert: COM VHF 3 DATA FAULT ◁

Ident.: 9-ME-COM-00003266.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 23-20-04 VHF Datalink (If Installed)*

ECAM Alert: COM VHF 1(2)(3) EMITTING

Ident.: 9-ME-COM-00003267.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If hand microphone PTT pb is jammed in the transmitting position	*Refer to Item 23-51-03 Hand Microphone*
If sidestick PTT pb is jammed in the transmitting position	*Refer to Item 23-51-06 Sidestick PTT sw*
If a transmission Key on one ACP is jammed in the transmitting position	*Refer to Item 23-52-05 ACP Transmission Key*
False alert (2 VHFs installed)	NO DISPATCH
False alert (3 VHFs installed)	*Refer to Item 23-09-02 COM VHF 1(2)(3) EMITTING Alert (3 VHFs installed)*

ECAM Alert: COND AFT CAB DUCT OVHT

Ident.: 9-ME-COND-00003268.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve

ECAM Alert: COND AFT CARGO DUCT OVHT

Ident.: 9-ME-COND-00003269.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-43-02 AFT Cargo Compartment Heating

ECAM Alert: COND AFT CRG HEAT FAULT

Ident.: 9-ME-COND-00003270.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-43-02 AFT Cargo Compartment Heating

ECAM Alert: COND AFT CRG ISOL VALVE

Ident.: 9-ME-COND-00003271.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-28-04 AFT Cargo Isolation Valve

ECAM Alert: COND CKPT DUCT OVHT

Ident.: 9-ME-COND-00003272.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve

ECAM Alert: COND FWD CAB DUCT OVHT

Ident.: 9-ME-COND-00003273.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve*

ECAM Alert: COND HOT AIR FAULT

Ident.: 9-ME-COND-00003274.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the COND TRIM AIR SYS FAULT **alert is not displayed on the EWD.**	*Refer to Item 21-63-03 Hot Air Pressure Regulating Valve*
If the COND TRIM AIR SYS FAULT **alert is displayed on the EWD.**	*Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve*

ECAM Alert: COND HOT AIR FAULT

Ident.: 9-ME-COND-00003274.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-63-03 Hot Air Pressure Regulating Valve*

ECAM Alert: COND L+R CAB FAN FAULT

Ident.: 9-ME-COND-00003275.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: COND LAV+GALLEY FAN FAULT

Ident.: 9-ME-COND-00003276.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-23-01 Lavatory and Galley Extraction Fan*

ECAM Alert: COND MD ISOL FAULT

Ident.: 9-ME-COND-00003277.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert (If MSOVs are Not Fully Closed, MBV is Not Fully Open and MORV Fully Closed in MD Isolation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (If MSOVs are Fully Closed, MBV is Not Fully Open and MORV Fully Closed in MD Isolation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (If MSOVs are Not Fully Closed, MBV is Fully Open and MORV Fully Closed in MD Isolation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (if FEFs fail to operate in MD Isolation Mode)	*Refer to Item 21-21-04 Forward Exhaust Fan*
Actual alert (if MORV not Fully Closed in MD Isolation Mode)	*Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
False alert (Relays, terminal blocks, etc are faulty)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and

ECAM Alert: COND MD ISOL FAULT

Ident.: 9-ME-COND-00003277.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
	Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)

ECAM Alert: COND MD VENT FAULT

Ident.: 9-ME-COND-00003278.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert (if MBV Fully Opened and MSOVs Fully Closed in MD Ventilation Mode).	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)*
Actual alert (if MBV Not Fully Opened and MSOVs Fully Closed in MD Ventilation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)*
Actual alert (if MBV Not Fully Opened and MSOVs Not Fully Closed in MD Ventilation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)*
Actual alert (if MBV Fully Closed and MSOVs Not Fully Closed in MD Ventilation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)*
False alert (Relays, terminal blocks, etc are faulty)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)*

ECAM Alert: COND MD VENT OFF

Ident.: 9-ME-COND-00003279.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: COND MD VENT REDUCED

Ident.: 9-ME-COND-00003280.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert (if MBV Fully Opened and MSOVs Fully Opened in MD Ventilation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (if MBV Not Fully Opened and MSOVs Fully Opened in MD Ventilation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (if MBV Fully Opened, MSOVs Not Fully Opened and MORV Fully Closed in MD Ventilation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (if MBV Fully Close, MSOVs Fully Open and MORV not Fully Closed in MD Ventilation Mode)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
False alert (Relays, terminal blocks, etc are faulty)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*

ECAM Alert: COND MIXER OVERPRESS

Ident.: 9-ME-COND-00003281.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert (if MBV Fully Closed, MSOVs Fully Closed and MORV not Fully Closed)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (if MBV Fully Closed, MSOVs not Fully Closed and MORV not Fully Closed)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (if MBV Fully Opened, MSOVs Fully Closed and MORV not Fully Closed)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (if MBV Fully Opened, MSOVs not Fully Closed and MORV not Fully Closed)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (if MBV not Fully Closed, MSOVs Fully Closed and MORV not Fully Closed)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*
Actual alert (if MBV not Fully Closed, MSOVs not Fully Closed and MORV not Fully Closed)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and

ECAM Alert: COND MIXER OVERPRESS

Ident.: 9-ME-COND-00003281.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
	Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)
False alert (Relays, terminal blocks, etc are faulty)	*Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)*

ECAM Alert: COND TRIM AIR SYS FAULT

Ident.: 9-ME-COND-00003282.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the trim air valves are closed	Not related to MEL
If associated with the AFT CAB TRIM VALVE sub-title	*Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve*
If associated with the FWD CAB TRIM VALVE sub-title	*Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve*
If associated with the CKPT TRIM VALVE subtitle	*Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve*
If associated with the TRIM AIR HI PR subtitle	*Refer to Item 21-63-03 Hot Air Pressure Regulating Valve*

ECAM Alert: COND ZONE REGUL FAULT

Ident.: 9-ME-COND-00003283.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the CAB ZONE AT FIXED TEMP STATUS info is displayed on the STATUS SD page.	*Refer to Item Item 21-63-01A Zone Controller Channel*
If the PACKS AT FIXED TEMP STATUS info is displayed on the STATUS SD page.	*Refer to Item Item 21-63-01C Zone Controller Channel*

ECAM Alert: CONFIG L(R) SIDESTICK FAULT

Ident.: 9-ME-CONFIG-00003284.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: CONFIG MD CARGO DOOR NOT CLOSED

Ident.: 9-ME-CONFIG-00003285.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-71-01 Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door*

ECAM Alert: CONFIG PARK BRK ON

Ident.: 9-ME-CONFIG-00003286.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: CONFIG PITCH TRIM NOT IN T.O. RANGE

Ident.: 9-ME-CONFIG-00003287.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: CONFIG RUD TRIM NOT IN T.O. RANGE

Ident.: 9-ME-CONFIG-00003288.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **CONFIG SLATS(FLAPS) NOT IN T.O. CONFIG.**

Ident.: 9-ME-CONFIG-00003289.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **CONFIG SPEED BRK NOT RETRACTED**

Ident.: 9-ME-CONFIG-00003290.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: DATA LINK ATC FAULT ◁

Ident.: 9-ME-DATA LINK-00003291.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 46-21-04 ATC Datalink (If Installed)*

ECAM Alert: DATA LINK ATSU FAULT

Ident.: 9-ME-DATA LINK-00003292.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 46-21-01 Air Traffic Service Unit (ATSU)*

ECAM Alert: DATA LINK COMPANY FAULT

Ident.: 9-ME-DATA LINK-00003293.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 46-21-05 COMPANY Datalink*

ECAM Alert: DOOR FWD(AFT)(BULK) CARGO

Ident.: 9-ME-DOOR-00003294.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-05 Cargo Door Indication on the DOOR/OXY SD page*

ECAM Alert: DOOR L(R) AFT CABIN

Ident.: 9-ME-DOOR-00003295.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page*

ECAM Alert: DOOR L(R) AFT EMER EXIT

Ident.: 9-ME-DOOR-00003296.0000100 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page*

ECAM Alert: DOOR L(R) AFT EMER EXIT

Ident.: 9-ME-DOOR-00003296.0000200 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-03 Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*

ECAM Alert: DOOR L(R) EMER EXIT

Ident.: 9-ME-DOOR-00003299.0000001 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-03 Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*

ECAM Alert: DOOR L(R)(FWD)(AFT) AVIONICS

Ident.: 9-ME-DOOR-00003300.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-06 Avionics Compartment Access Door Indication on the DOOR/OXY SD page*

ECAM Alert: DOOR L(R) FWD CABIN

Ident.: 9-ME-DOOR-00003301.0000003 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page*

ECAM Alert: DOOR L FWD CABIN

Ident.: 9-ME-DOOR-00007098.0000002 / 15 NOV 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-01 Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD PAGE*

ECAM Alert: DOOR L FWD CABIN

Ident.: 9-ME-DOOR-00007098.0000002 / 15 NOV 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
	and *Refer to Item 52-10-09 Crew Entry Door*

ECAM Alert: DOOR L(R) FWD EMER EXIT

Ident.: 9-ME-DOOR-00003302.0000100 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page*

ECAM Alert: DOOR L(R) FWD EMER EXIT

Ident.: 9-ME-DOOR-00003302.0000200 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-07-03 Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*

ECAM Alert: DOOR MD CARGO

Ident.: 9-ME-DOOR-00003305.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 52-71-01 Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door*

ECAM Alert: EIS DMC 1 FAULT

Ident.: 9-ME-EIS-00003306.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-62-01 DMC 1*

ECAM Alert: EIS DMC 2 FAULT

Ident.: 9-ME-EIS-00003307.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-62-02 DMC 2*

ECAM Alert: EIS DMC 3 FAULT

Ident.: 9-ME-EIS-00003308.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-62-03 DMC 3*

ECAM Alert: EIS DMC/FWC COM FAULT

Ident.: 9-ME-EIS-00003309.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC AC BUS 1 FAULT

Ident.: 9-ME-ELEC-00003310.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC AC BUS 2 FAULT

Ident.: 9-ME-ELEC-00003311.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC AC ESS BUS ALTN

Ident.: 9-ME-ELEC-00003312.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC AC ESS BUS FAULT

Ident.: 9-ME-ELEC-00003313.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC AC ESS BUS SHED

Ident.: 9-ME-ELEC-00003314.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 24-09-01 ELEC AC ESS BUS SHED Alert*

ECAM Alert: ELEC APU GEN FAULT

Ident.: 9-ME-ELEC-00003315.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-23-01 AC Auxiliary Generation (APU Generator, APU GCU or GAPCU Auxiliary Power Control function, Line Contactor)*

ECAM Alert: ELEC APU GEN OVERLOAD

Ident.: 9-ME-ELEC-00003316.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-26-01 Galley Automatic Load Shed System*

ECAM Alert: ELEC BAT 1(2) FAULT

Ident.: 9-ME-ELEC-00003317.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC BAT 1(2) OFF

Ident.: 9-ME-ELEC-00003318.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ELEC BCL 1(2) FAULT

Ident.: 9-ME-ELEC-00003319.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-38-02 Battery Charger Limiter (BCL)*

ECAM Alert: ELEC DC BAT BUS FAULT

Ident.: 9-ME-ELEC-00003320.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC DC BUS 1 FAULT

Ident.: 9-ME-ELEC-00003321.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC DC BUS 2 FAULT

Ident.: 9-ME-ELEC-00003322.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC DC BUS 1+2 FAULT

Ident.: 9-ME-ELEC-00003323.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC DC EMER CONFIG

Ident.: 9-ME-ELEC-00003324.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC DC ESS BUS FAULT

Ident.: 9-ME-ELEC-00003325.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC DC ESS BUS SHED

Ident.: 9-ME-ELEC-00003326.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC EMER CONFIG

Ident.: 9-ME-ELEC-00003327.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC EMER GEN 1 LINE OFF

Ident.: 9-ME-ELEC-00003328.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ELEC ESS BUSSES ON BAT

Ident.: 9-ME-ELEC-00003329.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ELEC GEN 1(2) FAULT

Ident.: 9-ME-ELEC-00003330.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)*

ECAM Alert: ELEC GEN 1(2) OFF

Ident.: 9-ME-ELEC-00003331.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ELEC GEN 1(2) OVERLOAD

Ident.: 9-ME-ELEC-00003332.0000100 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-26-01 Galley Automatic Load Shed System*

ECAM Alert: ELEC GEN 1(2) OVERLOAD

Ident.: 9-ME-ELEC-00003332.0000200 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item Item 24-26-01 GALY & CAB Automatic Load Shed System*

ECAM Alert: ELEC IDG 1(2) DISCONNECTED

Ident.: 9-ME-ELEC-00003333.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)*

ECAM Alert: ELEC IDG 1(2) FILTER CLOG

Ident.: 9-ME-ELEC-00003334.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-09-04 ELEC IDG 1(2) FILTER CLOG Alert*

ECAM Alert: ELEC IDG 1(2) OIL LO LVL

Ident.: 9-ME-ELEC-00003335.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-09-03 ELEC IDG 1(2) OIL LO LVL Alert*

ECAM Alert: ELEC IDG 1(2) OIL LO PR

Ident.: 9-ME-ELEC-00003336.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)*

ECAM Alert: ELEC IDG 1(2) OIL OVHT

Ident.: 9-ME-ELEC-00003337.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)*

ECAM Alert: ELEC STATIC INV FAULT

Ident.: 9-ME-ELEC-00003338.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC TR 1(2) FAULT**

Ident.: 9-ME-ELEC-00003339.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 24-32-01 DC Main Generation (TR 1, TR 2)*

ECAM Alert: ENG 1+2 COMPRESSOR VANE

Ident.: 9-ME-ENG-00003340.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG ALL ENGINES FAILURE

Ident.: 9-ME-ENG-00003343.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG DUAL COOLING NOT AVAIL

Ident.: 9-ME-ENG-00003345.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG THR LEVERS NOT SET

Ident.: 9-ME-ENG-00003347.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 73-20-01 Flex Takeoff Mode*

ECAM Alert: ENG THR LEVERS NOT SET

Ident.: 9-ME-ENG-00003347.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If Takeoff flex mode is affected.	*Refer to Item 73-20-01 Flex Takeoff Mode*
If Soft go-around mode is affected.	*Refer to Item 22-10-09 Soft Go-Around Function*

ECAM Alert: ENG FUEL CONTAMINATED

Ident.: 9-ME-ENG-00003348.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG FUEL CONTAMINATED

Ident.: 9-ME-ENG-00003348.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG FUEL CONTAMINATED

Ident.: 9-ME-ENG-00003348.0000003 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG GA SOFT FAULT

Ident.: 9-ME-ENG-00003349.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 22-10-09 Soft Go-Around Function*

ECAM Alert: ENG REV SET

Ident.: 9-ME-ENG-00003350.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG SAT ABOVE FLEX TEMP

Ident.: 9-ME-ENG-00003351.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW, -AIZJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Apply ECAM procedure

ECAM Alert: ENG THRUST LOCKED

Ident.: 9-ME-ENG-00003352.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG TYPE DISAGREE

Ident.: 9-ME-ENG-00003353.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG TYPE DISAGREE

Ident.: 9-ME-ENG-00003353.0000200 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 77-09-01 ENG TYPE DISAGREE Alert*

ECAM Alert: ENG VIB SYS FAULT

Ident.: 9-ME-ENG-00003354.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 77-07-02-05 N1 Vibration Indication on the ENGINE SD page* or *Refer to Item 77-07-02-06 N2 Vibration Indication on the ENGINE SD page*

ECAM Alert: **ENG 1(2) A/C FADEC SUPPLY**

Ident.: 9-ME-ENG 1(2)-00003355.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG 1(2) A/C FADEC SUPPLY**

Ident.: 9-ME-ENG 1(2)-00003355.0000200 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 73-20-06 EEC ACFT 28V Power Supply*

ECAM Alert: **ENG 1(2) AIR EXCHANGR FAULT**
AIR VALVE CLOSED

Ident.: 9-ME-ENG 1(2)-00003356.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG 1(2) AIR EXCHANGR FAULT**
AIR VALVE OPEN

Ident.: 9-ME-ENG 1(2)-00003357.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 79-20-01 Air Cooled Oil Cooler (ACOC) Modulating Valve*

ECAM Alert: ENG 1(2) AIR MINOR FAULT

Ident.: 9-ME-ENG 1(2)-00003358.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 75-22-01 Buffer Air Check Valve*

ECAM Alert: ENG 1(2) AIR SYS FAULT

Ident.: 9-ME-ENG 1(2)-00003359.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) AIR VALVE

Ident.: 9-ME-ENG 1(2)-00003360.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) BEARING 4 OIL SYS HI PRESS

Ident.: 9-ME-ENG 1(2)-00003361.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) BEARING 4 OIL SYS SCAVENGE VALVE FAULT

Ident.: 9-ME-ENG 1(2)-00003362.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 79-09-03 ENG 1(2) BEARING 4 OIL SYS Alert*

ECAM Alert: ENG 1(2) BLEED STATUS FAULT

Ident.: 9-ME-ENG 1(2)-00003363.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If this alert is displayed on the EWD before the first engine start, check that no amber cross is displayed on the ENG SD page for OIL TEMP indication of the affected engine. If an amber cross is displayed, the associated EIU may be the cause of the failure (associated engine start not possible).	Apply ECAM procedure.

ECAM Alert: ENG 1(2) BOWED ROTOR PROTECTION FAULT

Ident.: 9-ME-ENG 1(2)-00003364.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) COLD FUEL

Ident.: 9-ME-ENG 1(2)-00003365.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Apply ECAM procedure

ECAM Alert: ENG 1(2) COMPRESSOR VANE

Ident.: 9-ME-ENG 1(2)-00003366.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) CTL SYS FAULT

Ident.: 9-ME-ENG 1(2)-00003367.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) CTL VALVE FAULT

Ident.: 9-ME-ENG 1(2)-00003368.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) EGT(FF)(N1)(N2) DISCREPANCY

Ident.: 9-ME-ENG 1(2)-00003369.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) EGT(EPR)(FF)(N1)(N2) DISCREPANCY

Ident.: 9-ME-ENG 1(2)-00003369.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) EGT EXCEEDED DURING AIR START

Ident.: 9-ME-ENG 1(2)-00003370.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) EIU FAULT

Ident.: 9-ME-ENG 1(2)-00003371.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) EPR MODE FAULT

Ident.: 9-ME-ENG 1(2)-00003372.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 73-20-04 EPR Control Mode*

ECAM Alert: ENG 1(2) FADEC A(B) FAULT

Ident.: 9-ME-ENG 1(2)-00003373.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FADEC ALTERNATOR

Ident.: 9-ME-ENG 1(2)-00003374.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FADEC FAULT

Ident.: 9-ME-ENG 1(2)-00003375.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FADEC HI TEMP

Ident.: 9-ME-ENG 1(2)-00003376.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FADEC OVHT

Ident.: 9-ME-ENG 1(2)-00003376.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FADEC IDENT FAULT

Ident.: 9-ME-ENG 1(2)-00003377.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FADEC PLUG FAULT

Ident.: 9-ME-ENG 1(2)-00003378.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FADEC SYS FAULT

Ident.: 9-ME-ENG 1(2)-00003379.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FAIL

Ident.: 9-ME-ENG 1(2)-00003380.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) FAN COWL NOT CLSD

Ident.: 9-ME-ENG 1(2)-00003381.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 71-09-01 ENG 1(2) FAN COWL NOT CLSD Alert*

ECAM Alert: ENG 1(2) FIRE DET FAULT

Ident.: 9-ME-ENG 1(2)-00003382.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FIRE LOOP A FAULT

Ident.: 9-ME-ENG 1(2)-00003383.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If engine 1 is affected	*Refer to Item 26-12-01 Engine Fire Detection Loop A on the Engine 1*

ECAM Alert: ENG 1(2) FIRE LOOP A FAULT

Ident.: 9-ME-ENG 1(2)-00003383.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If engine 2 is affected	*Refer to Item 26-12-02 Engine Fire Detection Loop A on the Engine 2*

ECAM Alert: ENG 1(2) FIRE LOOP B FAULT

Ident.: 9-ME-ENG 1(2)-00003384.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If engine 1 is affected	*Refer to Item 26-12-03 Engine Fire Detection Loop B on the Engine 1*
If engine 2 is affected	*Refer to Item 26-12-04 Engine Fire Detection Loop B on the Engine 2*

ECAM Alert: ENG 1(2) FUEL CTL FAULT

Ident.: 9-ME-ENG 1(2)-00003385.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FUEL FILTER CLOG

Ident.: 9-ME-ENG 1(2)-00003386.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 73-09-01 ENG 1(2) FUEL FILTER CLOG Alert*

ECAM Alert: ENG 1(2) FUEL FILTER - PARTLY CLOGGED

Ident.: 9-ME-ENG 1(2)-00003387.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 73-09-09 ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert*

ECAM Alert: ENG 1(2) FUEL HEAT SYS

Ident.: 9-ME-ENG 1(2)-00003389.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FUEL LEAK

Ident.: 9-ME-ENG 1(2)-00003390.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FUEL RETURN VALVE

Ident.: 9-ME-ENG 1(2)-00003391.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 73-10-01 Fuel Return Valve*

ECAM Alert: ENG 1(2) FUEL SENSOR FAULT

Ident.: 9-ME-ENG 1(2)-00003392.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 73-09-04 ENG 1(2) FUEL SENSOR FAULT Alert*

ECAM Alert: ENG 1(2) FUEL VALVE FAULT

Ident.: 9-ME-ENG 1(2)-00003393.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) HEAT EXCHGR CLOG

Ident.: 9-ME-ENG 1(2)-00003394.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) HEAT SYS DEGRADED

Ident.: 9-ME-ENG 1(2)-00003395.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 73-09-05 ENG 1(2) HEAT SYS DEGRADED Alert*

ECAM Alert: ENG 1(2) HEAT SYS FAULT

Ident.: 9-ME-ENG 1(2)-00003396.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) HIGH VIBRATION

Ident.: 9-ME-ENG 1(2)-00003397.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) HIGH VIBRATION

Ident.: 9-ME-ENG 1(2)-00003397.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) HOT AIR DET FAULT

Ident.: 9-ME-ENG 1(2)-00003398.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) HOT AIR LEAK

Ident.: 9-ME-ENG 1(2)-00003399.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) HOT FUEL

Ident.: 9-ME-ENG 1(2)-00003400.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) HP FUEL VALVE

Ident.: 9-ME-ENG 1(2)-00003401.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) IGN A(B) FAULT

Ident.: 9-ME-ENG 1(2)-00003402.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	*Refer to Item 74-31-01 Ignition System A* or *Refer to Item 74-31-02 Ignition System B*
False alert	*Refer to Item 74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert*

ECAM Alert: ENG 1(2) IGN A+B FAULT

Ident.: 9-ME-ENG 1(2)-00003403.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert*

ECAM Alert: ENG 1(2) LO START AIR PRESS

Ident.: 9-ME-ENG 1(2)-00003404.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to 2-SUP-ENG Manual Engine Start - General*

ECAM Alert: ENG 1(2) LOW N1

Ident.: 9-ME-ENG 1(2)-00003405.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) MINOR FAULT

Ident.: 9-ME-ENG 1(2)-00003406.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 73-09-02 ENG 1(2) MINOR FAULT Alert*

ECAM Alert: ENG 1(2) N1(N2)(EGT) OVER LIMIT

Ident.: 9-ME-ENG 1(2)-00003407.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) OIL CHIP DETECTED

Ident.: 9-ME-ENG 1(2)-00003408.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 79-09-06 ENG 1(2) OIL CHIP DETECTED Alert*

ECAM Alert: ENG 1(2) OIL FILTER CLOG

Ident.: 9-ME-ENG 1(2)-00003409.0000100 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 79-09-02 ENG 1(2) OIL FILTER CLOG Alert*

ECAM Alert: ENG 1(2) OIL FILTER CLOG

Ident.: 9-ME-ENG 1(2)-00003409.0000200 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) OIL FILTER - PARTLY CLOGGED

Ident.: 9-ME-ENG 1(2)-00003410.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 79-09-07 ENG 1(2) OIL FILTER - PARTLY CLOGGED Alert*

ECAM Alert: ENG 1(2) OIL HI TEMP

Ident.: 9-ME-ENG 1(2)-00003412.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) OIL LO PR

Ident.: 9-ME-ENG 1(2)-00003413.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) OIL LO PR

Ident.: 9-ME-ENG 1(2)-00003413.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert*

ECAM Alert: ENG 1(2) OIL LO TEMP

Ident.: 9-ME-ENG 1(2)-00003414.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Apply ECAM procedure.

ECAM Alert: ENG 1(2) OIL SENSOR FAULT

Ident.: 9-ME-ENG 1(2)-00003415.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 79-09-05 ENG 1(2) OIL SENSOR FAULT Alert*

ECAM Alert: ENG 1(2) OIL SYS FAULT

Ident.: 9-ME-ENG 1(2)-00003416.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) ONE TLA FAULT

Ident.: 9-ME-ENG 1(2)-00003417.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 76-11-01 Thrust lever Position Sensor*

ECAM Alert: ENG 1(2) ONE TLA FAULT

Ident.: 9-ME-ENG 1(2)-00003417.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) OVSPD PROT FAULT

Ident.: 9-ME-ENG 1(2)-00003418.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) OVTHR PROT FAULT

Ident.: 9-ME-ENG 1(2)-00003419.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 73-25-01 Engine Overthrust Protection System*

ECAM Alert: ENG 1(2) PROBES FAULT

Ident.: 9-ME-ENG 1(2)-00003420.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) REV INHIBITED

Ident.: 9-ME-ENG 1(2)-00003421.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW, -AIZJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 78-30-01 Thrust Reverser*

ECAM Alert: ENG 1(2) REV ISOL FAULT

Ident.: 9-ME-ENG 1(2)-00003422.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 78-30-03 Thrust Reverser Shutoff Valve*

ECAM Alert: ENG 1(2) REV LOCKED

Ident.: 9-ME-ENG 1(2)-00003423.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 78-30-04 Thrust Reverser Door Tertiary Lock*

ECAM Alert: ENG 1(2) REV MINOR FAULT

Ident.: 9-ME-ENG 1(2)-00003424.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 78-09-02 ENG 1(2) REV MINOR FAULT Alert*

ECAM Alert: ENG 1(2) REV PRESSURIZED

Ident.: 9-ME-ENG 1(2)-00003425.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) REV PRESSURIZED

Ident.: 9-ME-ENG 1(2)-00003425.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 78-30-01 Thrust Reverser*

ECAM Alert: ENG 1(2) REV SWITCH FAULT

Ident.: 9-ME-ENG 1(2)-00003426.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 78-30-02 Thrust Reverser Inhibition Relay sw*

ECAM Alert: ENG 1(2) REVERSE UNLOCKED

Ident.: 9-ME-ENG 1(2)-00003427.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) REVERSER CTL FAULT

Ident.: 9-ME-ENG 1(2)-00003428.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 78-09-01 ENG 1(2) REVERSER CTL FAULT Alert*

ECAM Alert: ENG 1(2) REVERSER FAULT

Ident.: 9-ME-ENG 1(2)-00003429.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 78-30-01 Thrust Reverser*

ECAM Alert: ENG 1(2) SENSOR FAULT

Ident.: 9-ME-ENG 1(2)-00003430.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) SHUT DOWN

Ident.: 9-ME-ENG 1(2)-00003431.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) STALL

Ident.: 9-ME-ENG 1(2)-00003432.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) START FAULT

Ident.: 9-ME-ENG 1(2)-00003433.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated THR LEVER NOT AT IDLE subtitle is displayed	Apply ECAM procedure.
Dispatch is permitted if MAN start is successful, all engine parameters are normal and at least one auto start attempt is performed each day. This auto start attempt must show successful engine light-off (EGT rise).	*Refer to 2-SUP-ENG Manual Engine Start - General*

ECAM Alert: ENG 1(2) START FAULT

Ident.: 9-ME-ENG 1(2)-00003433.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated THR LEVER NOT AT IDLE subtitle is displayed	Apply ECAM procedure.
NIL	*Refer to 2-SUP-ENG Manual Engine Start - General*

ECAM Alert: ENG 1(2) START FAULT

Ident.: 9-ME-ENG 1(2)-00003433.0000300 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated THR LEVER NOT AT IDLE subtitle is displayed	Apply ECAM procedure.

ECAM Alert: ENG 1(2) START FAULT

Ident.: 9-ME-ENG 1(2)-00003433.0000300 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated STARTER SHAFT SHEAR subtitle is displayed	NO DISPATCH
NIL	*Refer to 2-SUP-ENG Manual Engine Start - General*

ECAM Alert: ENG 1(2) START VALVE FAULT

Ident.: 9-ME-ENG 1(2)-00003434.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 80-11-01 Start Valve*

ECAM Alert: ENG 1(2) SYSTEM FAULT

Ident.: 9-ME-ENG 1(2)-00003435.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) THR LEVER ABV IDLE

Ident.: 9-ME-ENG 1(2)-00003436.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: ENG 1(2) THR LEVER DISAGREE

Ident.: 9-ME-ENG 1(2)-00003437.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) THR LEVER FAULT

Ident.: 9-ME-ENG 1(2)-00003438.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) TURB COOL FAULT

Ident.: 9-ME-ENG 1(2)-00003439.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 75-24-01 TCC/TACC Valve*

ECAM Alert: **ENG 1(2) FIRE**

Ident.: 9-ME-ENG 1(2) FIRE-00003440.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL AIL SERVO FAULT

Ident.: 9-ME-F/CTL-00003441.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-14-01 Left Aileron Blue Servo-Control (Controlled by ELAC 1)* or *Refer to Item 27-14-02 Left Aileron Green Servo-Control (Controlled by ELAC 2)* or *Refer to Item 27-14-03 Right Aileron Green Servo-Control (Controlled by ELAC 1)* or *Refer to Item 27-14-04 Right Aileron Blue Servo-Control (Controlled by ELAC 2)*

ECAM Alert: F/CTL ALTN LAW

Ident.: 9-ME-F/CTL-00003442.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL DIRECT LAW

Ident.: 9-ME-F/CTL-00003443.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL ELAC 1 FAULT

Ident.: 9-ME-F/CTL-00003444.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-93-01 ELAC 1*

ECAM Alert: F/CTL ELAC 1 PITCH FAULT

Ident.: 9-ME-F/CTL-00003445.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-93-01 ELAC 1*

ECAM Alert: F/CTL ELAC 2 FAULT

Ident.: 9-ME-F/CTL-00003446.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL ELAC 2 PITCH FAULT

Ident.: 9-ME-F/CTL-00003447.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL ELAC PITCH FAULT

Ident.: 9-ME-F/CTL-00003448.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL ELAC PITCH FAULT

Ident.: 9-ME-F/CTL-00003448.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL ELAC PITCH FAULT

Ident.: 9-ME-F/CTL-00003448.0000003 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL ELEV REDUND DEGRDD

Ident.: 9-ME-F/CTL-00003449.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-34-01 Elevator Servo-Control*

ECAM Alert: F/CTL ELEV REDUND DEGRDD

Ident.: 9-ME-F/CTL-00003449.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-34-01 Elevator Servo-Control*

ECAM Alert: F/CTL ELEV SERVO FAULT

Ident.: 9-ME-F/CTL-00003450.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the servo-control is affected.	NO DISPATCH
If the servo-control position transducer is affected.	*Refer to Item 27-34-02 Elevator Servo-Control Position Transducer*

ECAM Alert: F/CTL FCDC 1 FAULT

Ident.: 9-ME-F/CTL-00003451.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL FCDC 2 FAULT

Ident.: 9-ME-F/CTL-00003452.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-95-02 FCDC 2*

ECAM Alert: F/CTL FCDC 1+2 FAULT

Ident.: 9-ME-F/CTL-00003453.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL FLAP/MCDU DISAGREE

Ident.: 9-ME-F/CTL-00003454.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: F/CTL FLAP ATTACH SENSOR

Ident.: 9-ME-F/CTL-00003455.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL FLAP LVR NOT ZERO

Ident.: 9-ME-F/CTL-00003456.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: F/CTL FLAP SYS 1 FAULT

Ident.: 9-ME-F/CTL-00003457.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH
If the maintenance check confirms that the F/CTL FLAP SYS 1 FAULT **alert is displayed on the EWD due to a flap motor failure**	*Refer to Item 27-54-01 Flap Hydraulic Motor*

ECAM Alert: F/CTL FLAP SYS 2 FAULT

Ident.: 9-ME-F/CTL-00003458.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-51-01 SFCC Flap Channel*
If the maintenance check confirms that the F/CTL FLAP SYS 2 FAULT **alert is displayed on the EWD due to a flap motor failure.**	*Refer to Item 27-54-01 Flap Hydraulic Motor*

ECAM Alert: F/CTL FLAP TIP BRK FAULT

Ident.: 9-ME-F/CTL-00003459.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-51-02 Flap Wing Tip Brakes Solenoid*

ECAM Alert: F/CTL FLAPS(SLATS) FAULT

Ident.: 9-ME-F/CTL-00003460.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL FLAPS(SLATS) LOCKED

Ident.: 9-ME-F/CTL-00003461.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL GND SPLR FAULT

Ident.: 9-ME-F/CTL-00003462.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the braking system is affected	*Refer to Item 32-42-06 Tachometer*
If the braking system is not affected	*Refer to Item 27-92-02 Ground Spoiler Control System*

ECAM Alert: F/CTL GND SPLR 1+2(3+4) FAULT

Ident.: 9-ME-F/CTL-00003463.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-92-02 Ground Spoiler Control System*

ECAM Alert: F/CTL GND SPLR 5 FAULT

Ident.: 9-ME-F/CTL-00003464.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-92-02 Ground Spoiler Control System*

ECAM Alert: F/CTL GND SPLR NOT ARMED

Ident.: 9-ME-F/CTL-00003465.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Ground spoilers are not armed while on approach below 500 ft (150 m) AGL with the landing gears down.	Not related to MEL

ECAM Alert: F/CTL L(R) AIL FAULT

Ident.: 9-ME-F/CTL-00003466.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL L(R) ELEV FAULT

Ident.: 9-ME-F/CTL-00003467.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL L+R ELEV FAULT

Ident.: 9-ME-F/CTL-00003468.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL L(R) SIDESTICK FAULT

Ident.: 9-ME-F/CTL-00003469.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL PITCH TRIM/MCDU/CG DISAGREE

Ident.: 9-ME-F/CTL-00003471.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: F/CTL SEC 1 FAULT

Ident.: 9-ME-F/CTL-00003472.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-94-01 SEC 1*

ECAM Alert: F/CTL SEC 2 FAULT

Ident.: 9-ME-F/CTL-00003473.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-94-02 SEC 2*

ECAM Alert: F/CTL SEC 3 FAULT

Ident.: 9-ME-F/CTL-00003474.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-94-03 SEC 3*

ECAM Alert: F/CTL SIDESTICK PRIORITY

Ident.: 9-ME-F/CTL-00003475.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to 3-F_CTL F/CTL SIDESTICK PRIORITY*

ECAM Alert: F/CTL SLAT SYS 1 FAULT

Ident.: 9-ME-F/CTL-00003476.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH
If the maintenance check confirms the F/CTL SLAT SYS 1 FAULT alert is displayed on the EWD due to a slat motor failure.	*Refer to Item 27-84-01 Slats Hydraulic Motor*

ECAM Alert: F/CTL SLAT SYS 2 FAULT

Ident.: 9-ME-F/CTL-00003477.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-81-01 SFCC Slat Channel*
If the maintenance check confirms the F/CTL SLAT SYS 2 FAULT alert is displayed on the EWD due to a slat motor failure.	*Refer to Item 27-84-01 Slats Hydraulic Motor*

ECAM Alert: F/CTL SLAT TIP BRK FAULT

Ident.: 9-ME-F/CTL-00003478.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-81-02 Slat Wing Tip Brakes Solenoid*

ECAM Alert: F/CTL SPD BRK DISAGREE

Ident.: 9-ME-F/CTL-00003479.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-92-01 Speedbrake Control System*

ECAM Alert: F/CTL SPD BRK FAULT

Ident.: 9-ME-F/CTL-00003480.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-92-01 Speedbrake Control System*

ECAM Alert: F/CTL SPD BRK STILL OUT

Ident.: 9-ME-F/CTL-00003481.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: F/CTL SPD BRK 2(3+4) FAULT

Ident.: 9-ME-F/CTL-00003482.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-92-01 Speedbrake Control System*

ECAM Alert: F/CTL SPLR FAULT

Ident.: 9-ME-F/CTL-00003483.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 27-64-01 Spoiler 5* or *Refer to Item 27-64-02 Spoiler 1 or 3* or *Refer to Item 27-64-03 Spoiler 2 or 4* or *Refer to Item 27-64-04 Spoilers 1 and 2* or *Refer to Item 27-64-05 Spoilers 3 and 4*

ECAM Alert: F/CTL STABILIZER JAM

Ident.: 9-ME-F/CTL-00003484.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FUEL ACT PUMP LO PR

Ident.: 9-ME-FUEL-00003485.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	*Refer to Item 28-28-03 ACT Transfer Pump*
False alert	*Refer to Item 28-09-04 FUEL ACT PUMP LO PR Alert*

ECAM Alert: FUEL ACT UNUSABLE

Ident.: 9-ME-FUEL-00003486.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: FUEL ACT XFR FAULT

Ident.: 9-ME-FUEL-00003487.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	*Refer to Item 28-12-05 Overpressure Protector in the ACT (If Installed)* or *Refer to Item 28-46-02 High Level Detection System in the Center Tank* or *Refer to Item 28-28-01 ACT Auto Transfer System* or *Refer to Item 28-28-02 ACT Transfer Valve* or *Refer to Item 28-28-04 ACT Air Shutoff Valve* or *Refer to Item 28-28-05 ACT Inward Pressure Relief Valve* or *Refer to Item 28-28-06 ACT Vent Valve* or *Refer to Item 28-28-09 ACT 1 Inlet Valve* or

ECAM Alert: FUEL ACT XFR FAULT

Ident.: 9-ME-FUEL-00003487.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

AIRCRAFT STATUS	CONDITION OF DISPATCH
	Refer to Item 28-46-05 Low Level Detection System in the ACT (If Installed)
False alert	*Refer to Item 28-09-03 FUEL ACT XFR FAULT Alert*

ECAM Alert: FUEL APU LP VALVE FAULT

Ident.: 9-ME-FUEL-00003488.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-29-01 APU LP Fuel Valve*

ECAM Alert: FUEL AUTO FEED FAULT

Ident.: 9-ME-FUEL-00003489.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-20-01 Automatic Fuel Feed System*

ECAM Alert: FUEL AUTO TRANSFER FAULT

Ident.: 9-ME-FUEL-00003489.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-26-01 Center Tank Transfer Valve*

ECAM Alert: FUEL CTR L(R) XFR FAULT

Ident.: 9-ME-FUEL-00003490.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-26-01 Center Tank Transfer Valve*

ECAM Alert: FUEL CTR L+R XFR FAULT

Ident.: 9-ME-FUEL-00003491.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-26-01 Center Tank Transfer Valve*

ECAM Alert: FUEL CTR TK PUMP 1(2) LO PR

Ident.: 9-ME-FUEL-00003492.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-21-02 Center Tank Pump*

ECAM Alert: FUEL CTR TK PUMPS LO PR

Ident.: 9-ME-FUEL-00003493.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-21-02 Center Tank Pump*

ECAM Alert: FUEL CTR TK PUMPS OFF

Ident.: 9-ME-FUEL-00003494.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: FUEL CTR TK XFR OFF

Ident.: 9-ME-FUEL-00003494.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: FUEL ENG 1(2) LP VALVE FAULT

Ident.: 9-ME-FUEL-00003495.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page*

ECAM Alert: FUEL ENG 1(2) LP VALVE FAULT

Ident.: 9-ME-FUEL-00003495.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page*

ECAM Alert: FUEL ENG 1(2) LP VALVE FAULT

Ident.: 9-ME-FUEL-00003495.0000003 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page*

ECAM Alert: FUEL ENG 1(2) LP VALVE OPEN

Ident.: 9-ME-FUEL-00003496.0000001 / 28 JUN 2022
Criteria: A319 (-AILY) / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page*

ECAM Alert: FUEL ENG 1(2) LP VALVE OPEN

Ident.: 9-ME-FUEL-00003496.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 NOT installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page*

ECAM Alert: FUEL FQI CH 1(2) FAULT

Ident.: 9-ME-FUEL-00003497.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-50-01 Fuel Quantity Indicating Computer (FQIC) Channel*

ECAM Alert: FUEL FQI CH 1+2 FAULT

Ident.: 9-ME-FUEL-00003498.0000001 / 28 JUN 2022
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FUEL F.USED/FOB DISAGREE

Ident.: 9-ME-FUEL-00003499.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: FUEL IDG 1(2) COOL FAULT

Ident.: 9-ME-FUEL-00003500.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
When the alert FUEL IDG 1(2) COOL FAULT is triggered, the Fuel Return To Tank Valve is inhibited in the closed position. As a consequence, it must be considered as inoperative in the closed position.	*Refer to Item Item 73-10-01 Fuel Return To Tank Valve*

ECAM Alert: FUEL INERTING SYS FAULT

Ident.: 9-ME-FUEL-00003501.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW, -AIZJ) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 47-10-01 Fuel Tank Inerting System*

ECAM Alert: FUEL LO LVL DET FAULT

Ident.: 9-ME-FUEL-00003502.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FUEL L(R) INNER(OUTER) TK HI TEMP

Ident.: 9-ME-FUEL-00003503.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Dispatch possible only if "delay T.O" is not displayed on ECAM.
False alert	*Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

ECAM Alert: FUEL L(R) INNER(OUTER) TK HI TEMP

Ident.: 9-ME-FUEL-00003503.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

ECAM Alert: FUEL L(R) WING TK HI TEMP

Ident.: 9-ME-FUEL-00003503.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Dispatch possible only if "delay T.O" is not displayed on ECAM.
False alert	*Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

ECAM Alert: FUEL L(R) WING TK HI TEMP

Ident.: 9-ME-FUEL-00003503.0000004 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

ECAM Alert: FUEL L(R) INNER(OUTER) TK LO TEMP

Ident.: 9-ME-FUEL-00003504.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 28-09-02 FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert*

ECAM Alert: FUEL L(R) WING TK LO TEMP

Ident.: 9-ME-FUEL-00003504.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 28-09-02 FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert*

ECAM Alert: FUEL L(R) OUTER XFR CLOSED

Ident.: 9-ME-FUEL-00003505.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-15-01 LH Wing Transfer Valve* or

ECAM Alert: FUEL L(R) OUTER XFR CLOSED

Ident.: 9-ME-FUEL-00003505.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
	Refer to Item 28-15-02 RH Wing Transfer Valve

ECAM Alert: FUEL L(R) OUTER XFR OPEN

Ident.: 9-ME-FUEL-00003506.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-15-01 LH Wing Transfer Valve* or *Refer to Item 28-15-02 RH Wing Transfer Valve*

ECAM Alert: FUEL L(R) TK PUMP 1(2) LO PR

Ident.: 9-ME-FUEL-00003507.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 28-21-01 Wing Tank Pump*

ECAM Alert: FUEL L(R) TK PUMP 1+2 LO PR

Ident.: 9-ME-FUEL-00003508.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FUEL L(R) WING TK LO LVL

Ident.: 9-ME-FUEL-00003509.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH

ECAM Alert: FUEL L(R) WING TK LO LVL

Ident.: 9-ME-FUEL-00003509.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
False alert	*Refer to Item 28-46-04 Low Level Detection System in the Inner/Wing Tank*

ECAM Alert: FUEL L+R WING TK LO LVL

Ident.: 9-ME-FUEL-00003510.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FUEL L(R) WING TK OVERFLOW

Ident.: 9-ME-FUEL-00003511.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FUEL X FEED VALVE FAULT

Ident.: 9-ME-FUEL-00003512.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS AUDIO DEGRADED

Ident.: 9-ME-FWS-00003513.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS AUDIO DEGRADED

Ident.: 9-ME-FWS-00003513.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS AUDIO DEGRADED

Ident.: 9-ME-FWS-00003513.0000003 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS AUDIO REDUND LOST ON FWC 1

Ident.: 9-ME-FWS-00003514.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS AUDIO REDUND LOST ON FWC 1

Ident.: 9-ME-FWS-00003514.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS AUDIO REDUND LOST ON FWC 1

Ident.: 9-ME-FWS-00003514.0000003 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS AUDIO REDUND LOST ON FWC 2

Ident.: 9-ME-FWS-00003515.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-53-01 Flight Warning Computer (FWC)*

ECAM Alert: FWS AUDIO REDUND LOST ON FWC 2

Ident.: 9-ME-FWS-00003515.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-53-01 Flight Warning Computer (FWC)*

ECAM Alert: FWS FLAP SYNCHRO FAULT

Ident.: 9-ME-FWS-00003516.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS FLAP SYNCHRO FAULT

Ident.: 9-ME-FWS-00003516.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS FLAP SYNCHRO FAULT

Ident.: 9-ME-FWS-00003516.0000003 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS FWC 1 FAULT

Ident.: 9-ME-FWS-00003517.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS FWC 2 FAULT

Ident.: 9-ME-FWS-00003518.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-53-01 Flight Warning Computer (FWC)*

ECAM Alert: FWS FWC 1+2 FAULT

Ident.: 9-ME-FWS-00003519.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS OEB/FWC DISCREPANCY

Ident.: 9-ME-FWS-00003520.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS SDAC 1 FAULT

Ident.: 9-ME-FWS-00003521.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS SDAC 2 FAULT

Ident.: 9-ME-FWS-00003522.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-55-01 System Data Acquisition Concentrator (SDAC)*

ECAM Alert: FWS SDAC 1+2 FAULT

Ident.: 9-ME-FWS-00003523.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS SLAT SYNCHRO FAULT

Ident.: 9-ME-FWS-00003524.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS SLAT SYNCHRO FAULT

Ident.: 9-ME-FWS-00003524.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS SLAT SYNCHRO FAULT

Ident.: 9-ME-FWS-00003524.0000003 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: HYD B ELEC PUMP LO PR

Ident.: 9-ME-HYD-00003525.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-01 HYD B(Y) ELEC PUMP LO PR Alert*

ECAM Alert: HYD B ELEC PUMP OVHT

Ident.: 9-ME-HYD-00003526.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-02 HYD B(Y) ELEC PUMP OVHT Alert*

ECAM Alert: HYD B RSVR LO AIR PR

Ident.: 9-ME-HYD-00003527.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert*

ECAM Alert: HYD B RSVR LO LVL

Ident.: 9-ME-HYD-00003528.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert*

ECAM Alert: HYD B RSVR OVHT

Ident.: 9-ME-HYD-00003529.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: HYD B SYS LO PR

Ident.: 9-ME-HYD-00003530.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: HYD B+G SYS LO PR

Ident.: 9-ME-HYD-00003531.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: HYD B+Y SYS LO PR

Ident.: 9-ME-HYD-00003532.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: HYD G ENG 1 PUMP LO PR

Ident.: 9-ME-HYD-00003533.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert*

ECAM Alert: HYD G RSVR LO AIR PR

Ident.: 9-ME-HYD-00003534.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert*

ECAM Alert: HYD G RSVR LO LVL

Ident.: 9-ME-HYD-00003535.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert*

ECAM Alert: HYD G RSVR OVHT

Ident.: 9-ME-HYD-00003536.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-06 HYD G(B)(Y) RSVR OVHT Alert*

ECAM Alert: HYD G SYS LO PR

Ident.: 9-ME-HYD-00003537.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: HYD G+Y SYS LO PR

Ident.: 9-ME-HYD-00003538.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: HYD PTU FAULT

Ident.: 9-ME-HYD-00003539.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-07 HYD PTU FAULT Alert*

ECAM Alert: HYD RAT FAULT

Ident.: 9-ME-HYD-00003540.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-08 HYD RAT FAULT Alert*

ECAM Alert: HYD Y ELEC PUMP LO PR

Ident.: 9-ME-HYD-00003541.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	*Refer to Item 29-24-01 Yellow System Electric Pump*
False alert	*Refer to Item 29-09-01 HYD B(Y) ELEC PUMP LO PR Alert*

ECAM Alert: HYD Y ELEC PUMP OVHT

Ident.: 9-ME-HYD-00003542.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	*Refer to Item 29-24-01 Yellow System Electric Pump*
False alert	*Refer to Item 29-09-02 HYD B(Y) ELEC PUMP OVHT Alert*

ECAM Alert: HYD Y ENG 2 PUMP LO PR

Ident.: 9-ME-HYD-00003543.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert*

ECAM Alert: HYD Y RSVR LO AIR PR

Ident.: 9-ME-HYD-00003544.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert*

ECAM Alert: HYD Y RSVR LO LVL

Ident.: 9-ME-HYD-00003545.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert*

ECAM Alert: HYD Y RSVR OVHT

Ident.: 9-ME-HYD-00003546.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 29-09-06 HYD G(B)(Y) RSVR OVHT Alert*

ECAM Alert: HYD Y SYS LO PR

Ident.: 9-ME-HYD-00003547.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: L/G DOORS NOT CLOSED

Ident.: 9-ME-L/G-00003548.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: L/G GEAR NOT DOWN

Ident.: 9-ME-L/G-00003549.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: L/G GEAR NOT DOWNLOCKED

Ident.: 9-ME-L/G-00003550.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: L/G GEAR NOT UPLOCKED

Ident.: 9-ME-L/G-00003551.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: L/G GEAR UPLOCK FAULT

Ident.: 9-ME-L/G-00003552.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 32-31-02 Landing Gear Retracting System*

ECAM Alert: L/G LGCIU 1 FAULT

Ident.: 9-ME-L/G-00003553.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: L/G LGCIU 2 FAULT

Ident.: 9-ME-L/G-00003554.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the LGCIU 2 is inoperative	*Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)*
If a RH L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	*Refer to Item 32-32-02 LGCIU 2 RH L/G Shock Absorber Proximity Detector* or *Refer to Item 32-32-05 LGCIU 2 RH L/G Down Lock Proximity Detector* or *Refer to Item 32-32-08 LGCIU 2 RH L/G Up Lock Proximity Detector* or *Refer to Item 32-32-11 LGCIU 2 RH L/G Doors Open Proximity Detector* or *Refer to Item 32-32-14 LGCIU 2 RH L/G Doors Closed Proximity Detector*
If a LH L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	*Refer to Item 32-32-03 LGCIU 2 LH L/G Shock Absorber Proximity Detector* or *Refer to Item 32-32-06 LGCIU 2 LH L/G Down Lock Proximity Detector* or *Refer to Item 32-32-09 LGCIU 2 LH L/G Up Lock Proximity Detector* or *Refer to Item 32-32-12 LGCIU 2 LH L/G Doors Open Proximity Detector* or

ECAM Alert: L/G LGCIU 2 FAULT

Ident.: 9-ME-L/G-00003554.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
	Refer to Item 32-32-15 LGCIU 2 LH L/G Doors Closed Proximity Detector
If a Nose L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	*Refer to Item 32-32-04 LGCIU 2 Nose L/G Shock Absorber Proximity Detector* or *Refer to Item 32-32-07 LGCIU 2 Nose L/G Down Lock Proximity Detector* or *Refer to Item 32-32-10 LGCIU 2 Nose L/G Up Lock Proximity Detector* or *Refer to Item 32-32-13 LGCIU 2 Nose L/G Doors Open Proximity Detector* or *Refer to Item 32-32-16 LGCIU 2 Nose L/G Doors Closed Proximity Detector*

ECAM Alert: L/G LGCIU 1+2 FAULT

Ident.: 9-ME-L/G-00003555.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: L/G SHOCK ABSORBER FAULT

Ident.: 9-ME-L/G-00003556.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: L/G SYS DISAGREE

Ident.: 9-ME-L/G-00003557.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ADR DISAGREE

Ident.: 9-ME-NAV-00003558.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ADR 1 FAULT

Ident.: 9-ME-NAV-00003559.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-01 ADR 1*

ECAM Alert: NAV ADR 2 FAULT

Ident.: 9-ME-NAV-00003560.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-02 ADR 2*

ECAM Alert: NAV ADR 3 FAULT

Ident.: 9-ME-NAV-00003561.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-03 ADR 3*

ECAM Alert: NAV ADR 1+2(1+3)(2+3) FAULT

Ident.: 9-ME-NAV-00003562.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ADR 1+2+3 FAULT

Ident.: 9-ME-NAV-00003563.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ADR ALT DISAGREE

Ident.: 9-ME-NAV-00003564.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
Associated with the message ADR 1 ALT AFFECTED	*Refer to Item 34-10-01 ADR 1*
Associated with the message ADR 2 ALT AFFECTED	*Refer to Item 34-10-02 ADR 2*
Associated with the message ADR 3 ALT AFFECTED	*Refer to Item 34-10-03 ADR 3*

ECAM Alert: NAV ADS-B RPTG 1(2) FAULT

Ident.: 9-ME-NAV-00003565.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If ADS-B OUT function cannot be recovered by remaining ATC transponder	*Refer to Item 34-50-10 ADS-B OUT Function*
If ADS-B OUT function can be recovered by remaining ATC transponder	Not related to MEL

ECAM Alert: NAV AIR SPD STS CHANGED

Ident.: 9-ME-NAV-00003566.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
Associated with the message ADR 1 SPD UNCERTAIN **or** ADR 1 SPD FAULT	*Refer to Item 34-10-01 ADR 1*

ECAM Alert: NAV AIR SPD STS CHANGED

Ident.: 9-ME-NAV-00003566.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
Associated with the message ADR 2 SPD UNCERTAIN **or** ADR 2 SPD FAULT	*Refer to Item 34-10-02 ADR 2*
Associated with the message ADR 3 SPD UNCERTAIN **or** ADR 3 SPD FAULT	*Refer to Item 34-10-03 ADR 3*
Associated with the message BKUP SPD UNCERTAIN **or** BKUP SPD FAULT	*Refer to Item 34-13-03 Digital Backup Speed (DBUS)*

ECAM Alert: NAV ALL SPD UNCERTAIN

Ident.: 9-ME-NAV-00003567.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ALT DISCREPANCY

Ident.: 9-ME-NAV-00003568.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-01 ADR 1* or *Refer to Item 34-10-02 ADR 2* or *Refer to Item 34-10-03 ADR 3*

ECAM Alert: NAV ALT DISCREPANCY

Ident.: 9-ME-NAV-00003568.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-01 ADR 1* or *Refer to Item 34-10-02 ADR 2* or *Refer to Item 34-10-03 ADR 3*

ECAM Alert: NAV ALTI DISCREPANCY

Ident.: 9-ME-NAV-00003569.0000001 / 28 JUN 2022
Criteria: A319 (-AILY) / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-01 ADR 1* or *Refer to Item 34-10-02 ADR 2* or *Refer to Item 34-10-03 ADR 3*

ECAM Alert: NAV ALTI DISCREPANCY

Ident.: 9-ME-NAV-00003569.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 NOT installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-01 ADR 1* or *Refer to Item 34-10-02 ADR 2* or *Refer to Item 34-10-03 ADR 3*

ECAM Alert: NAV AOA DISAGREE

Ident.: 9-ME-NAV-00003570.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV AOA DISAGREE

Ident.: 9-ME-NAV-00003570.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ATC/XPDR 1(2) FAULT

Ident.: 9-ME-NAV-00003571.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-50-01 ATC*

ECAM Alert: NAV ATC/XPDR 1+2 FAULT

Ident.: 9-ME-NAV-00003572.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ATC/XPDR STBY

Ident.: 9-ME-NAV-00003573.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: NAV ATT DISCREPANCY

Ident.: 9-ME-NAV-00003574.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-04 IR 1* or *Refer to Item 34-10-05 IR 2* or *Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)* or *Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)*

ECAM Alert: NAV BARO REF DISCREPANCY

Ident.: 9-ME-NAV-00003575.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: NAV BARO VALUE DISAGREE

Ident.: 9-ME-NAV-00003576.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: NAV BARO VALUE DISAGREE

Ident.: 9-ME-NAV-00003576.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: NAV BKUP SPD FAULT

Ident.: 9-ME-NAV-00003577.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-13-03 Digital Backup Speed (DBUS)*

ECAM Alert: NAV BKUP SPD UNCERTAIN

Ident.: 9-ME-NAV-00003578.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-13-03 Digital Backup Speed (DBUS)*

ECAM Alert: NAV BKUP SPD/ALT ON CAPT (F/O) PFD

Ident.: 9-ME-NAV-00003579.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV BKUP SPD/ALT ON CAPT+F/O PFD

Ident.: 9-ME-NAV-00003580.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV CAPT(F/O)(STBY) AOA FAULT

Ident.: 9-ME-NAV-00003581.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-11-01 Angle of Attack (AOA) Sensor*

ECAM Alert: NAV L(R) CAPT(F/O) STATIC FAULT

Ident.: 9-ME-NAV-00003582.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV FM/GPS POS DISAGREE ⏪

Ident.: 9-ME-NAV-00003583.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: NAV GPS 1(2) FAULT ⏪

Ident.: 9-ME-NAV-00003585.0000002 / 18 DEC 2024
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-50-09 Global Positioning System (GPS) (If Installed)*

ECAM Alert: NAV GPWS FAULT

Ident.: 9-ME-NAV-00003586.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-40-01 GPWS Basic Modes*

ECAM Alert: NAV GPWS TERR DET FAULT

Ident.: 9-ME-NAV-00003587.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-40-02 Predictive GPWS Functions*

ECAM Alert: NAV HDG DISCREPANCY

Ident.: 9-ME-NAV-00003588.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-04 IR 1* or *Refer to Item 34-10-05 IR 2* or *Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)* or *Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)*

ECAM Alert: NAV IAS DISCREPANCY

Ident.: 9-ME-NAV-00003589.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-01 ADR 1* or *Refer to Item 34-10-02 ADR 2* or *Refer to Item 34-10-03 ADR 3*

ECAM Alert: NAV ILS 1(2)(1+2) FAULT

Ident.: 9-ME-NAV-00003590.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-30-04 Instrument Landing System (ILS)*

ECAM Alert: NAV IR DISAGREE

Ident.: 9-ME-NAV-00003591.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV IR NOT ALIGNED

Ident.: 9-ME-NAV-00003592.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-04 IR 1* or *Refer to Item 34-10-05 IR 2* or *Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)* or *Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)*

ECAM Alert: NAV IR 1 FAULT

Ident.: 9-ME-NAV-00003593.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-04 IR 1*

ECAM Alert: NAV IR 2 FAULT

Ident.: 9-ME-NAV-00003594.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-05 IR 2*

ECAM Alert: NAV IR 3 FAULT

Ident.: 9-ME-NAV-00003595.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)* or *Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)*

ECAM Alert: NAV IR 1+2(1+3)(2+3) FAULT

Ident.: 9-ME-NAV-00003596.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV LS TUNING DISAGREE

Ident.: 9-ME-NAV-00003597.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: NAV PRED W/S DET FAULT ⋘

Ident.: 9-ME-NAV-00003599.0000001 / 31 AUG 2023
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If no WXR red message displayed on ND	*Refer to Item 34-40-07 Predictive Windshear Detection System (if installed)*
If any WXR red message displayed on ND	*Refer to Item 34-40-06 Weather Radar System*

ECAM Alert: NAV RA DEGRADED

Ident.: 9-ME-NAV-00003600.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
During the previous flight, both RAs disagreed. If the RA 1(2) is confirmed faulty by troubleshooting, the radio altimeter 1(2) must be considered inoperative.	*Refer to Item 34-40-04 Radio Altimeter System*

ECAM Alert: NAV RA 1(2) FAULT

Ident.: 9-ME-NAV-00003601.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-40-04 Radio Altimeter System*

ECAM Alert: NAV TCAS FAULT

Ident.: 9-ME-NAV-00003602.0000001 / 18 SEP 2024
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-40-05 Traffic Collision Avoidance System (TCAS)*

ECAM Alert: NAV TCAS STANDBY

Ident.: 9-ME-NAV-00003603.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **OVERSPEED**

Ident.: 9-ME-OVERSPEED-00003604.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: RECORDER DFDR FAULT

Ident.: 9-ME-RECORDER-00003605.0000004 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-30-03 Digital Flight Data Recorder (DFDR)*

ECAM Alert: RECORDER FDR FAULT

Ident.: 9-ME-RECORDER-00003605.0000003 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-30-03 Digital Flight Data Recorder (DFDR)*

ECAM Alert: RECORDER CVR FAULT

Ident.: 9-ME-RECORDER-00003606.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 23-71-01 Cockpit Voice Recorder (CVR)*

ECAM Alert: RECORDER FDIU FAULT

Ident.: 9-ME-RECORDER-00003607.0000001 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-30-05 Flight Data Interface (FDIU or FDIMU Flight Data Interface function)*

ECAM Alert: **RECORDER SYS FAULT**

Ident.: 9-ME-RECORDER-00003607.0000002 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 31-30-05 Flight Data Interface (FDIU or FDIMU Flight Data Interface function)*

ECAM Alert: SMOKE AFT CARGO SMOKE

Ident.: 9-ME-SMOKE-00003608.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: SMOKE AFT CRG BTL FAULT

Ident.: 9-ME-SMOKE-00003609.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the SMOKE FWD CRG BTL FAULT **alert is not displayed on the EWD**	*Refer to Item 26-23-03 Squib of the AFT/BULK (If Installed) Cargo Bottle 1*
If the SMOKE FWD CRG BTL FAULT **alert is displayed on the EWD**	*Refer to Item 26-23-01 Cargo Agent Bottle*

ECAM Alert: SMOKE AFT CRG DET FAULT

Ident.: 9-ME-SMOKE-00003610.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments*

ECAM Alert: SMOKE FWD CARGO SMOKE

Ident.: 9-ME-SMOKE-00003611.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: SMOKE FWD CRG BTL FAULT

Ident.: 9-ME-SMOKE-00003612.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the SMOKE AFT CRG BTL FAULT alert is not displayed on the EWD	*Refer to Item 26-23-02 Squib of the FWD Cargo Bottle 1*
If the SMOKE AFT CRG BTL FAULT alert is displayed on the EWD	*Refer to Item 26-23-01 Cargo Agent Bottle*

ECAM Alert: SMOKE FWD CRG DET FAULT

Ident.: 9-ME-SMOKE-00003613.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 26-16-01 Smoke Detector in the FWD Cargo Compartment*

ECAM Alert: SMOKE DET FAULT

Ident.: 9-ME-SMOKE-00003614.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)*

ECAM Alert: SMOKE DET FAULT

Ident.: 9-ME-SMOKE-00003614.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 26-17-02 Smoke Detection Control Unit (SDCU)*

ECAM Alert: SMOKE LAVATORY DET FAULT

Ident.: 9-ME-SMOKE-00003615.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 26-17-01 Lavatory Smoke Detection System*

ECAM Alert: SMOKE LAVATORY SMOKE

Ident.: 9-ME-SMOKE-00003616.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	*Refer to Item 26-17-01 Lavatory Smoke Detection System*

ECAM Alert: SMOKE MD DET FAULT

Ident.: 9-ME-SMOKE-00003617.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 26-19-01 Smoke Detector in the Main Deck Cargo Compartment*

ECAM Alert: SMOKE MD SMOKE

Ident.: 9-ME-SMOKE-00003618.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: SURV ROW/ROP LOST

Ident.: 9-ME-SURV-00003619.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 34-40-10 ROW/ROP Function*

ECAM Alert: T.O SPEEDS NOT INSERTED

Ident.: 9-ME-T.O-00003620.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: T.O SPEEDS TOO LOW

Ident.: 9-ME-T.O-00003621.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: T.O V1/VR/V2 DISAGREE

Ident.: 9-ME-T.O-00003622.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: VENT AVNCS SYS FAULT

Ident.: 9-ME-VENT-00003623.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the avionics skin air outlet valve is affected.	*Refer to Item 21-26-04 Avionics Skin Air Outlet Valve*
If the avionics skin air inlet valve is affected.	*Refer to Item 21-26-05 Avionics Skin Air Inlet Valve*
If the avionics skin exchanger inlet bypass valve is affected.	*Refer to Item 21-26-03 Avionics Skin Exchanger Inlet By-pass Valve*
If the avionics skin exchanger outlet bypass valve is affected.	*Refer to Item 21-26-07 Avionics Skin Exchanger Outlet By-pass Valve*
If the avionics air conditioning inlet valve is affected.	*Refer to Item 21-26-08 Avionics Air Conditioning Inlet Valve*
If the avionics skin exchanger isolation valve is affected.	*Refer to Item 21-26-06 Avionics Skin Exchanger Isolation Valve*
If the Avionics Equipment Ventilation Computer (AEVC) is affected.	*Refer to Item 21-26-10 Avionics Equipment Ventilation Computer (AEVC)*

ECAM Alert: VENT BLOWER FAULT

Ident.: 9-ME-VENT-00003624.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	*Refer to Item 21-26-01 Avionics Blower Fan*
False alert	*Refer to Item 21-09-01 VENT BLOWER FAULT Alert*

ECAM Alert: VENT EXTRACT FAULT

Ident.: 9-ME-VENT-00003625.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	*Refer to Item 21-26-02 Avionics Extract Fan*
False alert	*Refer to Item 21-09-02 VENT EXTRACT FAULT Alert*

ECAM Alert: VENT FWD EXH FAN 1 FAULT

Ident.: 9-ME-VENT-00003626.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-21-04 Forward Exhaust Fan*

ECAM Alert: VENT FWD EXH FAN 2 FAULT

Ident.: 9-ME-VENT-00003627.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-21-04 Forward Exhaust Fan*

ECAM Alert: VENT FWD EXH FAN NOT OFF

Ident.: 9-ME-VENT-00003628.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 21-21-04 Forward Exhaust Fan*

ECAM Alert: VENT SKIN VALVE FAULT

Ident.: 9-ME-VENT-00003629.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Outlet valve determined faulty on the CAB PRESS SD page	*Refer to Item 21-26-04 Avionics Skin Air Outlet Valve*
Inlet valve determined faulty on the CAB PRESS SD page	*Refer to Item 21-26-05 Avionics Skin Air Inlet Valve*

ECAM Alert: WHEEL HYD SEL FAULT

Ident.: 9-ME-WHELL-00003630.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: WHEEL N/W STRG FAULT

Ident.: 9-ME-WHELL-00003631.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the NWS electrical deactivation box is failed	*Refer to Item 32-51-03 NWS Electrical Deactivation Box*
In the other cases	NO DISPATCH

ECAM Alert: WINDSHEAR DET FAULT

Ident.: 9-ME-WINDSHEAR-00003633.0000001 / 28 JUN 2022
Criteria: A319 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 22-60-03 Reactive Windshear Detection Function*

ECAM Alert: WING A.ICE L(R) HI PR

Ident.: 9-ME-WING ANTI ICE-00003634.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item Item 30-11-01B Wing Anti-Ice Control Valve*

ECAM Alert: WING A.ICE L(R) VALVE OPEN

Ident.: 9-ME-WING ANTI ICE-00003635.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-11-01 Wing Anti-Ice Control Valve*

ECAM Alert: WING A.ICE L(R) WING LO PR

Ident.: 9-ME-WING ANTI ICE-00003636.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-11-01 Wing Anti-Ice Control Valve*

ECAM Alert: WING A.ICE L(R) WING LO PR

Ident.: 9-ME-WING ANTI ICE-00003636.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-11-01 Wing Anti-Ice Control Valve*

ECAM Alert: WING A.ICE OPEN ON GND

Ident.: 9-ME-WING ANTI ICE-00003637.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-11-01 Wing Anti-Ice Control Valve*

ECAM Alert: **WING A.ICE SYS FAULT**

Ident.: 9-ME-WING ANTI ICE-00003638.0000001 / 28 JUN 2022
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	*Refer to Item 30-11-01 Wing Anti-Ice Control Valve*

9-MI-21 Air Conditioning

MAINTENANCE Messages on the STATUS SD page

21-00-01 PACK 1(2) MAINTENANCE Message ..... A
21-00-02 ZONE CONT MAINTENANCE Message ..... B
21-00-03 AFT CRG HEAT MAINTENANCE Message C
21-00-04 TEMP CTL 1(2) MAINTENANCE Message ..... D
21-00-05 CPC 1(2) MAINTENANCE Message ..... E

Overhead Panels

AIR COND Overhead Panel

21-01-01-01 PACK pb-sw FAULT light ..... A
21-01-01-02 PACK pb-sw OFF light ..... B
21-01-01-03 HOT AIR pb-sw FAULT light C
21-01-01-04 HOT AIR pb-sw OFF light ..... D

CABIN PRESS Overhead Panel

21-01-02-01 CABIN PRESS MODE SEL pb-sw FAULT light ..... A

CARGO VENT Overhead Panel

21-01-03-02 AFT ISOL VALVE pb-sw FAULT light ..... A

VENTILATION Overhead Panel

21-01-04-01 CAB FANS pb-sw OFF light ..... A
21-01-04-02 BLOWER pb-sw FAULT light ..... B
21-01-04-03 BLOWER pb-sw OVRD light C
21-01-04-04 EXTRACT pb-sw FAULT light ..... D
21-01-04-05 EXTRACT pb-sw OVRD light ..... E
21-01-04-10 MD ISOL VALVE pb-sw FAULT light ..... F
21-01-04-11 MD ISOL VALVE pb-sw OFF light ..... G
21-01-04-12 FWD EXH FAN pb-sw FAULT light ..... H
21-01-04-13 FWD EXH FAN pb-sw OVRD light I
21-01-04-14 FWD EXH BKUP FAN TEST pb-sw OK light ..... J
21-01-04-15 FWD EXH BKUP FAN TEST pb-sw ON light ..... K

Indications on SD pages

Indications on the BLEED SD page

21-07-01-01 Pack Outlet Temperature Indication on the BLEED SD page ..... A
21-07-01-02 Pack Turbine Bypass Valve Position Indication on the BLEED SD page ..... B
21-07-01-03 Pack Compressor Outlet Temperature Indication on the BLEED SD page C
21-07-01-04 Pack Flow Indication on the BLEED SD page ..... D
21-07-01-05 Pack Flow Control Valve Position Indication on the BLEED SD page ..... E
21-07-01-06 Emergency Ram Air Inlet Indication on the BLEED SD page ..... F

Indications on the CAB PRESS SD page

21-07-02-01 INLET and EXTRACT Indications on the CAB PRESS SD page ..... A
21-07-02-02 Pressure Safety Valves Position Indication on the CAB PRESS SD page ..... B
21-07-02-03 Pack 1 and 2 Indications on the CAB PRESS SD page C

Indications on the COND SD page

21-07-03-01 Indications on the COND SD page ..... A
21-07-03-02 Main Deck Cargo Compartment Isolation Indication on the COND SD page .... B

Indications on the CRUISE SD page

21-07-04-01 Indications on the CRUISE SD page ..... A

ECAM Alerts

21-09-01 VENT BLOWER FAULT Alert ..... A
21-09-02 VENT EXTRACT FAULT Alert ..... B
21-09-03 CAB PR SAFETY VALVE OPEN Alert C

Air Distribution and Recirculation

21-21-01 Cabin Fan ..... A
21-21-02 Main Deck Shut-off Valve (MSOV) ..... B
21-21-03 Mixer Bypass Valve (MBV) C
21-21-04 Forward Exhaust Fan ..... D
21-21-05 Mixer Overpressure Relief Valve (MORV) ..... E

Lavatory and Galley Ventilation

21-23-01 Lavatory and Galley Extraction Fan ..... A

Avionics Equipment Ventilation

21-26-01 Avionics Blower Fan ..... A
21-26-02 Avionics Extract Fan ..... B
21-26-03 Avionics Skin Exchanger Inlet Bypass Valve C
21-26-04 Avionics Skin Air Outlet Valve ..... D
21-26-05 Avionics Skin Air Inlet Valve ..... E
21-26-06 Avionics Skin Exchanger Isolation Valve ..... F
21-26-07 Avionics Skin Exchanger Outlet Bypass Valve ..... G
21-26-08 Avionics Air Conditioning Inlet Valve ..... H
21-26-09 Avionics Ventilation Filter I
21-26-10 Avionics Equipment Ventilation Computer (AEVC) ..... J

Cargo Compartment Ventilation

21-28-03 AFT Cargo Extraction Fan ..... A
21-28-04 AFT Cargo Isolation Valve ..... B

Pressure Control and Monitoring

21-31-00 Non-pressurized Flight ..... A
21-31-01 Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel) .... B
21-31-02 Manual Cabin Pressure Control System (MAN V/S CTL selector, Outflow Valve MAN Channel) C
21-31-03 Pressure Safety Valve ..... D
21-31-04 Landing Elevation Selection AUTO Function ..... E
21-31-05 Landing Elevation Selection MAN Function ..... F

Cargo Compartment Heating

21-43-02 AFT Cargo Compartment Heating ..... A

Pack Flow Control

21-51-01 Pack Flow Control Valve ..... A
21-51-02 Pack Flow Selection ..... B
21-51-03 Pack Flow Sensor C

Air Cooling System

21-52-01 Air Conditioning Pack ..... A
21-52-02 Air Conditioning Pack Ram Air Inlet Flap ..... B
21-52-03 Air Conditioning Pack Ram Air Outlet Flap C

Emergency Ram Air Inlet

21-55-01 Emergency Ram Air Inlet ..... A

Pack Temperature Control

21-61-01 Pack Turbine Bypass Valve ..... A
21-61-02 Pack Controller Primary Channel ..... B

Cockpit and Cabin Temperature Control

21-63-01 Zone Controller Channel ..... A
21-63-02 Cockpit and Cabin Trim Air Valve ..... B
21-63-03 Hot Air Pressure Regulating Valve C
21-63-04 Air Conditioning System Controller Channel (COND CTL 1(2)-A(B)) ..... D
21-63-05 Cockpit Heater ..... E

9-MI-22 Auto Flight

"INOP SYS: CAT III DUAL" Message

22-00-01 "INOP SYS: CAT III DUAL" Message ..... A

Overhead Panel

FLT CTL Overhead Panel

22-01-01-01 FAC pb-sw FAULT light ..... A
22-01-01-02 FAC pb-sw OFF light ..... B

FMA Indications on the PFD

22-05-01 AP Related Indications on the FMA ..... A
22-05-02 A/THR Related Indications on the FMA ..... B
22-05-03 Approach and Landing Capabilities on the FMA C
22-05-04 Special Messages on the FMA ..... D

Autopilot/Flight Director (AP/FD)

22-10-01 Autopilot (AP) ..... A
22-10-02 Flight Director (FD) ..... B
22-10-03 Take-over pb Priority Function C
22-10-04 Take-over pb AP Disconnection Function ..... D
22-10-05 AUTO LAND light ..... E
22-10-06 AP Disengagement Warning ..... F
22-10-07 Sticks and Rudder Pedals Locking Solenoid in AP Mode ..... G

22-10-08 AP/FD TCAS Mode ..... H
22-10-09 Soft Go-Around Function I

Autothrust

22-30-01 Autothrust (A/THR) ..... A
22-30-02 Autothrust Instinctive Disconnect pb ..... B
22-30-03 Autothrust Disengagement Warning C

Flight Augmentation (FAC)

22-60-01 FAC 1 ..... A
22-60-02 FAC 2 ..... B
22-60-03 Reactive Windshear Detection Function C
22-60-04 Yaw Damper System ..... D

Flight Management System (FMS)

22-70-01 Flight Management System (FMS) ..... A
22-70-02 Navigation Database ..... B
22-70-03 Performance Information C
22-70-04 Fuel/Time Prediction ..... D

Flight Control Unit (FCU)

Auto Flight Control Panel (FCU)

22-81-01-01 AP Engagement pb ..... A
22-81-01-02 A/THR Arming pb ..... B
22-81-01-03 Mode Engagement pb (LOC, EXPED, APPR) C
22-81-01-04 Selection knob (ALT, HDG-TRK, SPD-MACH) ..... D
22-81-01-05 V/S-FPA Selection knob ..... E
22-81-01-06 HDG-V/S/TRK-FPA Change Over pb ..... F
22-81-01-07 SPD/MACH Change Over pb ..... G
22-81-01-08 METRIC ALT pb ..... H
22-81-01-09 Selection Window (SPD-MACH, HDG-TRK, ALT, V/S-FPA) I
22-81-01-10 AP1, AP2 and A/THR pb light Bars ..... J
22-81-01-11 Mode Engagement (LOC, EXPED, APPR) pb light Bars ..... K

EFIS Control Panel (FCU)

22-81-02-01 Baro Reference Display Window ..... A
22-81-02-02 Baro Reference selector Outer Ring (in Hg/hPa) ..... B

22-81-02-03 Baro Reference selector Inner knob C
22-81-02-04 FD pb ..... D
22-81-02-05 ILS pb ..... E
22-81-02-06 Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb ..... F
22-81-02-07 ND Range selector ..... G
22-81-02-08 ND Mode selector ..... H
22-81-02-09 ADF/VOR sw I
22-81-02-10 ILS and FD pb light Bars ..... J
22-81-02-11 Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb light Bars ..... K

FCU Channel

22-81-03-01 FCU Channel ..... A

Multipurpose Control and Display Unit (MCDU)

22-82-01 MCDU 1 ..... A
22-82-02 MCDU 2 ..... B
22-82-04 MCDU Annunciator light ◁ C

Flight Management and Guidance Computer (FMGC)

22-83-01 Flight Management and Guidance Computer (FMGC) ..... A

9-MI-23 Communications

MAINTENANCE Message on the STATUS SD page

23-00-01 CIDS 1(2) MAINTENANCE Message ..... A

Overhead Panels

RCDR Overhead Panel

23-01-01-32 CVR ERASE pb ..... A
23-01-01-33 CVR TEST pb ..... B

CALLS Overhead Panel

23-01-02-31 CALLS ALL ◁ pb ..... A
23-01-02-32 CALLS EMER pb, CALLS FWD pb, CALLS MID ◁ pb, CALLS EXIT ◁ pb, CALLS PURS ◁ pb, CALLS AFT pb ..... B

AUDIO SWITCHING Overhead Panel

23-01-03-31 AUDIO SWITCHING selector ..... A

ECAM Alerts

23-09-01 COMHF 1(2) EMITTING ◁ Alert ..... A
23-09-02 COM VHF 1(2)(3) EMITTING Alert (3 VHFs installed) ..... B

Speech Communication

23-10-01 HF Voice ..... A
23-10-02 VHF Voice (3 VHFs installed) ..... B

Radio Management

23-13-01 Radio Management Panel (RMP) ..... A
23-13-02 RMP Selection Key ..... B

Data Transmission and Automatic Calling

23-20-01 ACARS ◁ ..... A
23-20-04 VHF Datalink ◁ ..... B

Passenger Address System

23-31-01 Passenger Address System ..... A
23-31-02 PA IN USE light ..... B

Interphone

23-40-01 Ground External Horn ..... A
23-40-02 Flight Crew Interphone System ..... B
23-40-03 Flight Crew to Ground Communication System C
23-40-04 Service Interphone Jack ..... D

Audio Management

23-51-01 SELCAL Function ..... A
23-51-02 Headset/Boomset ..... B
23-51-03 Hand Microphone C
23-51-04 Cockpit Loudspeaker ..... D
23-51-05 Cockpit Loudspeaker Volume Control ..... E
23-51-06 Sidestick PTT sw ..... F

Audio Control Panel (ACP)

23-52-01 CAPT and F/O ACP ..... A
23-52-02 ACP 3 ..... B
23-52-05 ACP Transmission Key C

23-52-06 ACP Reception knob ..... D
23-52-07 ACP Reception knob light ..... E

Cockpit Voice Recorder (CVR)

23-71-01 Cockpit Voice Recorder (CVR) ..... A

Cockpit Door Surveillance System (CDSS)

23-72-01 Cockpit Door Surveillance System (CDSS) ..... A

Cabin Intercommunication Data System

Cabin Intercommunication Data System (CIDS)

23-73-01-01 Cabin Intercommunication Data System (CIDS) Function ..... A

DEU A

23-73-02-01 Cabin DEU A ..... A
23-73-02-01 Redefined Flight Deck (RFD) DEU A (200RH1) ..... B
23-73-02-02 Lavatory DEU A C

DEU B

23-73-03-01 Cabin DEU B ..... A
23-73-03-01 Cabin DEU B ..... B

Cabin Individual Call

23-73-04-01 Passenger Call ..... A
23-73-04-02 Lavatory Call ..... B

Cabin Loudspeaker

23-73-05-01 Cabin Loudspeaker ..... A
23-73-05-02 Lavatory Loudspeaker ..... B
23-73-05-03 Galley Loudspeaker C

Handset

23-73-06-01 Cockpit Handset ..... A
23-73-06-02 Cabin Handset ..... B
23-73-06-03 Cabin Handset Key C

Prerecorded Announcement and Music Reproducer (PRAM)

23-73-07-01 Prerecorded Announcement and Music Reproducer (PRAM) ◁ ..... A

Cabin Assignment Module (CAM)

23-73-08-01 Cabin Assignment Module (CAM) ..... A

Smoke Detection Function

23-73-10-01 Smoke Detection Function (CIDS-SDF) ..... A

Cabin Crew Panel

23-74-01 Forward Attendant Panel ..... A
23-74-01 Forward Attendant Panel ..... B
23-74-02 EMER pb on the Hardkey FAP Sub-panel C
23-74-03 Other Controls on the Hardkey FAP Sub-panel ..... D
23-74-04 PTP Display Unit ..... E
23-74-04 PTP Display Unit ..... F
23-74-05 Door Bottle Pressure Monitoring on the PTP ..... G
23-74-06 Door Bottle Pressure Monitoring on the FAP ..... H
23-74-07 Slide Pressure Monitoring on the PTP I
23-74-08 Slide Pressure Monitoring on the FAP ..... J
23-74-09 Area Call Panel ..... K
23-74-10 Attendant Indication Panel (AIP) L
23-74-11 Additional Attendant Panel (AAP) ⋖ ..... M
23-74-12 CIDS Caution Light of the Forward Attendant Panel ..... N
23-74-13 Lighting Module of the Forward Attendant Panel ..... O

9-MI-24 Electrical Power

MAINTENANCE Messages on the STATUS SD page

24-00-01 DC BUS TIE MAINTENANCE Message ..... A
24-00-03 AC GEN MAINTENANCE Message ..... B

Overhead Panels

ELEC Overhead Panel

24-01-01-01 BAT 1(2) pb-sw FAULT light ..... A
24-01-01-02 BAT 1(2) pb-sw OFF light ..... B
24-01-01-03 GEN pb-sw FAULT light and APU GEN pb-sw FAULT light C
24-01-01-04 GEN pb-sw OFF light and APU GEN pb-sw OFF light ..... D
24-01-01-05 AC ESS FEED pb-sw FAULT light ..... E

24-01-01-06 AC ESS FEED pb-sw ALTN light ..... F
24-01-01-07 EXT PWR pb AVAIL light ..... G
24-01-01-08 EXT PWR pb ON light ..... H
24-01-01-09 GALLEY pb-sw FAULT light I
24-01-01-10 GALLEY pb-sw OFF light ..... J
24-01-01-11 COMMERCIAL pb-sw OFF light ..... K
24-01-01-12 BUS TIE pb-sw OFF light L
24-01-01-13 IDG pb-sw FAULT light ..... M

EMER ELEC PWR Overhead Panel

24-01-02-01 RAT & EMER GEN FAULT light ..... A

Indications on the ELEC SD page

24-07-01 AC Generation Indications on the ELEC SD page ..... A
24-07-02 DC Generation Indications on the ELEC SD page ..... B
24-07-03 AC ESS BUS SHED Indication on the ELEC SD page C

ECAM Alerts

24-09-01 ELEC AC ESS BUS SHED Alert ..... A
24-09-02 C/BTRIPPED Alert ..... B
24-09-03 ELEC IDG 1(2) OIL LO LVL Alert C
24-09-04 ELEC IDG 1(2) FILTER CLOG Alert ..... D

AC Main Generation

24-22-01 AC Main Generation (IDG, GCU, Line Contactor) ..... A
24-22-02 AC Bus Tie Control Function ..... B

AC Auxiliary Generation

24-23-01 AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) ..... A

AC Emergency Generation

24-24-01 Emergency Generator ..... A
24-24-02 RAT Extension Automatic Control ..... B
24-24-03 RAT Extension Manual Control C

AC Essential Generation Switching

24-25-01 Manual Transfer to the AC BUS 2 (ALTN Function) ..... A

24-25-02 Automatic Transfer to the AC BUS 2 ..... B

Galley and Commercial Supply System

24-26-01 Galley Automatic Load Shed System ..... A
24-26-02 Galley Manual Load Shed System (GALLEY pb-sw) ..... B
24-26-03 Commercial Supply System C

Static Inverter AC Generation

24-28-01 Static Inverter AC Generation ..... A

DC Main Generation (TR 1, TR 2)

24-32-01 DC Main Generation (TR 1, TR 2) ..... A

DC Emergency Generation (ESS TR)

24-34-01 DC Emergency Generation (ESS TR) ..... A

DC Essential and Normal Generation Switching

24-35-01 DC TIE Contactor 1PC1 (DC BUS 1-DCBAT BUS), 4PC (DCESS BUS-DCBAT BUS) ..... A
24-35-02 DC TIE Contactor 1PC2 (DC BUS 2-DC BAT BUS) ..... B

DC Battery Generation

24-38-01 BAT 1(2) Channel ..... A
24-38-02 Battery Charger Limiter (BCL) ..... B
24-38-03 Battery Voltmeter C

AC External Power Control

24-41-01 Ground Power Control (GPCU or GAPCU Ground Power Control function) ..... A
24-41-02 External Power Receptacle ..... B

9-MI-25 Equipment/Furnishings

Indications on the DOOR/OXY SD page

25-07-01 Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page ..... A
25-07-02 Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page .... B
25-07-03 Cabin Overwing Exit Slide Permanently Indicated Armed on the DOOR/OXY SD page C
25-07-04 Cabin Overwing Exit Slide Permanently Indicated Not Armed on the DOOR/OXY SD page ..... D

Pilot Seats

25-11-01 Pilot Seat Manual Horizontal Adjustment ..... A
25-11-02 Pilot Seat Manual Vertical Adjustment ..... B
25-11-03 Pilot Seat Recline Adjustment C
25-11-04 Pilot Seat Other Manual Adjustments ..... D
25-11-05 Pilot Seat Electrical Adjustment ..... E
25-11-06 Pilot Seat Shoulder Harness ..... F
25-11-07 Pilot Seat Fifth Strap ..... G
25-11-08 Pilot Sidestick Armrest Height Adjustment ..... H
25-11-09 Pilot Sidestick Armrest Pitch Adjustment I
25-11-10 Pilot Sidestick Armrest Memory Position Display ..... J
25-11-11 Pilot Inboard Armrest Vertical Adjustment ..... K
25-11-12 Pilot Seat Headrest ⏪ L

Third and Fourth Occupant Seats

25-12-01 Third Occupant Seat ..... A
25-12-02 Third Occupant Seat Shoulder Harness ..... B
25-12-03 Third Occupant Seat Abdominal Belt C
25-12-04 Third Occupant Seat Fifth Strap ..... D
25-12-05 Third Occupant Seat Armrest ⏪ ..... E
25-12-06 Fourth Occupant Seat ..... F
25-12-07 Fourth Occupant Seat Shoulder Harness ..... G
25-12-08 Fourth Occupant Seat Abdominal Belt ..... H
25-12-09 Fourth Occupant Seat Fifth Strap I

Lining and Furnishings

25-13-01 Pilot Sliding Table ..... A
25-13-02 Pilot Retractable Footrest ..... B

Flight Crew Foot Warmers

25-15-01 Pilot Foot Warmer ..... A

Cabin Seats

25-20-01 Passenger Seat ..... A
25-20-02 Passenger Seat Backrest ..... B
25-20-03 Passenger Seat Belt C

25-20-05 Passenger Seat Armrest ..... D
25-20-06 Underseat Baggage Restraining Bar ..... E
25-20-07 Passenger Seat Meal Table ..... F
25-20-09 Cabin Attendant Seat ..... G
25-20-09 Cabin Attendant Seat ..... H
25-20-09 Cabin Attendant Seat I
25-20-09 Cabin Attendant Seat ..... J
25-20-10 Supernumerary Seat ..... K

Cabin Stowage Compartments

25-24-01 Doghouse Compartment ⋖ ..... A
25-24-02 Overhead Stowage Compartment (OHSC) ..... B
25-24-03 Coat Stowage/Stowage ⋖ C
25-24-04 Stowage Compartment Key Lock ⋖ ..... D

Galley Equipment

25-35-01 Galley Waste Compartment Flapper Door ⋖ ..... A
25-35-02 Galley Waste Compartment Access Door ⋖ ..... B
25-35-03 Galley Stowage Compartment ⋖ C
25-35-04 Galley Compartment 1/4 Turn Retainer/Kickload Retainer ..... D
25-35-05 Galley Compartment Intermediate Latch ⋖ ..... E
25-35-06 Galley Compartment Intermediate Catches (AFT Galley 33 Compartment 10 or 11) ..... F
25-35-07 FWD Galley Curtain ..... G

Lavatories

25-40-01 Toilet Waste Compartment Flapper Door ..... A
25-40-02 Exterior Lavatory Ashtray ..... B
25-40-03 Interior Lavatory Ashtray ⋖ C
25-40-04 Toilet Waste Compartment Access Door ..... D
25-40-05 Lavatory Stowage Compartment ..... E

Cargo Compartments

25-50-01 Cargo Loading System ⋖ ..... A
25-50-02 Decompression Panels in the FWD Cargo Compartment ..... B
25-50-03 Decompression Panels in the AFT and the BULK ⋖ Cargo Compartments C
25-50-04 Lining Panels in the FWD Lower Deck Cargo Compartment ..... D

25-50-05 Lining Panels in the AFT and BULK ⋖ Lower Deck Cargo Compartments ..... E
25-50-06 Cargo Compartment Restraint Components (Nets, Attach Points, Stanchions) ..... F
25-50-07 Protection Panels of Decompression Panels at the FWD Partition Wall of FWD Cargo Compartment ⋖ ..... G
25-50-08 Container Locks ..... H

Cabin Escape Facilities

25-62-01 Cabin Door Slide or Slide Raft ..... A
25-62-02 Cabin Overwing Exit Slide ..... B
25-62-03 SLIDE ARMED light C
25-62-06 Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ⋖ ..... D
25-62-07 Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page ⋖ .... E
25-62-08 Overwing Escape Life Line ⋖ ..... F

Evacuation Signaling Equipment

25-63-01 Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) ⋖ ..... A

First Aid Equipment

25-64-01 First Aid Kit ..... A
25-64-02 Emergency Medical Kit (Doctors Kit) ..... B
25-64-03 First Aid Kit Additional Equipment C

Emergency Equipment

25-65-01 Cockpit Flashlight ..... A
25-65-02 Cabin Flashlight ..... B
25-65-03 Crash Axe/Crowbar C
25-65-04 Survival Emergency Locator Transmitter ..... D
25-65-05 Automatic Emergency Locator Transmitter ⋖ ..... E
25-65-06 Fireproof Gloves ..... F
25-65-07 Megaphone ..... G
25-65-08 Low Frequency - Underwater Locator Beacon (LF-ULB) ..... H

Floatation and Survival Equipment

25-66-01 Life Vest ..... A
25-66-02 Supplementary Life Raft ⋖ ..... B

9-MI-26 Fire Protection

MAINTENANCE Message on the STATUS SD page

26-00-01 SDCU MAINTENANCE Message ..... A

Overhead Panels

FIRE Overhead Panel

26-01-01-01 Bulb/LED in the ENG FIRE-PUSH pb-sw ..... A
26-01-01-02 ENG AGENT pb DISCH light ..... B
26-01-01-03 ENG AGENT pb SQUIB light C
26-01-01-04 Bulb/LED in the APU FIRE-PUSH pb-sw ..... D
26-01-01-05 APU AGENT pb DISCH light ..... E
26-01-01-06 APU AGENT pb SQUIB light ..... F
26-01-01-31 ENG FIRE TEST pb ..... G
26-01-01-32 APU FIRE TEST pb ..... H
26-01-01-33 APU FIRE PUSH pb-sw I
26-01-01-34 APU AGENT pb ..... J

CARGO SMOKE Overhead Panel

26-01-02-01 CARGO SMOKE DISCH/BTL light ..... A

Main Deck Cargo Smoke Control Panel (MDC-SCP)

26-01-09-02 MD SMOKE pb SMOKE light ..... A
26-01-09-03 MD SMOKE pb ON light ..... B
26-01-09-04 SYS TEST pb C
26-01-09-05 SYS TEST pb FAULT light ..... D
26-01-09-06 SYS TEST pb ON light ..... E
26-01-09-07 DSPL SEL Rotary switch ..... F

Engine Fire and Overheat Detection

26-12-01 Engine Fire Detection Loop A on the Engine 1 ..... A
26-12-02 Engine Fire Detection Loop A on the Engine 2 ..... B
26-12-03 Engine Fire Detection Loop B on the Engine 1 C
26-12-04 Engine Fire Detection Loop B on the Engine 2 ..... D
26-12-05 FIRE light on the ENG MASTER Panel ..... E

APU Fire and Overheat Detection
26-13-01 APU Fire Detection Loop ..... A

Avionics Compartment Smoke Detection
26-15-01 Avionics Smoke Detection System ..... A

Cargo Compartment Smoke Detection
26-16-01 Smoke Detector in the FWD Cargo Compartment ..... A
26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments ..... B

Lavatory Smoke Detection
26-17-01 Lavatory Smoke Detection System ..... A
26-17-02 Smoke Detection Control Unit (SDCU) ..... B

Main Deck Cargo Compartment Smoke Detection
26-19-01 Smoke Detector in the Main Deck Cargo Compartment ..... A

APU Fire Extinguishing
26-22-01 APU Automatic Fire Extinguishing Control on Ground ..... A
26-22-02 APU Fire Extinguisher Overpressure Indication (Red Disc) ..... B
26-22-03 Squib of the APU Fire Extinguisher Bottle C
26-22-04 APU Fire Extinguisher Bottle ..... D
26-22-05 APU AUTO EXTING TEST pb-sw on the Maintenance Panel ..... E
26-22-06 APU FIRE light on the External Power Panel ..... F
26-22-07 APU SHUT OFF pb on the External Power Panel ..... G

Cargo Compartment Fire Extinguishing
26-23-01 Cargo Agent Bottle ..... A
26-23-02 Squib of the FWD Cargo Bottle 1 ..... B
26-23-03 Squib of the AFT/BULK ⋖ Cargo Bottle 1 C

Portable Fire Extinguisher
26-24-01 Cabin Portable Fire Extinguisher ..... A
26-24-02 Cockpit Portable Fire Extinguisher ..... B

Lavatory Fire Extinguishing
26-25-01 Lavatory Waste Bin Fire Extinguishing System ..... A

9-MI-27 Flight Controls

MAINTENANCE Messages on the STATUS SD page

27-00-01 F/CTL MAINTENANCE Message ..... A
27-00-02 SFCS MAINTENANCE Message ..... B
27-00-03 SLAT SYNCH 1(2) MAINTENANCE Message C
27-00-04 FLAP SYNCH 1(2) MAINTENANCE Message ..... D

Overhead Panels

FLT CTL Overhead Panel

27-01-01-01 ELAC pb-sw FAULT light ..... A
27-01-01-02 ELAC pb-sw OFF light ..... B
27-01-01-03 SEC pb-sw FAULT light C
27-01-01-04 SEC pb-sw OFF light ..... D

Indications on SD pages

27-07-01 Aileron Actuator Indication on the F/CTL SD page ..... A
27-07-02 Aileron Position Indication on the F/CTL SD page ..... B
27-07-03 Elevator Actuator Indication on the F/CTL SD page C
27-07-04 Elevator Position Indication on the F/CTL SD page ..... D
27-07-05 Pitch Trim Position Indication on the F/CTL SD page ..... E
27-07-06 Rudder Position Indication on the F/CTL SD page ..... F
27-07-07 Rudder Trim Position Indication on the F/CTL SD page ..... G
27-07-08 Rudder Travel Limiter Position Indication on the F/CTL SD page ..... H
27-07-09 ELAC Indication on the F/CTL SD page I
27-07-10 SEC Indication on the F/CTL SD page ..... J
27-07-11 Spoilers/Speedbrakes Indication on the F/CTL SD page ..... K
27-07-12 Spoilers/Speedbrakes Indication on the WHEEL SD page L

Indications on the EWD

27-08-01 Flap Position Indication on the EWD ..... A
27-08-02 Slat Position Indication on the EWD ..... B

Aileron and Hydraulic Actuation

27-14-01 Left Aileron Blue Servo-Control (Controlled by ELAC 1) ..... A
27-14-02 Left Aileron Green Servo-Control (Controlled by ELAC 2) ..... B

27-14-03 Right Aileron Green Servo-Control (Controlled by ELAC 1) C
27-14-04 Right Aileron Blue Servo-Control (Controlled by ELAC 2) ..... D

Rudder Mechanical Control

27-21-01 Rudder Pedal Adjustment System ..... A

Rudder Trim Actuation

27-22-01 Rudder Trim System ..... A
27-22-02 Manual Rudder Trim Reset Function ..... B
27-22-03 Rudder Trim Position Indication on the Center Pedestal C

Artificial feel and rudder travel limiting actuation

27-23-01 Rudder Travel Limiter System ..... A

Elevator and Hydraulic Actuation

27-34-01 Elevator Servo-Control ..... A
27-34-02 Elevator Servo-Control Position Transducer ..... B

Trimmable Horizontal Stabilizer (THS)

27-40-01 Stabilizer Mechanical Control ..... A
27-40-02 Stabilizer Actuator Electric Motor ..... B

Flaps Electrical Control and Monitoring

27-51-01 SFCC Flap Channel ..... A
27-51-02 Flap Wing Tip Brakes Solenoid ..... B

Flaps Hydraulic Actuation and Power Transmission

27-54-01 Flap Hydraulic Motor ..... A
27-54-02 Flap PCU Valve Block ..... B
27-54-03 Flap Pressure-Off Brake C

Spoiler Hydraulic Actuation

27-64-01 Spoiler 5 ..... A
27-64-02 Spoiler 1 or 3 ..... B
27-64-03 Spoiler 2 or 4 C
27-64-04 Spoilers 1 and 2 ..... D
27-64-05 Spoilers 3 and 4 ..... E

Slats Electrical Control and Monitoring

27-81-01 SFCC Slat Channel ..... A
27-81-02 Slat Wing Tip Brakes Solenoid ..... B

Slats Hydraulic Actuation and Power Transmission

27-84-01 Slats Hydraulic Motor ..... A
27-84-02 Slat PCU Valve Block ..... B
27-84-03 Slat Pressure-Off Brake C

Electrical Flight Control System (EFCS) Control Inputs and Power Supply

27-92-01 Speedbrake Control System ..... A
27-92-02 Ground Spoiler Control System ..... B
27-92-03 SIDESTICK PRIORITY light C
27-92-04 Sidestick Dual Input Visual Warnings ..... D
27-92-05 Sidestick Dual Input Aural Warning ..... E

ELAC System (Elevator Aileron Computer)

27-93-01 ELAC 1 ..... A
27-93-02 ELAC 2 ..... B
27-93-03 Pitch Normal Law C

SEC System (Spoiler and Elevator Computer)

27-94-01 SEC 1 ..... A
27-94-02 SEC 2 ..... B
27-94-03 SEC 3 C

FCDC System (Flight Control Data Concentrator)

27-95-01 FCDC 1 ..... A
27-95-02 FCDC 2 ..... B

9-MI-28 Fuel

MAINTENANCE Message on the STATUS SD page

28-00-01 FUEL MAINTENANCE Message ..... A

Overhead Panels

FUEL Overhead Panel

28-01-01-01 Wing TK PUMP pb-sw FAULT light ..... A

28-01-01-02 Wing TK PUMP pb-sw OFF light ..... B
28-01-01-03 X FEED pb-sw ON light C
28-01-01-04 X FEED pb-sw OPEN light ..... D
28-01-01-05 CTR TK PUMP pb-sw FAULT light ..... E
28-01-01-06 CTR TK PUMP pb-sw OFF light ..... F
28-01-01-07 FUEL MODE SEL pb-sw FAULT light ..... G
28-01-01-08 ACT pb-sw FAULT light ..... H
28-01-01-09 ACT pb-sw FWD light I

Indications on the FUEL SD page

Fuel Quantity Indications on the FUEL SD page

28-07-01-01 Fuel On Board (FOB) Indication on the FUEL SD page ..... A
28-07-01-02 Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page ..... B
28-07-01-03 Outer Tank Fuel Quantity Indication on the FUEL SD page C
28-07-01-04 Inner Tank Fuel Quantity Indication on the FUEL SD page ..... D
28-07-01-05 Center Tank Fuel Quantity Indication on the FUEL SD page ..... E
28-07-01-06 ACT Fuel Quantity Indication on the FUEL SD page ..... F

Fuel Temperature Indications on the FUEL SD page

28-07-02-01 Fuel Temperature Indication on the FUEL SD page ..... A

Tank Pump Indications on the FUEL SD page

28-07-03-01 Wing Tank Pump Indication on the FUEL SD page ..... A
28-07-03-02 Center Tank Pump Indication on the FUEL SD page ..... B

Valve Indications on the FUEL SD page

28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page ..... A
28-07-04-02 APU LP Fuel Valve Indication on the FUEL SD page ..... B
28-07-04-03 Crossfeed Valve Indication on the FUEL SD page C
28-07-04-04 Wing Transfer Valve Indication on the FUEL SD page ..... D
28-07-04-05 Center Tank Transfer Valve Indication on the FUEL SD page ..... E
28-07-04-06 ACT to CTR TK Transfer (Arrow) Indication on the FUEL SD page ..... F

Fuel Flow Indication on the FUEL SD page

28-07-05-01 Fuel Flow 1+2 Indication on the FUEL SD page ..... A

Fuel Used Indication on the FUEL SD page

28-07-06-01 Fuel Used Indication on the FUEL SD page ..... A
28-07-06-02 Fuel Used 1+2 Indication on the FUEL SD page ..... B

ECAM Alerts

28-09-01 FUELL(R) INNER(OUTER) TK HI TEMP Alert ..... A
28-09-02 FUELL(R) INNER(OUTER) TK LO TEMP Alert ..... B
28-09-03 FUELACT XFR FAULT Alert C
28-09-04 FUELACT PUMP LO PR Alert ..... D

Tank Venting System

28-12-01 Overpressure Protector between the Inner and the Outer Tank ..... A
28-12-02 Overpressure Protector in the Vent Surge Tank ..... B
28-12-03 Overpressure Protector in the Inner Tank C
28-12-04 Overpressure Protector between the Center and the Inner Tank ..... D
28-12-05 Overpressure Protector in the ACT ..... E

Intercell Transfer System

28-15-01 LH Wing Transfer Valve ..... A
28-15-02 RH Wing Transfer Valve ..... B

Distribution

28-20-01 Automatic Fuel Feed System ..... A

Main Fuel Pump System

28-21-01 Wing Tank Pump ..... A
28-21-02 Center Tank Pump ..... B
28-21-03 Wing Tank Pump Sequence Valve C

APU Fuel Pump System

28-22-01 APU Fuel Pump ..... A

Crossfeed System

28-23-01 Crossfeed Valve ..... A

Engine LP Fuel Shutoff

28-24-01 Engine LP Fuel Valve Electrical Motor ..... A

Refuel/Defuel System

28-25-01 Fuel Quantity Preselector ..... A
28-25-02 Fuel Quantity on the Refuel/Defuel Control Panel ..... B
28-25-03 Refuel Valve C
28-25-04 Transfer Defuel Valve ..... D
28-25-05 Exterior Refuel/Defuel Control Panel ..... E
28-25-06 Cockpit Refuel/Defuel Control Panel ..... F

Main Transfer System

28-26-01 Center Tank Transfer Valve ..... A

Additional Center Tank Transfer System (if ACTs installed)

28-28-01 ACT Auto Transfer System ..... A
28-28-02 ACT Transfer Valve ..... B
28-28-03 ACT Transfer Pump C
28-28-04 ACT Air Shutoff Valve ..... D
28-28-05 ACT Inward Pressure Relief Valve ..... E
28-28-06 ACT Vent Valve ..... F
28-28-07 ACT Refuel Valve ..... G
28-28-08 ACT Integrated Impact Wall ..... H
28-28-09 ACT 1 Inlet Valve I

APU LP Fuel Shutoff

28-29-01 APULP Fuel Valve ..... A

Manual Magnetic Indicators

28-43-01 Manual Magnetic Indicators ..... A
28-43-02 Fuel Quantity Attitude Monitor ..... B

Tank Level Sensing

28-46-01 High Level Detection System in the Inner Tank ..... A
28-46-02 High Level Detection System in the Center Tank ..... B
28-46-03 High Level Detection System in the ACT ◁ C
28-46-04 Low Level Detection System in the Inner Tank ..... D
28-46-05 Low Level Detection System in the ACT ◁ ..... E

Fuel Management

28-50-01 Fuel Quantity Indicating Computer (FQIC) Channel ..... A

9-MI-29 Hydraulic Power

Overhead Panels

HYD Overhead Panel

29-01-01-01 B(Y) ELEC PUMP pb-sw FAULT light ..... A
29-01-01-02 B ELEC PUMP pb-sw OFF light ..... B
29-01-01-03 Y ELEC PUMP pb-sw ON light C
29-01-01-04 G(Y) ENG 1(2) PUMP pb-sw FAULT light ..... D
29-01-01-05 G(Y) ENG 1(2) PUMP pb-sw OFF light ..... E
29-01-01-06 PTU pb-sw FAULT light ..... F
29-01-01-07 PTU pb-sw OFF light ..... G

Maintenance HYD Overhead Panel

29-01-02-01 G(B)(Y) LEAK MEASUREMENT VALVES pb-sw OFF light ..... A

Indications on the HYD SD page

29-07-01 Yellow ELEC Pump Indication on the HYD SD page ..... A
29-07-02 Pump Indication on the HYD SD page ..... B
29-07-03 Fire Valve Indication on the HYD SD page C
29-07-04 PTU Indication on the HYD SD page ..... D
29-07-05 Reservoir Quantity Indication on the HYD SD page ..... E
29-07-06 RAT Indication on the HYD SD page ..... F
29-07-07 System Label Indication on the HYD SD page ..... G
29-07-08 System Pressure Indication on the HYD SD page ..... H
29-07-09 Vertical Link Indication (G/B/Y) on the HYD SD page I

ECAM Alerts

29-09-01 HYD B(Y) ELEC PUMP LO PR Alert ..... A
29-09-02 HYD B(Y) ELEC PUMP OVHT Alert ..... B
29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert C
29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert ..... D
29-09-05 HYD G(B)(Y) RSVR LO LVL Alert ..... E
29-09-06 HYD G(B)(Y) RSVR OVHT Alert ..... F

29-09-07 HYD PTU FAULT Alert ..... G
29-09-08 HYD RAT FAULT Alert ..... H
29-09-09 HYD G(B)(Y) SYS LO PR Alert I

Main Hydraulic Power

29-10-01 Engine Driven Pump ..... A
29-10-02 Engine Driven Pump Depressurization Function ..... B
29-10-03 Blue System Electric Pump C
29-10-04 Hydraulic System Accumulator ..... D
29-10-05 Yellow Brake Accumulator ..... E
29-10-07 Engine Pump Fire Valve ..... F
29-10-08 Hydraulic System Filter ..... G
29-10-09 Hydraulic Case Drain Filter ..... H
29-10-10 Hydraulic Reservoir Drain Valve I

Blue Auxiliary Hydraulic Power

29-22-01 Ram Air Turbine ..... A

Power Transfer

29-23-01 Power Transfer Unit (PTU) ..... A

Yellow Auxiliary Hydraulic Power

29-24-01 Yellow System Electric Pump ..... A

9-MI-30 Ice and Rain Protection

MAINTENANCE Message on the STATUS SD page

30-00-02 ENG 1(2) A.ICE MAINTENANCE Message ..... A

Overhead Panels

ANTI ICE Overhead Panel

30-01-01-01 ANTI ICE ENG 1(2) pb-sw FAULT light ..... A
30-01-01-02 ANTI ICE ENG 1(2) pb-sw ON light ..... B
30-01-01-03 ANTI ICE WING pb-sw FAULT light C
30-01-01-04 ANTI ICE WING pb-sw ON light ..... D

WIPER Overhead Panel

30-01-02-01 Wiper High Speed Function (FAST Position) ..... A
30-01-02-02 Wiper Low Speed Function (SLOW Position) ..... B

Indications on the BLEED SD page

30-07-01 ANTI ICE Indication on the BLEED SD page ..... A
30-07-02 Arrow Indication on the BLEED SD page ..... B

ECAM Alerts

30-09-01 ANTI-ICE ENG 1(2) CTL FAULT Alert ..... A

Wing Ice Protection

30-11-01 Wing Anti-Ice Control Valve ..... A

Engine Air Intake Ice Protection

30-21-01 Engine Anti-Ice Valve ..... A

Probe Ice Protection

30-31-01 Probe Heat Computer (PHC) ..... A
30-31-02 Pitot Heater ..... B
30-31-03 Static Ports Heater C
30-31-04 Angle of Attack (AOA) Probes Heating ..... D
30-31-05 TAT Probes Heating ..... E

Windshield Anti-Icing and Defogging

30-42-01 Window Heat Computer ..... A
30-42-02 Fixed Lateral Window and Sliding Window Heating ..... B
30-42-03 Windshield Heating C
30-42-04 PROBES/WINDOW HEAT pb-sw AUTO Control ..... D
30-42-05 PROBES/WINDOW HEAT pb-sw ON light ..... E

Windshield Rain Protection

30-45-01 Windshield Wiper ..... A
30-45-02 Windshield Wiper PARK Function ..... B
30-45-03 Rain Repellent System C

Waste Water Ice Protection

30-71-01 Waste Water Drain Mast Heating System ..... A

Ice Detection

30-81-02 External Visual Icing Indicator ..... A
30-81-03 Lighting of External Visual Icing Indicator ..... B

9-MI-31 Indicating/Recording Systems

MAINTENANCE Message on the STATUS SD page

31-00-01 QAR MAINTENANCE Message ◁ ..... A
31-00-02 ACMSMAINTENANCE Message ..... B
31-00-03 DAR MAINTENANCE Message ◁ C
31-00-04 CFDIUMAINTENANCE Message ..... D
31-00-05 DMC 1/3 MAINTENANCE Message ..... E
31-00-06 DMC 2/3 MAINTENANCE Message ..... F
31-00-07 DFDR ACCEL MAINTENANCE Message ◁ ..... G
31-00-08 CVDR2 MAINTENANCE message ..... H

Overhead Panels

RCDR Overhead Panel

31-01-01-01 RCDR GND CTL pb-sw ON light ..... A
31-01-01-02 RCDR GND CTL pb-sw ..... B

Indications on the Primary Flight Display (PFD)

31-05-01 AP Related Indications on the FMA ..... A
31-05-02 A/THR Related Indications on the FMA ..... B
31-05-03 Approach and Landing Capabilities on the FMA C
31-05-04 Special Messages on the FMA ..... D
31-05-05 Actual Airspeed Reference Line and Scale Indications on the PFD ..... E
31-05-06 Mach Number Indication on the PFD ..... F
31-05-07 VMO/MMO Characteristic Speed Indication on the PFD ..... G
31-05-08 Altitude Indication on the PFD ..... H
31-05-09 Vertical Speed Indication on the PFD I
31-05-10 Other Air Data Related Indications on the PFD ..... J
31-05-11 Attitude Indication on the PFD ..... K
31-05-12 Heading Indication on the PFD L

Indications on the Navigation Display (ND)

31-06-01 Ground Speed Indication on the ND ..... A
31-06-02 True Air Speed Indication on the ND ..... B
31-06-03 Wind Indication on the ND C
31-06-04 Heading Indication on the ND ..... D

31-06-05 Position (Aircraft Symbol) Indication on the ND ..... E
31-06-06 Navigation Station Information on the ND ..... F
31-06-07 Chrono Indication on the ND ..... G

Indications on the System Display (SD)

31-07-01 Indications on the System Display pages ..... A
31-07-02 Permanent Data (TAT, SAT, GLOAD - ALT SEL, UTC, GW) Indications on the SD .... B

Indications on the Engine Warning Display (EWD)

31-08-01 Engine Parameter Indications on the EWD ..... A
31-08-02 Fuel On Board (FOB) Indication on the EWD ..... B
31-08-03 MEMO Messages on the EWD C
31-08-04 Slats/Flaps Position Indications on the EWD ..... D

Independent Instruments

31-20-01 Electrical Clock Indicator ..... A

Centralized Fault Display System (CFDS) and Data Recording System

31-30-01 Centralized Fault Display System (CFDS) ..... A
31-30-02 Digital AIDS Recorder (DAR) ◁ ..... B
31-30-03 Digital Flight Data Recorder (DFDR) C
31-30-04 Data Management (DMU or FDIMU Data Management function) ..... D
31-30-05 Flight Data Interface (FDIU or FDIMU Flight Data Interface function) ..... E
31-30-06 Quick Access Recorder (QAR) ◁ ..... F
31-30-07 Printer ◁ ..... G

Up and Down Data Loading System Acquisition/Interface and Equipment

31-38-01 DATA LOADING selector ..... A
31-38-02 Data Loading Routing Box (DLRB or eDLRB) ..... B
31-38-03 Multipurpose Disk Drive Unit (MDDU) C
31-38-05 Data Loading Selector Unit (DLSU) ..... D

Flight Warning Computer (FWC)

31-53-01 Flight Warning Computer (FWC) ..... A
31-53-02 MASTER CAUT Cancel Function ..... B
31-53-03 MASTER WARN Cancel Function C
31-53-04 MASTER CAUT light ..... D
31-53-05 MASTER WARN light ..... E

31-53-06 Altitude Alert ..... F

System Data Acquisition Concentrator (SDAC)

31-55-01 System Data Acquisition Concentrator (SDAC) ..... A

ECAM Control Panel (ECP)

31-56-01 System Page Manual Call pb on the ECP ..... A
31-56-02 ALL pb on the ECP ..... B
31-56-03 CLR pb on the ECP C
31-56-04 EMER CANC pb on the ECP ..... D
31-56-05 RCL pb on the ECP ..... E
31-56-06 STS pb on the ECP ..... F
31-56-07 T.O CONFIG pb on the ECP ..... G

Display Management Computer (DMC)

31-62-01 DMC 1 ..... A
31-62-02 DMC 2 ..... B
31-62-03 DMC 3 C

Display Unit (DU)

31-63-01 PFDU 1 ..... A
31-63-02 PFDU 2 ..... B
31-63-03 NDU 1 C
31-63-04 NDU 2 ..... D
31-63-05 SDU ..... E
31-63-06 EWDU ..... F

Switching Panel

31-68-01 AIR DATA SWITCHING selector on the Center Pedestal ..... A
31-68-02 ATT HDG SWITCHING selector on the Center Pedestal ..... B
31-68-03 ECAM/ND XFR SWITCHING selector on the Center Pedestal C
31-68-04 EIS DMC SWITCHING selector on the Center Pedestal ..... D
31-68-05 PFD/ND XFR pb on the Lateral Instrument Panel ..... E

9-MI-32 Landing Gear

Indications on the WHEEL SD page

32-07-01 Brakes Temperature Indication on the WHEEL SD page ..... A

32-07-02 L/G Position Indication on the WHEEL SD page ..... B
32-07-03 L/G Doors Position Indication on the WHEEL SD page C
32-07-04 L/G CTL Indication on the WHEEL SD page ..... D
32-07-05 UP LOCK Indication on the WHEEL SD page ..... E
32-07-06 [Y] N/W STEERING Indication on the WHEEL SD page ..... F
32-07-07 Tire Pressure Indication ◁ on the WHEEL SD page ..... G
32-07-08 ANTI SKID Indication on the WHEEL SD page ..... H
32-07-09 AUTO BRK Indication on the WHEEL SD page I
32-07-10 [G] NORM BRK Indication on the WHEEL SD page ..... J
32-07-11 Release Brake Indication on the WHEEL SD page ..... K
32-07-12 ACCU PRESS/ACCU ONLY Indication on the WHEEL SD page L
32-07-13 [Y] ALTN BRK Indication on the WHEEL SD page ..... M

ECAM Alerts

32-09-01 BRAKES-N/WS MINOR FAULT Alert ..... A

Main Gear

32-11-01 Main Gear Torque Link Damper ..... A

Main Gear Doors

32-12-01 Main Gear Door Ground Opening Cable ..... A

Normal Extension and Retraction

32-31-01 Landing Gear Control and Interface Unit (LGCIU) ..... A
32-31-02 Landing Gear Retracting System ..... B

Proximity Detector System

32-32-01 LGCIU 1 Proximity Detector ..... A
32-32-02 LGCIU 2 RH L/G Shock Absorber Proximity Detector ..... B
32-32-03 LGCIU 2 LH L/G Shock Absorber Proximity Detector C
32-32-04 LGCIU 2 Nose L/G Shock Absorber Proximity Detector ..... D
32-32-05 LGCIU 2 RHL/G Down Lock Proximity Detector ..... E
32-32-06 LGCIU 2 LHL/G Down Lock Proximity Detector ..... F
32-32-07 LGCIU 2 Nose L/G Down Lock Proximity Detector ..... G
32-32-08 LGCIU 2 RHL/G Up Lock Proximity Detector ..... H
32-32-09 LGCIU 2 LHL/G Up Lock Proximity Detector I
32-32-10 LGCIU 2 Nose L/G Up Lock Proximity Detector ..... J

32-32-11 LGCIU 2 RHL/G Doors Open Proximity Detector ..... K
32-32-12 LGCIU 2 LHL/G Doors Open Proximity Detector L
32-32-13 LGCIU 2 Nose L/G Doors Open Proximity Detector ..... M
32-32-14 LGCIU 2 RHL/G Doors Closed Proximity Detector ..... N
32-32-15 LGCIU 2 LHL/G Doors Closed Proximity Detector ..... O
32-32-16 LGCIU 2 Nose L/G Doors Closed Proximity Detector ..... P

Free Fall Extension

32-33-01 Landing Gear Gravity Extension System ..... A

Wheels

32-41-01 Nose Wheel Tie Bolt ..... A
32-41-02 Main Wheel Tie Bolt ..... B

Normal Braking

32-42-01 Main Wheel Brake ..... A
32-42-02 Green System Brake ..... B
32-42-03 Braking/Steering Control Unit (BSCU) System 1 C
32-42-04 Braking/Steering Control Unit (BSCU) System 2 ..... D
32-42-05 AUTO/BRK Function ..... E
32-42-06 Tachometer ..... F
32-42-07 Nose Landing Gear Wheel Brake Pad ..... G
32-42-08 AUTO/BRK (LO, MED, MAX) pb-sw DECEL light ..... H
32-42-09 AUTO/BRK (LO, MED, MAX) pb-sw ON light I

Alternate Braking

32-44-01 Yellow System Brake ..... A
32-44-02 ACCU PRESS Indicator ..... B
32-44-03 BRAKES Pressure Indicator C
32-44-04 Alternate Braking Control Unit (ABCU) ..... D

Parking/Ultimate Emergency Braking

32-45-01 Parking Brake Control Valve Electrical Motor ..... A

Brake Temperature System

32-47-01 Brake Temperature Monitoring Unit (BTMU) ..... A

Brake Cooling

32-48-01 Brake Fan System ⏪ ..... A
32-48-02 BRK FAN pb-sw HOT ⏪ light ..... B
32-48-03 BRK FAN pb-sw ON ⏪ light C

Steering

32-51-01 Nose Wheel Steering Control System ..... A
32-51-02 Rudder PEDALS DISC pb ..... B
32-51-03 NWS Electrical Deactivation Box C
32-51-04 PARKING BRAKE light on the NWS Electrical Deactivation Box ..... D

Landing Gear Panel on the Center Instrument Panel

32-61-01 LDG GEAR Indicator Panel ..... A
32-61-02 DOWN Red Arrow light on the Landing Gear lever ..... B

9-MI-33 Lights

Overhead Panels

ANN LT Overhead Panel

33-01-01-01 TEST Function of ANN LT sw ..... A
33-01-01-02 DIM Function of ANN LT sw ..... B
33-01-01-03 BRT Function of ANN LT sw C

SIGNS Overhead Panel

33-01-02-01 EMER EXIT LT OFF light ..... A
33-01-02-02 AUTO Function of SEAT BELT SIGNS sw ⏪ ..... B
33-01-02-03 AUTO Function of NO SMOKING SIGNS sw C
33-01-02-04 AUTO Function of RETURN TO SEAT sw ⏪ ..... D
33-01-02-05 AUTO Function of DON OXYGEN MASK sw ⏪ ..... E

Cockpit General Illumination

33-10-01 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) ..... A

Cabin General Illumination

33-20-01 Cabin General Illumination ..... A

33-20-02 Cabin Signs (No Smoking/No Electronic Devices/Fasten Seat Belt/Return to Seat) ..... B
33-20-03 Lavatory Sign (Return to seat) C
33-20-04 Lavatory Lighting ..... D

Redefined Flight Deck (RFD) General Illumination

33-20-01 **Redefined Flight Deck (RFD) General Illumination** ..... A
33-20-03 **Lavatory Sign (Return to Seat/Don Oxygen)** ..... B

Cargo and Service Compartment Lighting

33-30-01 Cargo and Service Compartment Lighting System ..... A
33-30-02 Main Deck Cargo Compartment (MDCC) Lighting ..... B
33-30-03 Tarmac Light C

Exterior Lighting

33-40-01 NAV 1 Light ..... A
33-40-02 NAV 2 Light ..... B
33-40-03 Landing light C
33-40-04 Landing light Extension/Retraction System ..... D
33-40-05 Runway Turnoff light ..... E
33-40-06 Taxi light ..... F
33-40-07 Logo light ..... G
33-40-08 Beacon light ..... H
33-40-09 Wing and Engine Scan light I
33-40-10 Strobe light ..... J
33-40-11 Takeoff light ..... K

Cabin Emergency Lighting

33-51-01 Exit Marking Sign ..... A
33-51-01 Exit Marking Sign ..... B
33-51-02 Exit Location Sign in the Main Aisle C
33-51-03 Overhead Emergency Lighting System in the Main Aisle ..... D
33-51-04 Overhead Emergency Lighting System in the Cabin Door Vicinity ..... E
33-51-04 Overhead Emergency Lighting System in the Crew Entry Door (CED) Vicinity ..... F
33-51-05 Floor Proximity Emergency Escape Path Marking System ..... G
33-51-07 Floor Proximity Emergency Escape Path Marking System Exit Marker ..... H
33-51-08 Overwing Emergency light I

33-51-09 Overwing Exit Handle light ..... J
33-51-10 Escape Slide Lighting ..... K
33-51-11 Lavatory Auxiliary light L
33-51-12 BAT TEST pb on the PTP ..... M
33-51-13 SYS TEST pb on the PTP ..... N
33-51-14 Emergency Egress Light ..... O

9-MI-34 Navigation

MAINTENANCE Messages on the STATUS SD page

34-00-01 ADR MAINTENANCE Message ..... A
34-00-02 IR MAINTENANCE Message ..... B

Overhead Panels

ADIRS Overhead Panel

34-01-01-01 ADR pb-sw FAULT light ..... A
34-01-01-02 ADR pb-sw OFF light ..... B
34-01-01-03 IR FAULT light C
34-01-01-04 IR ALIGN light ..... D
34-01-01-05 ON BAT light ..... E
34-01-01-31 ADR pb-sw ..... F
34-01-01-32 IR pb-sw ..... G
34-01-01-33 IR Mode selector ..... H
34-01-01-34 DATA DISPLAY selector of ADIRS CDU I
34-01-01-35 SYS DISPLAY selector of ADIRS CDU ..... J
34-01-01-36 Display Unit of ADIRS CDU ..... K
34-01-01-37 Keyboard of ADIRS CDU L

GPWS Overhead Panel

34-01-02-01 GPWS SYS pb-sw FAULT light ..... A
34-01-02-02 GPWS SYS pb-sw OFF light ..... B
34-01-02-03 GPWS G/S MODE pb-sw OFF light C
34-01-02-04 GPWS FLAP MODE pb-sw OFF light ..... D
34-01-02-05 GPWS LDG FLAP 3 pb-sw ON light ..... E
34-01-02-06 GPWS TERR pb-sw FAULT light ..... F
34-01-02-07 GPWS TERR pb-sw OFF light ..... G

Indications on the Primary Flight Display (PFD)

34-05-01 Actual Airspeed Reference Line and Scale Indication on the PFD ..... A
34-05-02 Mach Number Indication on the PFD ..... B
34-05-03 VMO/MMO Characteristic Speed Indication on the PFD C
34-05-04 Altitude Indication on the PFD ..... D
34-05-05 Baro Reference Indication on the PFD ..... E
34-05-06 Vertical Speed in Inertial Mode Indication on the PFD ..... F
34-05-07 Other Air Data Related Indications on the PFD ..... G
34-05-08 Attitude Indication on the PFD ..... H
34-05-09 Heading Indication on the PFD I
34-05-10 Radio Navaids Indications on the PFD ..... J

Indications on the Navigation Display (ND)

34-06-01 Ground Speed Indication on the ND ..... A
34-06-02 True Air Speed Indication on the ND ..... B
34-06-03 Wind Indication on the ND C
34-06-04 Heading Indication on the ND ..... D
34-06-05 Position (Aircraft Symbol) Indication on the ND ..... E
34-06-06 Radio Navaids Indications on the ND ..... F
34-06-07 Chrono Indication on the ND ..... G

Air Data/Inertial Reference System (ADIRS)

34-10-01 ADR 1 ..... A
34-10-02 ADR 2 ..... B
34-10-03 ADR 3 C
34-10-04 IR 1 ..... D
34-10-05 IR 2 ..... E
34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) ..... F
34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU) ..... G

Sensors

34-11-01 Angle of Attack (AOA) Sensor ..... A
34-11-02 CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1 ..... B
34-11-03 CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3 C
34-11-04 F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2 ..... D

Back Up Speed Scale

34-13-01 BKUP SPD/ALT pb-sw ON light ..... A
34-13-02 BKUP SPD/ALT pb-sw ..... B
34-13-03 Digital Backup Speed (DBUS) C

Altitude and Airspeed Standby Data

34-21-01 Standby ALT Indicator ..... A
34-21-02 Bugs on the Standby ALT Indicator ..... B
34-21-03 Standby IAS Indicator C
34-21-04 Bugs on the Standby IAS Indicator ..... D
34-21-05 Standby ALT Metric Indicator ◁ ..... E

Attitude and Heading Standby Data

34-22-01 Standby Compass Indicator ..... A
34-22-02 Standby Compass Lighting ..... B
34-22-03 Standby Horizon Indicator C

Integrated Standby Instrument System (ISIS)

34-23-01 ISIS Altitude Indication ..... A
34-23-02 ISIS Airspeed Indication ..... B
34-23-03 ISIS Bugs Indication C
34-23-04 ISIS Attitude Indication ..... D
34-23-05 ISIS ILS Indication ..... E
34-23-06 ISIS Mach Number Indication ..... F

Landing and Taxiing Aid

34-30-04 Instrument Landing System (ILS) ..... A

GPWS, Radio Altimeter, TCAS, Weather Radar

34-40-01 GPWS basic modes ..... A
34-40-02 Predictive GPWS Functions ..... B
34-40-03 Radio Altimeter Automatic Callout C
34-40-04 Radio Altimeter System ..... D
34-40-05 Traffic Collision Avoidance System (TCAS) ..... E
34-40-06 Weather Radar System ..... F
34-40-07 Predictive Windshear Detection System ◁ ..... G
34-40-08 GPWS-G/S pb-sw ..... H

34-40-10 ROW/ROP I
34-40-12 TERR on ND pb-sw ON light ..... J

ATC and Radio/GPS Navigation Systems

34-50-01 ATC ..... A
34-50-03 ADF ◁ ..... B
34-50-04 DME C
34-50-05 VOR ..... D
34-50-06 MARKER ..... E
34-50-07 DDRMI ..... F
34-50-09 Global Positioning System (GPS) ◁ ..... G
34-50-10 ADS-B OUT Function ..... H

9-MI-35 Oxygen

Overhead Panels

OXYGEN Overhead Panel

35-01-01-01 CREW SUPPLY pb-sw OFF light ..... A
35-01-01-02 PASSENGER SYS ON light ..... B
35-01-01-31 MANUAL Control of the MASK MAN ON pb C
35-01-01-32 AUTO Control of the MASK MAN ON pb ..... D

Indications on the DOOR/OXY SD page

35-07-01 Crew OXY High Pressure Indication on the DOOR/OXY SD page ..... A
35-07-02 Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page ..... B

Crew Oxygen

35-10-01 Crew Oxygen Mask ..... A
35-10-02 Crew Oxygen Mask Microphone ..... B
35-10-03 Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc) C

Passenger Oxygen

35-20-01 Passenger Oxygen Unit ..... A
35-20-02 Cabin Attendant Oxygen Unit ..... B
35-20-03 Lavatory Oxygen Unit C
35-20-04 Galley Oxygen Unit ..... D
35-20-05 Manual Release Tool ◁ ..... E

35-20-06 Buzzer ..... F

Portable Oxygen

35-30-01 Portable Oxygen Unit ..... A
35-30-02 Flight Crew Portable Protective Breathing Equipment ..... B
35-30-03 Cabin Crew Portable Protective Breathing Equipment - PBE C
35-30-04 Supernumerary Portable Oxygen Unit ..... D

9-MI-36 Pneumatic

MAINTENANCE Message on the STATUS SD page

36-00-01 AIR BLEED MAINTENANCE Message ..... A

AIR COND Overhead Panel

36-01-01 ENG BLEED pb-sw FAULT light ..... A
36-01-02 ENG BLEED pb-sw OFF light ..... B
36-01-03 APU BLEED pb-sw FAULT light C
36-01-04 APU BLEED pb-sw ON light ..... D

Indications on the BLEED SD page

36-07-01 APU Bleed Valve Indication on the BLEED SD page ..... A
36-07-02 Engine Bleed Valve Indication on the BLEED SD page ..... B
36-07-03 Engine Bleed HP Valve Indication on the BLEED SD page C
36-07-04 Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page ..... D
36-07-05 Engine Bleed Precooler Outlet Temperature Indication on the BLEED SD page .... E
36-07-06 X Bleed Valve Indication on the BLEED SD page ..... F

ECAM Alerts

36-09-01 AIR APU BLEED LEAK Alert ..... A

Engine Bleed Air Supply System

36-11-01 Engine Bleed Air Supply System ..... A
36-11-02 Engine Bleed Valve (PRV) ..... B
36-11-03 Engine Bleed Overpressure Valve C
36-11-04 Engine Bleed Fan Air Valve ..... D
36-11-05 Engine Bleed Air Precooler ..... E
36-11-06 Engine Bleed IP Check Valve ..... F
36-11-07 Engine Bleed HP Valve ..... G

36-11-08 Bleed Monitoring Computer (BMC) ..... H

APU Bleed Air Supply and Crossbleed Systems

36-12-01 APU Bleed Air Supply System ..... A
36-12-02 APU Bleed Valve ..... B
36-12-03 APU Bleed Check Valve C
36-12-04 Automatic Control of the X Bleed Valve ..... D
36-12-05 Manual Control of the X Bleed Valve ..... E

Leak Detection Loop

36-22-01 Pylon Leak Detection System ..... A
36-22-02 Wing Leak Detection System ..... B
36-22-03 APU Leak Detection Loop C

9-MI-38 Water and Waste

Toilet System

38-10-01 Lavatory ..... A

9-MI-46 Information Systems

Aircraft Information Network Systems

Aircraft EFB System

46-11-01-01 Aircraft EFB System ..... A
46-11-01-02 EFB Docking Station ◁ ..... B
46-11-01-03 EFB Mounting Device ◁ C
46-11-01-04 EFB Power Connection ◁ ..... D
46-11-01-05 Maintenance Device ◁ ..... E

Aircraft EFB System Functionality

46-11-02-01 EFB Flight Crew Application ..... A
46-11-02-02 Video Transfer Function ◁ ..... B
46-11-02-03 Data Transfer C
46-11-02-04 Connectivity on Ground ..... D
46-11-02-05 Aircraft EFB Update ..... E
46-11-02-06 Maintenance Device Update ..... F
46-11-02-07 USB Interface ..... G
46-11-02-08 eTLB Software ◁ ..... H

Air Traffic and Information Management System

46-21-01 Air Traffic Service Unit (ATSU) ..... A
46-21-02 Datalink Control and Display Unit (DCDU) ◁ ..... B
46-21-03 ATC MSG pb ◁ C
46-21-04 ATC Datalink ◁ ..... D
46-21-05 COMPANY Datalink ..... E

9-MI-47 Inert Gas System

Generation/Storage

47-10-01 Fuel Tank Inerting System ..... A

9-MI-49 Airborne Auxiliary Power

MAINTENANCE Message on the STATUS SD page

49-00-01 APU MAINTENANCE Message ..... A

APU Overhead Panel

49-01-01 APU MASTER SW pb-sw FAULT light ..... A
49-01-02 APU MASTER SW pb-sw ON light ..... B
49-01-03 APU START pb-sw AVAIL light C
49-01-04 APU START pb-sw ON light ..... D

Indications on the APU SD page

49-07-01 Indications on the APU SD page ..... A

Power Plant

49-10-01 Power Plant (APU) ..... A
49-10-02 APU Air Intake Flap ..... B

9-MI-52 Doors

Overhead Panels

CKPT DOOR CONT Normal Overhead Panel

52-01-01-01 CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel ..... A
52-01-01-02 STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel .... B
52-01-01-03 Pressure Rate Sensor on the CKPT DOOR CONT Overhead Panel C

Indications on the DOOR/OXY SD page

52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page ..... A

52-07-01 Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page ..... B
52-07-02 Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page C
52-07-02 Crew Entry Door Permanently Indicated Closed on the DOOR/OXY SD page ..... D
52-07-03 Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page .... E
52-07-04 Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page .... F
52-07-05 Cargo Door Indication on the DOOR/OXY SD page ..... G
52-07-06 Avionics Compartment Access Door Indication on the DOOR/OXY SD page ..... H
52-07-07 Main Deck Cargo Door Permanently Indicated Open on the DOOR/OXY SD page I
52-07-08 Main Deck Cargo Door Permanently Indicated Closed on the DOOR/OXY SD page ..... J

Cabin Door

52-10-01 Cabin Door ..... A
52-10-02 Cabin Overwing Exit ..... B
52-10-03 Cabin Door Stop Fitting C
52-10-04 Cabin Door Damper Function ..... D
52-10-05 Cabin Door Emergency Opening Function ..... E
52-10-06 DOOR PRESS LOW Message on the PTP STATUS Page ◁ ..... F
52-10-07 Cabin Door Stay Mechanism ..... G
52-10-08 CABIN PRESSURE light (on Cabin Doors) ..... H
52-10-10 Door Residual Differential Pressure Detection I

Cabin Door

52-10-09 Crew Entry Door ..... A

Cargo Door

52-30-01 Cargo Door (FWD, AFT and BULK ◁) ..... A
52-30-02 Cargo Door Actuator ..... B
52-30-03 Cargo Door Electrical Control C
52-30-04 Cargo Door Locking Hooks and Spools (Rollers) ..... D
52-30-05 Cargo Door Hand Pump ..... E
52-30-06 Cargo Door Drift Pin ..... F
52-30-07 Cargo Doors Open/Locked Indicator light ..... G
52-30-08 Main Deck Cargo Door Piano Hinge Lugs, Latching Hook, Spool and Bolt ..... H
52-30-09 Cargo Door Control Unit (CDCU) I

Bulk Cargo Compartment Door

52-33-01 Cargo Door Balance Mechanism ..... A

Reinforced Cockpit Door (CDLS)

52-51-01 CDLS Normal System ..... A
52-51-03 CDLS Buzzer ..... B
52-51-04 CDLS Keypad C
52-51-05 CDLS Keypad LED ..... D
52-51-06 CDLS Door Release Strike (Catch, Spring, Solenoid, Bolt) ..... E
52-51-08 Cockpit Door Latch Mechanism (Mechanical Latches) ..... F
52-51-09 Cockpit Door Handle (including Bellcranks Linkage) ..... G

COCKPIT DOOR Panel on the Center Pedestal

52-53-01 COCKPIT DOOR FAULT light ..... A
52-53-02 COCKPIT DOOR OPEN light ..... B
52-53-03 LOCK Function of the COCKPIT DOOR sw C
52-53-04 UNLOCK Function of the COCKPIT DOOR sw ..... D

Door Warning

52-71-01 Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door ..... A

9-MI-56 Windows

Cockpit

56-10-01 Front Windshield ..... A
56-10-02 Lateral Fixed/Sliding Window ..... B
56-10-03 Sliding Window Opening/Closing Mechanism C

Cabin

56-20-01 Cabin Window ..... A

9-MI-70 Engine

MAINTENANCE Messages on the STATUS SD page

70-00-01 ENG FADEC MAINTENANCE Message ..... A
70-00-02 ENG EIU MAINTENANCE Message ..... B
70-00-03 ENG EVMU MAINTENANCE Message C

9-MI-71 Power Plant

ECAM Alerts

71-09-01 ENG 1(2) FAN COWL NOT CLSD Alert ..... A

9-MI-73 Engine Fuel and Control

Indications on the ENGINE SD page

73-07-01 F. USED Indication on the ENGINE SD page ..... A
73-07-02 Fuel Filter Clog Indication on the ENGINE SD page ..... B

Indications on the EWD

73-08-01 Fuel Flow Indication on the EWD ..... A

ECAM Alerts

73-09-01 ENG 1(2) FUEL FILTER CLOG Alert ..... A
73-09-02 ENG 1(2) MINOR FAULT Alert ..... B
73-09-04 ENG 1(2) FUEL SENSOR FAULT Alert C
73-09-05 ENG 1(2) HEAT SYS DEGRADED Alert ..... D
73-09-09 ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert ..... E

Distribution

73-10-01 Fuel Return To Tank Valve ..... A
73-10-03 Fuel Metering Valve ..... B
73-10-04 Engine HP Fuel Valve C

Controlling

73-20-01 Flex Takeoff Mode ..... A
73-20-04 EPR Control Mode ..... B
73-20-05 Minimum Idle on Ground C
73-20-06 EEC ACFT 28V Power Supply ..... D

Protection

73-25-01 Engine Overthrust Protection System ..... A

9-MI-74 Ignition

Indications on the ENGINE SD page

74-07-01 Selected Igniter Indication on the ENGINE SD page ..... A

ECAM Alert

74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert ..... A

Ignition Starting and Continuous Relight

74-31-01 Ignition System A ..... A

74-31-02 Ignition System B ..... B

9-MI-75 Air

Engine Bearing Cooling System

75-22-01 Buffer Air Check Valve ..... A

TCC/TACC System

75-24-01 Turbine Active Clearance Control Valve ..... A

9-MI-76 Engine Controls

Throttle Control

76-11-01 Thrust lever Position Sensor ..... A

9-MI-77 Engine Indicating

Indications on SD pages

Indications on the CRUISE SD page

77-07-01-01 N1 Vibration Indication on the CRUISE SD page ..... A

77-07-01-02 N2 Vibration Indication on the CRUISE SD page ..... B

77-07-01-03 F. USED (Fuel Used) Indication on the CRUISE SD page C

77-07-01-04 OIL QT (Oil Quantity) Indication on the CRUISE SD page ..... D

Indications on the ENGINE SD page

77-07-02-01 Engine Bleed Pressure Indication on the ENGINE SD page ..... A

77-07-02-02 Fuel Filter Clog Indication on the ENGINE SD page ..... B

77-07-02-03 Fuel Used Indication on the ENGINE SD page C

77-07-02-04 Nacelle Temperature Indication on the ENGINE SD page ..... D

77-07-02-05 N1 Vibration Indication on the ENGINE SD page ..... E

77-07-02-06 N2 Vibration Indication on the ENGINE SD page ..... F

77-07-02-07 Oil Filter Clog Indication on the ENGINE SD page ..... G

77-07-02-08 Oil Pressure Indication on the ENGINE SD page ..... H

77-07-02-09 Oil Quantity Indication on the ENGINE SD page I

77-07-02-10 Oil Temperature Indication on the ENGINE SD page ..... J
77-07-02-11 Selected Igniter Indication on the ENGINE SD page ..... K
77-07-02-12 Start Valve Position Indication on the ENGINE SD page L

Indications on the EWD

77-08-01 EGT Indication on the EWD ..... A
77-08-02 EPR Indication on the EWD ..... B
77-08-03 Fuel Flow Indication on the EWD C
77-08-04 N1 Indication on the EWD ..... D
77-08-05 N2 Indication on the EWD ..... E
77-08-06 Bleed Configuration Indication on the EWD (PACKS, NAI, WAI) ..... F

ECAM Alerts

77-09-01 ENG TYPE DISAGREE Alert ..... A

9-MI-78 Exhaust

Indications on the EWD

78-08-01 REV Indication on the EWD ..... A

ECAM Alerts

78-09-01 ENG 1(2) REVERSER CTL FAULT Alert ..... A
78-09-02 ENG 1(2) REV MINOR FAULT Alert ..... B

Thrust Reversers

78-30-01 Thrust Reverser ..... A
78-30-02 Thrust Reverser Inhibition Relay sw ..... B
78-30-03 Thrust Reverser Shutoff Valve C
78-30-04 Thrust Reverser Door Tertiary Lock ..... D
78-30-05 Thrust Reverser Tertiary Lock Valve ..... E

9-MI-79 Oil

Indications on the ENGINE SD page

79-07-01 CLOG Indication on the ENGINE SD page ..... A
79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page ..... B
79-07-03 Oil Quantity Indication on the ENGINE SD page C
79-07-04 Oil Temperature Indication on the ENGINE SD page ..... D

ECAM Alerts

79-09-01 ENG 1(2) OIL LO PR Alert ..... A
79-09-02 ENG 1(2) OIL FILTER CLOG Alert ..... B
79-09-03 ENG 1(2) BEARING 4 OIL SYS Alert C
79-09-05 ENG 1(2) OIL SENSOR FAULT Alert ..... D
79-09-06 ENG 1(2) OIL CHIP DETECTED Alert ..... E
79-09-07 ENG 1(2) OIL FILTER - PARTLY CLOGGED Alert ..... F

Distribution

79-20-01 Air Cooled Oil Cooler (ACOC) Modulating Valve ..... A
79-20-02 EMCD Visual Pop-Out Indicator ..... B

IDG Oil Cooling System

79-40-01 Fuel Return Valve ..... A

9-MI-80 Starting

ENG MAN START Overhead Panel

80-01-31 ENG MAN START pb-sw ..... A

Indication on the ENGINE SD page

80-07-01 Start Valve Position Indication on the ENGINE SD page ..... A

Pneumatic Starter and Valve System

80-11-01 Start Valve ..... A

ENG MASTER Panel on the Center Pedestal

80-12-01 FAULT light on the ENG MASTER Panel ..... A

Localization Title	Reason
9-MI-21-52 21-52-02 Air Conditioning Pack Ram Air Inlet Flap	Added note that the carried out maintenance action triggers an ECAM alert.
9-MI-21-52 21-52-03 Air Conditioning Pack Ram Air Outlet Flap	Added note that the carried out maintenance action triggers an ECAM alert.
9-MI-23-20 23-20-04 VHF Datalink (If Installed)	Note adjusted.
9-MI-23-73-05 23-73-05-03 Galley Loudspeaker	added new MI.
9-MI-23-73-10 23-73-10-01 Smoke Detection Function (CIDS-SDF)	Correction of conent for A321 P2F -UC to -UJ. No lavatory smoke system installed.
9-MI-23-73-10 23-73-10-01 Smoke Detection Function (CIDS-SDF)	Condition B added for A321 P2F -UC to -UJ
9-MI-24-09 24-09-01 ELEC AC ESS BUS SHED Alert	Changed rectifitcation interval from '-' to 'C' for A/C without HF System.
9-MI-25-66 25-66-02 Supplementary Life Raft (If Installed)	added Life Raft dispatch condition for A321 P2F
9-MI-30-11 30-11-01 Wing Anti-Ice Control Valve	**Dispatch condition A not valid for A/C affected of OEB62.**
9-MI-33-51 33-51-07 Floor Proximity Emergency Escape Path Marking System Exit Marker	MI removed for A321 P2F according STC A320_A321_P2F_MMEL_46N_R10F 1
9-MI-36-07 36-07-02 Engine Bleed Valve Indication on the BLEED SD page	**Added new dispatch condition B as a result of OEB62**
9-MI-36-07 36-07-04 Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page	**Added new dispatch condition B as a result of OEB62**
9-MI-36-07 36-07-05 Engine Bleed Precooler Outlet Temperature Indication on the BLEED SD page	**Added new dispatch condition B as a result of OEB62**
9-MI-36-11 36-11-07 Engine Bleed HP Valve	**Added new dispatch condition C as a result of OEB62**
9-MI-36-12 36-12-05 Manual Control of the X Bleed Valve	**Added new dispatch condition B as a result of OEB62**

21-00-01	**PACK 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-21-00-00003649.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

21-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

PACK 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

21-00-02	**ZONE CONT** MAINTENANCE **Message**

Ident.: 9-MI-21-00-00003650.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

21-00-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

ZONE CONT MAINTENANCE message may be displayed on the STATUS SD page.

21-00-03	**AFT CRG HEAT** MAINTENANCE **Message**

Ident.: 9-MI-21-00-00003651.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

21-00-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

AFT CRG HEAT MAINTENANCE message may be displayed on the STATUS SD page.

21-00-04	**TEMP CTL 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-21-00-00003652.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

21-00-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

TEMP CTL 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

21-00-05	**CPC 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-21-00-00003653.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

21-00-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

CPC 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

AIR COND OVERHEAD PANEL

21-01-01-01	PACK pb-sw FAULT light

Ident.: 9-MI-21-01-01-00003654.0000001 / 28 JUN 2022
Applicable to: ALL

21-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

21-01-01-02	PACK pb-sw OFF light

Ident.: 9-MI-21-01-01-00003655.0000001 / 28 JUN 2022
Applicable to: ALL

21-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

21-01-01-03	HOT AIR pb-sw FAULT light

Ident.: 9-MI-21-01-01-00003656.0000001 / 28 JUN 2022
Applicable to: ALL

21-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that all zone duct temperature indications are operative on the COND SD page.

21-01-01-04	HOT AIR pb-sw OFF light

Ident.: 9-MI-21-01-01-00003657.0000001 / 28 JUN 2022
Applicable to: ALL

21-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

CABIN PRESS OVERHEAD PANEL

21-01-02-01	CABIN PRESS MODE SEL pb-sw FAULT light

Ident.: 9-MI-21-01-02-00003658.0000001 / 28 JUN 2022
Applicable to: ALL

21-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

CARGO VENT OVERHEAD PANEL

21-01-03-02	AFT ISOL VALVE pb-sw FAULT light

Ident.: 9-MI-21-01-03-00003659.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

21-01-03-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

VENTILATION OVERHEAD PANEL

21-01-04-01	CAB FANS pb-sw OFF light

Ident.: 9-MI-21-01-04-00003660.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

21-01-04-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

21-01-04-02	BLOWER pb-sw FAULT light

Ident.: 9-MI-21-01-04-00003661.0000001 / 28 JUN 2022
Applicable to: ALL

21-01-04-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

21-01-04-03	BLOWER pb-sw OVRD light

Ident.: 9-MI-21-01-04-00013083.0000001 / 18 SEP 2024
Applicable to: ALL

21-01-04-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

21-01-04-04	EXTRACT pb-sw FAULT light

Ident.: 9-MI-21-01-04-00003662.0000001 / 28 JUN 2022
Applicable to: ALL

21-01-04-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

21-01-04-05	EXTRACT pb-sw OVRD light

Ident.: 9-MI-21-01-04-00013084.0000001 / 18 SEP 2024
Applicable to: ALL

21-01-04-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

21-01-04-10	MD ISOL VALVE pb-sw FAULT light

Ident.: 9-MI-21-01-04-00003663.0000001 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-01-04-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

May be inoperative.

21-01-04-11	MD ISOL VALVE pb-sw OFF light

Ident.: 9-MI-21-01-04-00003664.0000001 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-01-04-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

May be inoperative.

21-01-04-12	FWD EXH FAN pb-sw FAULT light

Ident.: 9-MI-21-01-04-00003665.0000001 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-01-04-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

May be inoperative.

21-01-04-13	FWD EXH FAN pb-sw OVRD light

Ident.: 9-MI-21-01-04-00003666.0000001 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-01-04-13A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

May be inoperative.

21-01-04-14	FWD EXH BKUP FAN TEST pb-sw OK light

Ident.: 9-MI-21-01-04-00003667.0000001 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-01-04-14A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

21-01-04-15	FWD EXH BKUP FAN TEST pb-sw ON light

Ident.: 9-MI-21-01-04-00003668.0000001 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-01-04-15A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

INDICATIONS ON THE BLEED SD PAGE

21-07-01-01	Pack Outlet Temperature Indication on the BLEED SD page

Ident.: 9-MI-21-07-01-00003669.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

21-07-01-02	Pack Turbine Bypass Valve Position Indication on the BLEED SD page

Ident.: 9-MI-21-07-01-00003670.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

21-07-01-03	Pack Compressor Outlet Temperature Indication on the BLEED SD page

Ident.: 9-MI-21-07-01-00003671.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

21-07-01-04	Pack Flow Indication on the BLEED SD page

Ident.: 9-MI-21-07-01-00003672.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

21-07-01-05	Pack Flow Control Valve Position Indication on the BLEED SD page

Ident.: 9-MI-21-07-01-00003673.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-01-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

21-07-01-06	Emergency Ram Air Inlet Indication on the BLEED SD page

Ident.: 9-MI-21-07-01-00003674.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-01-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

INDICATIONS ON THE CAB PRESS SD PAGE

21-07-02-01	INLET and EXTRACT Indications on the CAB PRESS SD page

Ident.: 9-MI-21-07-02-00003675.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

Note: *During ground operations, correct avionics ventilation should be provided.*

21-07-02-02	Pressure Safety Valves Position Indication on the CAB PRESS SD page

Ident.: 9-MI-21-07-02-00003676.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-02-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(m) Pressure safety valves may be indicated open provided that both valves are visually checked closed.

Reference(s)

(m) *Refer to AMM 21-31-00-040-004*

21-07-02-03	Pack 1 and 2 Indications on the CAB PRESS SD page

Ident.: 9-MI-21-07-02-00003677.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-02-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

INDICATIONS ON THE COND SD PAGE

21-07-03-01	Indications on the COND SD page

Ident.: 9-MI-21-07-03-00003678.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-03-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more indications may be inoperative.

21-07-03-02	Main Deck Cargo Compartment Isolation Indication on the COND SD page

Ident.: 9-MI-21-07-03-00003679.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-07-03-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be inoperative provided that:

1) All the MSOVs are deactivated in the open position, and

2) Mixer Bypass valve is deactivated in the closed position, and

3) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

(o) *Refer to OpsProc 21-07-03-02A Main Deck Shut - off Valve (three or more inoperative)*
(m) *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*
Refer to AMM Task 21-21-64-040-040 (For deactivate open/close of MBV)

INDICATIONS ON THE CRUISE SD PAGE

21-07-04-01	Indications on the CRUISE SD page

Ident.: 9-MI-21-07-04-00003680.0000001 / 28 JUN 2022
Applicable to: ALL

21-07-04-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**0**	**No**

COMPANY NOTES OPS affected
-

Cabin and cockpit zone indications may be inoperative.

21-09-01 VENT BLOWER FAULT **Alert**

Ident.: 9-MI-21-09-00003681.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *During ground operations, correct avionics ventilation should be provided.*

21-09-01A Blower fan operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be displayed provided that:

1) The blower fan is checked operative before each flight, and

2) The VENT AVNCS SYS FAULT alert is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 21-09-01A VENT BLOWER FAULT Alert*
(m) *Refer to AMM Task 21-26-00-040-010*

21-09-01B Blower fan inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be displayed provided that the avionics blower fan is considered inoperative.

Refer to 9-MI-21-26-01 Avionics Blower Fan

21-09-02 VENT EXTRACT FAULT **Alert**

Ident.: 9-MI-21-09-00003682.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *During ground operations, correct avionics ventilation should be provided.*

21-09-02A Extract fan operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be displayed provided that:

1) The extract fan is checked operative before each flight, and

2) The VENT AVNCS SYS FAULT alert is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 21-09-02A VENT EXTRACT FAULT Alert*
(m) *Refer to AMM Task 21-26-00-040-011*

21-09-02B Extract fan inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be displayed provided that the avionics extract fan is considered inoperative.

Refer to 9-MI-21-26-02 Avionics Extract Fan

21-09-03	CAB PR SAFETY VALVE OPEN **Alert**

Ident.: 9-MI-21-09-00003683.0000001 / 28 JUN 2022
Applicable to: ALL

21-09-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(m) May be displayed provided that both safety valves are visually checked closed.

Reference(s)

(m) *Refer to AMM 21-31-00-040-005*

21-21-01	Cabin Fan

Ident.: 9-MI-21-21-00003684.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

21-21-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be inoperative.

Note: *Apply the operational procedure only in the case of continuous operation of the affected cabin fan, or in the case of "burning smell" associated with the inoperative cabin fan.*

Reference(s)

(o) *Refer to OpsProc 21-21-01A Cabin Fan*

21-21-02	Main Deck Shut-off Valve (MSOV)

Ident.: 9-MI-21-21-00003685.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-21-02A One or two inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**-**

(o) **(m)** One or two may be inoperative provided that:

1) The affected MSOV(s) are deactivated in the closed position, and

2) Turn both packs to LOW flow, and

3) Ensure Mixer Bypass Valve (MBV) is operative.

Reference(s)

(o) *Refer to OpsProc 21-21-02A Main Deck Shut - off Valve (one or two inoperative)*
(m) *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*

21-21-02B Three or more inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

(o) (m) Three or more may be inoperative provided that:

1) All the MSOVs are deactivated in the open position, and

2) Mixer Bypass valve (MBV) is deactivated in the closed position, and

3) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

(o) *Refer to OpsProc 21-21-02B Main Deck Shut - off Valve (three or more inoperative)*
(m) *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*
Refer to AMM Task 21-21-64-040-040 (For deactivate open/close of MBV)

21-21-03	**Mixer Bypass Valve (MBV)**

Ident.: 9-MI-21-21-00003686.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-21-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be inoperative provided that:

1) All the Main Deck Shut-off Valves (MSOVs) are deactivated in the open position, and

2) Mixer Bypass Valve (MBV) is deactivated in the closed position, and

3) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

(o) *Refer to OpsProc 21-21-03A Mixer Bypass Valve*
(m) *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*
Refer to AMM Task 21-21-64-040-040 (For deactivate open/close of MBV)

21-21-04	Forward Exhaust Fan

Ident.: 9-MI-21-21-00003687.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-21-04A One Fan inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-21-04A Forward Exhaust Fan - (A)*

21-21-04B Both Fans inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) May be inoperative provided that:

1) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

(o) *Refer to OpsProc 21-21-04B Forward Exhaust Fan - (B)*

21-21-05	Mixer Overpressure Relief Valve (MORV)

Ident.: 9-MI-21-21-00003688.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

21-21-05A Inoperative in Open Position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative in the open position provided that:

1) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

(o) *Refer to OpsProc 21-21-05A Mixer Overpressure Relief Valve (Inoperative in Open Position)*

21-21-05B Inoperative in Closed Position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) **(m)** May be inoperative in the closed position provided that:

1) Mixer Bypass Valve (MBV) is operating normally, and

2) Main Deck Shut-off Valves (MSOVs) must be operating normally or deactivated closed.

Reference(s)

(o) *Refer to OpsProc 21-21-05B Mixer Overpressure Relief Valve (Inoperative in Closed Position)*
(m) *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*

21-23-01	Lavatory and Galley Extraction Fan

Ident.: 9-MI-21-23-00003689.0000001 / 28 JUN 2022
Applicable to: ALL

21-23-01B

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that all duct temperatures indications for the cabin are operative on the COND SD page.

Reference(s)

(o) *Refer to OpsProc 21-23-01B Lavatory and Galley Extraction Fan*

21-26-01	Avionics Blower Fan

Ident.: 9-MI-21-26-00003690.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *During ground operation, correct avionics ventilation should be provided.*

21-26-01A VENT AVNCS SYS FAULT not displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) The BLOWER pb-sw is set to OVRD, and

2) Both air conditioning packs are operative, and

3) The VENT AVNCS SYS FAULT alert is not displayed.

Reference(s)

(o) *Refer to OpsProc 21-26-01A Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed)*

21-26-01B Air conditioning inlet valve checked open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) **(m)** May be inoperative provided that:

1) The BLOWER pb-sw is set to OVRD, and

2) Both air conditioning packs are operative, and

3) The air conditioning inlet valve is checked open before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-01B Avionics Blower Fan (Air conditioning inlet valve checked open before each flight)*
(m) *Refer to AMM Task 21-26-00-040-006*

21-26-01C Avionics ventilation system checked

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) (m) May be inoperative provided that:

1) The BLOWER pb-sw is set to OVRD, and

2) Both air conditioning packs are operative, and

3) The air conditioning inlet valve is secured in the open position, and

4) The avionics ventilation system is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-01C Avionics Blower Fan (Avionics ventilation system checked before each flight)*
(m) *Refer to AMM Task 21-26-00-040-013*

21-26-02	Avionics Extract Fan

Ident.: 9-MI-21-26-00003691.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *During ground operation, correct avionics ventilation should be provided.*

21-26-02A VENT AVNCS SYS FAULT not displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) May be inoperative provided that:

1) The blower fan is operative, and

2) The EXTRACT pb-sw is set to OVRD, and

3) Both air conditioning packs are operative, and

4) The VENT AVNCS SYS FAULT alert is not displayed.

Reference(s)

(o) *Refer to OpsProc 21-26-02A Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed)*

21-26-02B Air conditioning inlet valve checked open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) (m) May be inoperative provided that:

1) The blower fan is operative, and

2) The EXTRACT pb-sw is set to OVRD, and

3) Both air conditioning packs are operative, and

4) The air conditioning inlet valve is checked open before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-02B Avionics Extract Fan (Air conditioning inlet valve checked open before each flight)*
(m) *Refer to AMM Task 21-26-00-040-007*

21-26-02C Avionics ventilation system checked

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) (m) May be inoperative provided that:

1) The blower fan is operative, and

2) The EXTRACT pb-sw is set to OVRD, and

3) Both air conditioning packs are operative, and

4) The air conditioning inlet valve is secured in the open position, and

5) The avionics ventilation system is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-02C Avionics Extract Fan (Avionics ventilation system checked before each flight)*
(m) *Refer to AMM Task 21-26-00-040-015*

21-26-03	Avionics Skin Exchanger Inlet Bypass Valve

Ident.: 9-MI-21-26-00003692.0000001 / 28 JUN 2022
Applicable to: ALL

21-26-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The avionics skin exchanger inlet bypass valve is manually secured in the closed position, and

2) The avionics ventilation system is checked before each flight.

Note: *During ground operations, correct avionics ventilation should be provided.*

Reference(s)

(o) *Refer to OpsProc 21-26-03A Avionics Skin Exchanger Inlet Bypass Valve*
(m) *Refer to AMM Task 21-26-00-040-001*

21-26-04	Avionics Skin Air Outlet Valve

Ident.: 9-MI-21-26-00003693.0000001 / 23 FEB 2023
Applicable to: ALL

21-26-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The internal flap is manually secured in the open position, and

2) The skin air outlet valve is displayed in a partially open position amber or green on the CAB PRESS SD page, and

3) Both air conditioning packs are operative, and

4) The skin exchanger isolation valve is secured in the open position, and

5) The avionics ventilation system is checked before each flight, and

6) The avionics smoke detection system is checked operative before each flight.

Note: *During ground operations, correct avionics ventilation should be provided.*

Reference(s)

(o) *Refer to OpsProc 21-26-04A Avionics Skin Air Outlet Valve*
(m) *Refer to AMM Task 21-26-00-040-002*
Refer to AMM Task 26-15-00-710-001

21-26-05	Avionics Skin Air Inlet Valve

Ident.: 9-MI-21-26-00003694.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *During ground operations, correct avionics ventilation should be provided.*

21-26-05A Air Conditioning Inlet Valve open on ground

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The avionics skin air inlet valve is manually secured in the closed position, and

2) The air conditioning inlet valve is open on ground, and

3) The avionics ventilation system is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-05A Avionics Skin Air Inlet Valve (Air conditioning inlet valve open on the ground)*
(m) *Refer to AMM Task 21-26-00-040-004*

21-26-05B Air Conditioning Inlet Valve Secured Open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The avionics skin air inlet valve is manually secured in the closed position, and

2) The air conditioning inlet valve is secured in the open position, and

3) The avionics ventilation system is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-05B Avionics Skin Air Inlet Valve (Air conditioning inlet valve secured in the open position)*

(m) *Refer to AMM Task 21-26-00-040-014*

21-26-06	Avionics Skin Exchanger Isolation Valve

Ident.: 9-MI-21-26-00003695.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *During ground operations, correct avionics ventilation should be provided.*

21-26-06A Valve inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative in the open position provided that the avionics ventilation system is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-06A Avionics Skin Exchanger Isolation Valve*
(m) *Refer to AMM Task 21-26-00-040-008*

21-26-06B Valve secured open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The avionics skin exchanger isolation valve is secured in the open position, and

Note: *If the valve cannot be secured in the open position, it can be interchanged with the skin exchanger outlet bypass valve.*

2) The avionics ventilation system is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-06B Avionics Skin Exchanger Isolation Valve*
(m) *Refer to AMM Task 21-26-00-040-016*

21-26-07	Avionics Skin Exchanger Outlet Bypass Valve

Ident.: 9-MI-21-26-00003696.0000001 / 28 JUN 2022
Applicable to: ALL

21-26-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

Note: *During ground operations, correct avionics ventilation should be provided.*

21-26-08	Avionics Air Conditioning Inlet Valve

Ident.: 9-MI-21-26-00003697.0000001 / 28 JUN 2022
Applicable to: ALL

21-26-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The avionics air conditioning inlet valve is manually secured in the open position, and

2) Both air conditioning packs are operative, and

3) The avionics ventilation is checked before each flight.

Note: *During ground operations, correct avionics ventilation should be provided.*

Reference(s)

(o) *Refer to OpsProc 21-26-08A Avionics Air Conditioning Inlet Valve*
(m) *Refer to AMM Task 21-26-00-040-003*

21-26-09	Avionics Ventilation Filter

Ident.: 9-MI-21-26-00003698.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *During ground operations, correct avionics ventilation should be provided.*

21-26-09A VENT AVNCS SYS FAULT not displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative (clogged) provided that:

1) The blower and extract fans are operative, and

2) The EXTRACT pb-sw is set to OVRD, and

3) Both air conditioning packs are operative, and

4) The VENT AVNCS SYS FAULT alert is not displayed.

Reference(s)

(o) *Refer to OpsProc 21-26-09A Avionics Ventilation Filter (VENT AVNCS SYS FAULT Alert not displayed)*

21-26-09B Valve checked open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative (clogged) provided that:

1) The blower and extract fans are operative, and

2) The EXTRACT pb-sw is set to OVRD, and

3) Both air conditioning packs are operative, and

4) The air conditioning inlet valve is checked open before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-09B Avionics Ventilation Filter (Air conditioning inlet valve checked open before each flight)*

(m) *Refer to AMM Task 21-26-00-040-009*

21-26-09C Valve secured open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative (clogged) provided that:

1) The blower and extract fans are operative, and

2) The EXTRACT pb-sw is set to OVRD, and

3) Both air conditioning packs are operative, and

4) The air conditioning inlet valve is secured in the open position, and

5) The avionics ventilation system is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 21-26-09C Avionics Ventilation Filter (Avionics ventilation system checked before each flight)*
(m) *Refer to AMM Task 21-26-00-040-017*

21-26-10	Avionics Equipment Ventilation Computer (AEVC)

Ident.: 9-MI-21-26-00003699.0000001 / 28 JUN 2022
Applicable to: ALL

21-26-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
H

(o) (m) May be inoperative provided that:

1) Both air conditioning packs are operative, and

2) The BLOWER pb-sw and the EXTRACT pb-sw are set to OVRD, and

3) The air conditioning inlet valve and the skin air outlet valve are checked in the correct position before each flight, and

4) The extract fan is checked operative before each flight, and

5) The skin air inlet valve is secured in the closed position.

Note: *During ground operations, correct avionics ventilation should be provided.*

Reference(s)

(o) *Refer to OpsProc 21-26-10A Avionics Equipment Ventilation Computer (AEVC)*
(m) *Refer to AMM Task 21-26-00-040-005*

21-28-03 AFT Cargo Extraction Fan

Ident.: 9-MI-21-28-00003700.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

21-28-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**H**

(o) May be inoperative provided that the AFT ISOL VALVE pb-sw is set to OFF.

Reference(s)

(o) *Refer to OpsProc 21-28-03A AFT Cargo Extraction Fan*

21-28-04 AFT Cargo Isolation Valve

Ident.: 9-MI-21-28-00003701.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

21-28-04A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**H**

(o) One or both may be inoperative in the closed position provided that:

1) Both AFT cargo isolation valves are checked closed, and

2) AFT ISOL VALVE pb-sw FAULT light is checked operative.

Reference(s)

(o) *Refer to OpsProc 21-28-04A AFT Cargo Isolation Valve (Valves checked closed)*

21-28-04B Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**H**

(o) **(m)** One or both may be inoperative provided that both AFT cargo isolation valves are deactivated in the closed position.

Reference(s)

(o) *Refer to OpsProc 21-28-04B AFT Cargo Isolation Valve (Valves deactivated closed)*

(m) *Refer to AMM Task 21-28-00-040-002*

21-31-00	Non-pressurized Flight

Ident.: 9-MI-21-31-00003704.0000001 / 28 JUN 2022
Applicable to: ALL

21-31-00A

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	No

COMPANY NOTES OPS affected
H

Refer to FLIGHT WITHOUT CABIN PRESSURIZATION..

21-31-01	Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)

Ident.: 9-MI-21-31-00003705.0000001 / 28 JUN 2022
Applicable to: ALL

21-31-01A Automatic CPC 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

COMPANY NOTES OPS affected
ETOPS

(o) Automatic cabin pressure control system 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) It is deactivated, and

3) The cabin pressure indications on the CAB PRESS SD page are checked operative in manual mode, and

4) The LDG ELEV selector MAN function is operative.

Reference(s)

(o) *Refer to OpsProc 21-31-01A Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)*

21-31-01B Automatic CPC 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) Automatic cabin pressure control system 2 may be inoperative provided that:

1) It is deactivated, and

2) The cabin pressure indications on the CAB PRESS SD page are checked operative in manual mode, and

3) The LDG ELEV selector MAN function is operative.

Reference(s)

(o) *Refer to OpsProc 21-31-01B Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)*

21-31-01C Both automatic CPCs inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that:

1) The manual cabin pressure control system is operative, and

2) The flight is not pressurized.

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization

21-31-02	**Manual Cabin Pressure Control System (MAN V/S CTL selector, Outflow Valve MAN Channel)**

Ident.: 9-MI-21-31-00003706.0000001 / 28 JUN 2022
Applicable to: ALL

21-31-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that:

1) The LDG ELEV selector MAN function is operative, and

2) Both automatic cabin pressure control systems are checked operative before each flight.

Reference(s)

(m) *Refer to AMM Task 21-31-00-040-002*

21-31-03	Pressure Safety Valve

Ident.: 9-MI-21-31-00003707.0000001 / 28 JUN 2022
Applicable to: ALL

21-31-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(m) One may be inoperative in the closed position provided that:

1) Both automatic cabin pressure control systems are operative, and

2) The three outflow valve motors are checked operative.

Reference(s)

(m) *Refer to AMM Task 21-31-00-040-001*

21-31-04	Landing Elevation Selection AUTO Function

Ident.: 9-MI-21-31-00003708.0000001 / 28 JUN 2022
Applicable to: ALL

21-31-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-31-04A Landing Elevation Selection AUTO Function*

21-31-05	Landing Elevation Selection MAN Function

Ident.: 9-MI-21-31-00003709.0000001 / 28 JUN 2022
Applicable to: ALL

21-31-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that:

1) The landing elevation selection AUTO function is operative, and

2) Both FMGCs are operative.

Reference(s)

(o) *Refer to OpsProc 21-31-05A Landing Elevation Selection MAN Function*

21-43-02	AFT Cargo Compartment Heating

Ident.: 9-MI-21-43-00003710.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

21-43-02A HOT AIR pb-sw OFF

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) Hot air pressure regulating valve or trim air valve may be inoperative provided that:

1) The HOT AIR pb-sw on the CARGO HEAT overhead panel is set to OFF, and

2) The operative valve is indicated closed on the COND SD page.

Reference(s)

(o) *Refer to OpsProc 21-43-02A AFT Cargo Compartment Heating (Heating system set to OFF)*

21-43-02B Valves secured closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

(o) **(m)** Hot air pressure regulating valve or trim air valve may be inoperative provided that one of these valves is secured in the closed position.

Reference(s)

(o) *Refer to OpsProc 21-43-02B AFT Cargo Compartment Heating (Inoperative valve secured in the closed position)*
(m) *Refer to AMM Task 21-43-00-040-002*
Refer to AMM Task 21-43-00-040-003

21-51-01	Pack Flow Control Valve

Ident.: 9-MI-21-51-00003711.0000100 / 28 JUN 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

21-51-01A One inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The affected pack flow control valve is secured in the closed position, and

3) The associated air conditioning pack is considered inoperative.

Refer to 9-MI-21-52-01 Air Conditioning Pack

4) Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

Note: *Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.*

Reference(s)

(m) *Refer to AMM Task 21-51-00-040-001*

21-51-01B Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that:

1) The manual cabin pressure control system is operative, and

2) The flight is not pressurized.

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization

21-51-01	Pack Flow Control Valve

Ident.: 9-MI-21-51-00003711.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

21-51-01A One inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The affected pack flow control valve is secured in the closed position, and

3) The associated air conditioning pack is considered inoperative.

Refer to 9-MI-21-52-01 Air Conditioning Pack

Reference(s)

(m) *Refer to AMM Task 21-51-00-040-001*

21-51-01B Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that:

1) The manual cabin pressure control system is operative, and

2) The flight is not pressurized.

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization

21-51-02	Pack Flow Selection

Ident.: 9-MI-21-51-00003713.0000001 / 28 JUN 2022
Applicable to: ALL

21-51-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

21-51-03	Pack Flow Sensor

Ident.: 9-MI-21-51-00003714.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

21-51-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-51-03A Pack Flow Sensor*

21-52-01	Air Conditioning Pack

Ident.: 9-MI-21-52-00003715.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

21-52-01D With speedbrakes available for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The following alerts:

AIR PACK 1(2) REGUL FAULT

AIR COND CTL 1(2)-A FAULT

AIR COND CTL 1(2)-B FAULT

associated with the operative pack are not displayed on the EWD, and

3) The affected PACK 1(2) pb-sw is set to OFF, and

4) The speedbrakes are operative, and

5) The associated pack flow control valve is secured in the closed position.

Reference(s)

(o) *Refer to OpsProc 21-52-01D Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*
(m) *Refer to AMM Task 21-51-00-040-002*

21-52-01E Limitation to 31500 ft for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 31500 ft (9600 m), and

3) The following alerts:

AIR PACK 1(2) REGUL FAULT

AIR cond ctl 1(2)-A FAULT

AIR COND CTL 1(2)-B FAULT

associated with the operative pack are not displayed on the EWD, and

4) The affected PACK 1(2) pb-sw is set to OFF, and

5) The associated pack flow control valve is secured in the closed position.

Reference(s)

(o) *Refer to OpsProc 21-52-01E Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*
(m) *Refer to AMM Task 21-51-00-040-002*

21-52-01G Air cycle machine failed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:

1) The following alerts:

air cond ctl 1(2)-A FAULT

air COND CTL 1(2)-B FAULT

associated with the operative pack are not displayed on the EWD, and

2) The affected pack outlet temperature indication is operative on the BLEED SD page.

Reference(s)

(o) *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

21-52-01H Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that:

1) The flight is not pressurized

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization, and

2) The flight is performed with no passengers on board.

21-52-01	Air Conditioning Pack

Ident.: 9-MI-21-52-00003715.0000200 / 28 JUN 2022
Criteria: A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIQW, D-AIRN

21-52-01A With speedbrakes available for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The COND ZONE REGUL FAULT alert is not displayed, and

3) The affected PACK 1(2) pb-sw is set to OFF, and

4) The speedbrakes are operative, and

5) The associated pack flow control valve is checked closed on the BLEED SD page.

Note: *This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

Reference(s)

(o) *Refer to OpsProc 21-52-01A Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

21-52-01B Limitation to 31500 ft for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 31500 ft (9600 m), and

3) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

4) The affected PACK 1(2) pb-sw is set to OFF, and

5) The associated pack flow control valve is checked closed on the BLEED SD page.

Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.

Reference(s)

(o) *Refer to OpsProc 21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

21-52-01G Air cycle machine failed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:

1) The corresponding pack controller is operative, and

2) The affected pack outlet temperature indication is operative on the BLEED SD page.

Reference(s)

(o) *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

21-52-01H Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that:

1) The flight is not pressurized

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization, and

2) The flight is performed with no passengers on board.

21-52-01	Air Conditioning Pack

Ident.: 9-MI-21-52-00003715.0000300 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

21-52-01A With speedbrakes available for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 37000 ft (11200 m), and

3) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

4) The affected PACK 1(2) pb-sw is set to OFF, and

5) The speedbrakes are operative, and

6) The associated pack flow control valve is checked closed on the BLEED SD page.

Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.

Reference(s)

(o) *Refer to OpsProc 21-52-01A Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

21-52-01B Limitation to 31500 ft for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 31500 ft (9600 m), and

3) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

4) The affected PACK 1(2) pb-sw is set to OFF, and

5) The associated pack flow control valve is checked closed on the BLEED SD page.

Note: *This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

Reference(s)

(o) *Refer to OpsProc 21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

21-52-01C With speedbrakes available for 'B' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**1**	**Yes**	**ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

3) The affected PACK 1(2) pb-sw is set to OFF, and

4) The speedbrakes are operative, and

5) The associated pack flow control valve is checked closed on the BLEED SD page.

Note: *This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 21-52-01C Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)*

21-52-01G Air cycle machine failed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:

1) The corresponding pack controller is operative, and

2) The affected pack outlet temperature indication is operative on the BLEED SD page.

Reference(s)

(o) *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

21-52-01H Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that:

1) The flight is not pressurized

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization, and

2) The flight is performed with no passengers on board.

21-52-01	Air Conditioning Pack

Ident.: 9-MI-21-52-00003715.0000400 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

21-52-01A With speedbrakes available for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 37000 ft (11200 m), and

3) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

4) The affected PACK 1(2) pb-sw is set to OFF, and

5) The speedbrakes are operative, and

6) The associated pack flow control valve is checked closed on the BLEED SD page, and

Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.

7) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 21-52-01A Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

21-52-01B Limitation to 31500 ft for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 31500 ft (9600 m), and

3) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

4) The affected PACK 1(2) pb-sw is set to OFF, and

5) The associated pack flow control valve is checked closed on the BLEED SD page, and

Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.

6) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

21-52-01C With speedbrakes available for 'B' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**1**	**Yes**	**-**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

3) The affected PACK 1(2) pb-sw is set to OFF, and

4) The speedbrakes are operative, and

5) The associated pack flow control valve is checked closed on the BLEED SD page, and

Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.

6) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 21-52-01C Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)*

21-52-01G Air cycle machine failed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:

1) The corresponding pack controller is operative, and

2) The affected pack outlet temperature indication is operative on the BLEED SD page, and

3) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

21-52-01H Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that:

1) The flight is not pressurized

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization, and

2) The flight is performed with no passengers on board.

21-52-01	Air Conditioning Pack

Ident.: 9-MI-21-52-00003715.0000500 / 28 JUN 2022
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

21-52-01D With speedbrakes available for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The following alerts:

AIR PACK 1(2) REGUL FAULT

AIR COND CTL 1(2)-A FAULT

AIR COND CTL 1(2)-B FAULT

associated with the operative pack are not displayed on the EWD, and

3) The affected PACK 1(2) pb-sw is set to OFF, and

4) The speedbrakes are operative, and

5) The associated pack flow control valve is secured in the closed position.

6) Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

Note: *Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.*

Reference(s)

(o) *Refer to OpsProc 21-52-01D Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*
(m) *Refer to AMM Task 21-51-00-040-002*

21-52-01E Limitation to 31500 ft for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 31500 ft (9600 m), and

3) The following alerts:

AIR PACK 1(2) REGUL FAULT

AIR cond ctl 1(2)-A FAULT

AIR COND CTL 1(2)-B FAULT

associated with the operative pack are not displayed on the EWD, and

4) The affected PACK 1(2) pb-sw is set to OFF, and

5) The associated pack flow control valve is secured in the closed position.

6) Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

Note: *Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.*

Reference(s)

(o) *Refer to OpsProc 21-52-01E Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*
(m) *Refer to AMM Task 21-51-00-040-002*

21-52-01G Air cycle machine failed

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

COMPANY NOTES OPS affected
-

(o) One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:

1) The following alerts:

air cond ctl 1(2)-A FAULT

air COND CTL 1(2)-B FAULT

associated with the operative pack are not displayed on the EWD, and

2) The affected pack outlet temperature indication is operative on the BLEED SD page.

Reference(s)

(o) *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

21-52-01H Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that:

1) The flight is not pressurized

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization, and

2) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible materials.

21-52-01	**Air Conditioning Pack**

Ident.: 9-MI-21-52-00003715.0000600 / 28 JUN 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

21-52-01A With speedbrakes available for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The COND ZONE REGUL FAULT alert is not displayed, and

3) The affected PACK 1(2) pb-sw is set to OFF, and

4) The speedbrakes are operative, and

5) The associated pack flow control valve is checked closed on the BLEED SD page.

Note: *This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

6) Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

Note: *Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.*

Reference(s)

(o) *Refer to OpsProc 21-52-01A Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

21-52-01B Limitation to 31500 ft for 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 31500 ft (9600 m), and

3) The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

4) The affected PACK 1(2) pb-sw is set to OFF, and

5) The associated pack flow control valve is checked closed on the BLEED SD page.

Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.

6) Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

Note: Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.

Reference(s)

(o) *Refer to OpsProc 21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

21-52-01G Air cycle machine failed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:

1) The corresponding pack controller is operative, and

2) The affected pack outlet temperature indication is operative on the BLEED SD page.

Reference(s)

(o) *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

21-52-01H Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that:

1) The flight is not pressurized

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization, and

2) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible materials.

21-52-02 Air Conditioning Pack Ram Air Inlet Flap

Ident.: 9-MI-21-52-00003716.0000001 / 25 MAR 2025
Applicable to: ALL

21-52-02A Flap deactivated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(m) One or both may be inoperative provided that the affected flap is deactivated in the open position.

Note: *Deactivation of the flap triggers an ECAM Alert AIR PACK 1(2) REGUL FAULT.*

Reference(s)

(m) *Refer to AMM Task 21-61-00-040-002*

21-52-02B Only one inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

One may be inoperative in the closed position provided that the associated air conditioning pack is considered inoperative.

Refer to 9-MI-21-52-01 Air Conditioning Pack

21-52-02C Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative in the closed position provided that the flight is not pressurized.

Refer to FLIGHT WITHOUT CABIN PRESSURIZATION

21-52-03	Air Conditioning Pack Ram Air Outlet Flap

Ident.: 9-MI-21-52-00003717.0000001 / 25 MAR 2025
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

21-52-03A Flap deactivated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(m) One or both may be inoperative provided that:

1) The affected flap is checked not loose, and

2) The affected flap is deactivated in the open position.

Note: *Deactivation of the flap triggers an ECAM Alert AIR PACK 1(2) REGUL FAULT.*

Reference(s)

(m) *Refer to AMM Task 21-61-00-040-003*

21-52-03B Only one inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

One may be inoperative in the closed position provided that the associated air conditioning pack is considered inoperative.

Refer to 9-MI-21-52-01 Air Conditioning Pack

21-52-03C Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative in the closed position provided that the flight is not pressurized.

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization.

21-55-01	Emergency Ram Air Inlet

Ident.: 9-MI-21-55-00003718.0000001 / 28 JUN 2022
Applicable to: ALL

21-55-01A Ram air inlet deactivated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(m) May be inoperative provided that:

1) The emergency ram air inlet is deactivated in the closed position, and

2) Both air conditioning packs are checked operative.

Reference(s)

(m) *Refer to AMM Task 21-55-00-040-002*

21-55-01B Non pressurized flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

May be inoperative in the open position provided that:

1) ETOPS and extended overwater flight is not conducted, and

2) The flight is not pressurized.

Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization

21-61-01	Pack Turbine Bypass Valve

Ident.: 9-MI-21-61-00003719.0000001 / 28 JUN 2022
Applicable to: ALL

21-61-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

21-61-02	Pack Controller Primary Channel

Ident.: 9-MI-21-61-00003720.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

21-61-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-61-02A Pack Controller Primary Channel*

21-63-01	Zone Controller Channel

Ident.: 9-MI-21-63-00003721.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

21-63-01A Primary channel inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) Primary channel may be inoperative provided that the hot air pressure regulating valve is checked closed on the COND SD page.

Note: 1. *Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.*
2. *The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.*

Reference(s)

(o) *Refer to OpsProc 21-63-01A Zone Controller Channel (Primary channel inoperative)*

21-63-01B Secondary channel inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

Secondary channel may be inoperative provided that the minimum idle on ground is considered inoperative.

Refer to Item 73-20-05A Minimum Idle on Ground

21-63-01C Both channels inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) (m) Primary and secondary channel may be inoperative provided that:

1) The hot air pressure regulating valve is secured in the closed position, and

2) The minimum idle on ground is considered inoperative.

Refer to Item 73-20-05A Minimum Idle on Ground

Note: 1. *Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.*
2. *The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.*

Reference(s)

(o) *Refer to OpsProc 21-63-01C Zone Controller Channel (Both channels inoperative)*
(m) *Refer to AMM Task 21-63-00-040-004*

21-63-02	Cockpit and Cabin Trim Air Valve

Ident.: 9-MI-21-63-00003722.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Note: 1. *Unequal passengers distribution may cause high temperature in the rear cabin when more than one trim air valves are inoperative or when the hot air pressure regulating valve is closed.*
2. *The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.*

21-63-02C Hot air pressure valve checked closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

(o) One or more may be inoperative provided that:

1) The HOT AIR pb-sw is set to OFF, and

2) The hot air pressure regulating valve is checked closed on the COND SD page.

Reference(s)

(o) *Refer to OpsProc 21-63-02C Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed/ operative)*

21-63-02D Affected valve secured closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

(o) (m) One or more may be inoperative provided that the affected valve is secured in the closed position.

Reference(s)

(o) *Refer to OpsProc 21-63-02D Cockpit and Cabin Trim Air Valve (Affected valve secured/checked in the closed position)*

(m) *Refer to AMM Task 21-63-00-040-001*

21-63-02	Cockpit and Cabin Trim Air Valve

Ident.: 9-MI-21-63-00003722.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

21-63-02A Affected valve checked closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the affected valve is checked closed on the COND SD page.

Reference(s)

(o) *Refer to OpsProc 21-63-02A Cockpit and Cabin Trim Air Valve (Affected valve secured/checked in the closed position)*

21-63-02B Hot air pressure valve checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the hot air pressure regulating valve is checked operative on the COND SD page.

Reference(s)

(o) *Refer to OpsProc 21-63-02B Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed/operative)*

21-63-02E Hot air pressure valve considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

One or more may be inoperative provided that the hot air pressure regulating valve is considered inoperative.

Refer to 9-MI-21-63-03 Hot Air Pressure Regulating Valve

21-63-03	Hot Air Pressure Regulating Valve

Ident.: 9-MI-21-63-00003723.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

Note: 1. *Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.*
2. *The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.*

21-63-03A Valve checked closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) The HOT AIR pb-sw is set to OFF, and

2) The hot air pressure regulating valve is checked closed on the COND SD page.

Reference(s)

(o) *Refer to OpsProc 21-63-03A Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)*

21-63-03C Hot air pressure valve secured closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) **(m)** May be inoperative provided that the hot air pressure regulating valve is secured in the closed position.

Reference(s)

(o) *Refer to OpsProc 21-63-03C Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)*
(m) *Refer to AMM Task 21-63-00-040-002*

21-63-03	Hot Air Pressure Regulating Valve

Ident.: 9-MI-21-63-00003723.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

Note: 1. *Unequal passengers distribution may cause high temperature in the rear cabin when more than one trim air valves are inoperative or when the hot air pressure regulating valve is closed.*
2. *The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.*

21-63-03A Hot air pressure valve checked closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative in the closed position provided that:

1) HOT AIR pb-sw is set to OFF, and

2) Hot Air Pressure Regulating Valve is checked closed on the COND SD page.

Reference(s)

(o) *Refer to OpsProc 21-63-03A Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)*

21-63-03B All trim valve checked closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative in the open position provided that:

1) HOT AIR pb-sw is set to OFF, and

2) All Trim Air Valves are checked closed on the COND SD page.

Reference(s)

(o) *Refer to OpsProc 21-63-03B Hot Air Pressure Regulating Valve (Trim air valve checked closed)*

21-63-03C Hot air pressure valve secured closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) **(m)** May be inoperative provided that the hot air pressure regulating valve is secured in the closed position.

Reference(s)

(o) *Refer to OpsProc 21-63-03C Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)*
(m) *Refer to AMM Task 21-63-00-040-002*

21-63-04	Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))

Ident.: 9-MI-21-63-00003724.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

21-63-04A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**ETOPS**

One may be inoperative on each side provided that ETOPS is not conducted.

21-63-04B ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**ETOPS**

For ETOPS, one may be inoperative on each side provided that the AIR COND CTL 1–B FAULT alert is not displayed on the EWD.

21-63-05	Cockpit Heater

Ident.: 9-MI-21-63-00003725.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

21-63-05A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-63-05A Cockpit Heater*

22-00-01	**"INOP SYS: CAT III DUAL" Message**

Ident.: 9-MI-22-00-00003726.0000001 / 14 JUN 2023
Applicable to: ALL

Note: *CAT III DUAL capability may be recovered by Computer Reset.*
Refer to System Reset - General

22-00-01A

Repair interval	Nbr installed	Nbr required	Placard
-	**-**	**-**	**No**

COMPANY NOTES OPS affected
H / LVO

(o) INOP SYS: CAT III DUAL message may be displayed on the STATUS SD page.

Reference(s)

(o) *Refer to OpsProc 22-00-01A "INOP SYS: CAT III DUAL" Message*

FLT CTL OVERHEAD PANEL

22-01-01-01	FAC pb-sw FAULT light

Ident.: 9-MI-22-01-01-00003727.0000001 / 28 JUN 2022
Applicable to: ALL

22-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative.

22-01-01-02	FAC pb-sw OFF light

Ident.: 9-MI-22-01-01-00003728.0000001 / 28 JUN 2022
Applicable to: ALL

22-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

22-05-01 AP Related Indications on the FMA

Ident.: 9-MI-22-05-00003729.0000001 / 28 JUN 2022
Applicable to: ALL

22-05-01A Inoperative on one FMA

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) One or more indications may be inoperative on one FMA.

Reference(s)

(o) *Refer to OpsProc 22-05-01A AP/FD Related Indications on the FMA (inoperative on one FMA)*

22-05-01B Inoperative on both FMAs

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H / LVO / RVSM / ETOPS**

(o) One or more indications may be inoperative on both FMAs provided that:

1) ETOPS is not conducted, and

2) The AP is not used.

Reference(s)

(o) *Refer to OpsProc 22-05-01B AP/FD Related Indications on the FMA (inoperative on both FMAs)*

22-05-02 A/THR Related Indications on the FMA

Ident.: 9-MI-22-05-00003730.0000001 / 28 JUN 2022
Applicable to: ALL

22-05-02A Inoperative on one FMA

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more indications may be inoperative on one FMA.

22-05-02B Inoperative on both FMAs

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H / LVO**

One or more indications may be inoperative on both FMAs provided that the autothrust (A/THR) is considered inoperative.

Refer to 9-MI-22-30-01 Autothrust (A/THR)

22-05-03 Approach and Landing Capabilities on the FMA

Ident.: 9-MI-22-05-00003731.0000001 / 28 JUN 2022
Applicable to: ALL

22-05-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H / LVO**

(o) One or more may be inoperative on one or both FMAs.

Reference(s)

(o) *Refer to OpsProc 22-05-03A Approach and Landing Capabilities on the FMA*

22-05-04 Special Messages on the FMA

Ident.: 9-MI-22-05-00003732.0000001 / 28 JUN 2022
Applicable to: ALL

22-05-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**1**	**No**	**-**

"MAN PITCH TRIM ONLY" is required on one side.

22-10-01	Autopilot (AP)

Ident.: 9-MI-22-10-00003733.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

22-10-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-01A Autopilot (AP)*

22-10-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) Both may be inoperative provided that:

1) ETOPS is not conducted, and

2) The AP/FD TCAS function is considered inoperative. *Refer to 9-MI-22-10-08 AP/FD TCAS Mode*.

Reference(s)

(o) *Refer to OpsProc 22-10-01B Autopilot (AP)*

22-10-01	Autopilot (AP)

Ident.: 9-MI-22-10-00003733.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

22-10-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / LVO**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-01A Autopilot (AP)*

22-10-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / LVO / RVSM / ETOPS**

(o) Both may be inoperative provided that ETOPS is not conducted.

Reference(s)

(o) *Refer to OpsProc 22-10-01B Autopilot (AP)*

22-10-02	**Flight Director (FD)**

Ident.: 9-MI-22-10-00003734.0000002 / 15 DEC 2023
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

22-10-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / RNAV/RNP**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-02A Flight Director (FD)*

22-10-02B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / RNAV/RNP**

(o) Both may be inoperative provided that the AP/FD TCAS function is considered inoperative. *Refer to 9-MI-22-10-08 AP/FD TCAS Mode*.

Reference(s)

(o) *Refer to OpsProc 22-10-02B Flight Director (FD)*

22-10-02	Flight Director (FD)

Ident.: 9-MI-22-10-00003734.0000001 / 15 DEC 2023
Criteria: A319 / A320 (-AIQW) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

22-10-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / RNAV/RNP**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-02A Flight Director (FD)*

22-10-03	Take-over pb Priority Function

Ident.: 9-MI-22-10-00003735.0000001 / 28 JUN 2022
Applicable to: ALL

22-10-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

22-10-04	Take-over pb AP Disconnection Function

Ident.: 9-MI-22-10-00003736.0000001 / 28 JUN 2022
Applicable to: ALL

22-10-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-04A Take-over pb AP Disconnection Function (One inoperative)*

22-10-04B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H / LVO**

(o) Both may be inoperative provided that the AP is not used for approach.

Reference(s)

(o) *Refer to OpsProc 22-10-04B Take-over pb AP Disconnection Function (Both inoperative)*

22-10-05	**AUTO LAND light**

Ident.: 9-MI-22-10-00003737.0000001 / 28 JUN 2022
Applicable to: ALL

22-10-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / LVO**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-05A AUTO LAND light*

22-10-06	**AP Disengagement Warning**

Ident.: 9-MI-22-10-00003738.0000001 / 28 JUN 2022
Applicable to: ALL

22-10-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO / RVSM / ETOPS**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AP is not engaged.

Reference(s)

(o) *Refer to OpsProc 22-10-06A AP Disengagement Warning*

22-10-07	Sticks and Rudder Pedals Locking Solenoid in AP Mode

Ident.: 9-MI-22-10-00003739.0000001 / 28 JUN 2022
Applicable to: ALL

22-10-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**1**	**No**	**H / LVO**

(o) One or two may be inoperative unlocked provided that no autoland is performed.

Reference(s)

(o) *Refer to OpsProc 22-10-07A Sticks and Rudder Pedals Locking Solenoid in AP Mode*

22-10-08	AP/FD TCAS Mode

Ident.: 9-MI-22-10-00003740.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

22-10-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-08A AP/FD TCAS Mode*

22-10-09	Soft Go-Around Function

Ident.: 9-MI-22-10-00003741.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

22-10-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-09A Soft Go-Around Function*

22-30-01	Autothrust (A/THR)

Ident.: 9-MI-22-30-00003742.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

22-30-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that:

1) The autothrust (A/THR) is disconnected before each flight, and

2) The Soft Go-Around function is considered inoperative.

Refer to 9-MI-22-10-09 Soft Go-Around Function.

Reference(s)

(o) *Refer to OpsProc 22-30-01A Autothrust (A/THR)*

22-30-01	Autothrust (A/THR)

Ident.: 9-MI-22-30-00003742.0000002 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

22-30-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that the autothrust (A/THR) is disconnected before each flight.

Reference(s)

(o) *Refer to OpsProc 22-30-01A Autothrust (A/THR)*

22-30-02	Autothrust Instinctive Disconnect pb

Ident.: 9-MI-22-30-00003743.0000001 / 28 JUN 2022
Applicable to: ALL

22-30-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be inoperative provided that the ability to disconnect the autothrust (A/THR) via the remaining Instinctive Disconnect pb and by the FCU A/THR pb is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 22-30-02A Autothrust Instinctive Disconnect pb*

22-30-03	Autothrust Disengagement Warning

Ident.: 9-MI-22-30-00003744.0000001 / 28 JUN 2022
Applicable to: ALL

22-30-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

May be inoperative provided that the autothrust (A/THR) is considered inoperative.

Refer to 9-MI-22-30-01 Autothrust (A/THR)

22-60-01	FAC 1

Ident.: 9-MI-22-60-00003745.0000001 / 28 JUN 2022
Applicable to: ALL

22-60-01A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

(m) Must be operative.

Note: *The AUTO FLT FAC 1 FAULT alert may be displayed with the associated AUTO FLT/FAC1/28VDC C/B tripped.*
This may be due to a short circuit within either rudder trim actuator channel 1 or rudder travel limitation unit channel 1.
In this case, the FAC 1 may be recovered provided that the affected part of the rudder system is deactivated using the associated maintenance procedure.
Refer to AMM 27-22-00-040-001, or
Refer to AMM 27-23-00-040-001.
Refer to 9-MI-27-22-01 Rudder Trim System, or
Refer to 9-MI-27-23-01 Rudder Travel Limiter System

Reference(s)

(m) *Refer to AMM Task 27-22-00-040-001*
Refer to AMM Task 27-23-00-040-001

22-60-02	FAC 2

Ident.: 9-MI-22-60-00003746.0000001 / 28 JUN 2022
Applicable to: ALL

22-60-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H / LVO

(o) May be inoperative provided that:

1) All ADIRSs, ELACs, SECs, SFCCs, LGCIUs and RAs are operative, and

2) The Rudder Travel Limiter System 2 is considered inoperative.

Refer to 9-MI-22-60-04 Yaw Damper System, and

Refer to 9-MI-27-22-01 Rudder Trim System, and

Refer to 9-MI-27-23-01 Rudder Travel Limiter System

Reference(s)

(o) *Refer to OpsProc 22-60-02A FAC 2*

22-60-03	Reactive Windshear Detection Function

Ident.: 9-MI-22-60-00003747.0000001 / 28 JUN 2022
Applicable to: ALL

22-60-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative.

Note: *For Predictive Windshear Detection Function:* *Refer to 9-MI-34-40-07 Predictive Windshear Detection System*

Reference(s)

(o) *Refer to OpsProc 22-60-03A Reactive Windshear Detection Function*

22-60-04	Yaw Damper System

Ident.: 9-MI-22-60-00003748.0000001 / 28 JUN 2022
Applicable to: ALL

22-60-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-60-04A Yaw Damper System*

22-70-01	Flight Management System (FMS)

Ident.: 9-MI-22-70-00003749.0000004 / 18 DEC 2024
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

22-70-01A FMS 1 inoperative with IR 1 (NAV mode) or GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

(o) The FMS 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) Two MCDUs are operative, and

3) The IR 1 NAV mode or GPS 1 ⫷ is operative, and

4) The Predictive GPWS Functions are considered inoperative. *Refer to 9-MI-34-40-02 Predictive GPWS Functions*

Reference(s)

(o) *Refer to OpsProc 22-70-01A Flight Management System (FMS)*

22-70-01B FMS 2 inoperative with IR 1 (NAV mode) or GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

(o) The FMS 2 may be inoperative provided that the IR 1 NAV mode or GPS 1 ⫷ is operative.

Reference(s)

(o) *Refer to OpsProc 22-70-01B Flight Management System (FMS)*

22-70-01C FMS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

(o) The FMS 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight remains within radio navaids coverage, and

3) The Predictive GPWS Functions are considered inoperative. *Refer to 9-MI-34-40-02 Predictive GPWS Functions*

Reference(s)

(o) *Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio navaids)*

22-70-01D FMS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
-

(o) The FMS 2 may be inoperative provided that the flight remains within radio navaids coverage.

Reference(s)

(o) *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio navaids)*

22-70-01	**Flight Management System (FMS)**

Ident.: 9-MI-22-70-00003749.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

22-70-01C FMS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
H / ETOPS / LVO / RNAV/RNP

(o) The FMS 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight remains within radio navaids coverage, and

3) The Predictive GPWS Functions are considered inoperative. *Refer to 9-MI-34-40-02 Predictive GPWS Functions*

Reference(s)

(o) *Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio navaids)*

22-70-01D FMS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / LVO / RNAV/RNP**

(o) The FMS 2 may be inoperative provided that the flight remains within radio navaids coverage.

Reference(s)

(o) *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio navaids)*

22-70-01	**Flight Management System (FMS)**

Ident.: 9-MI-22-70-00003749.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

22-70-01C FMS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS / LVO / RNAV/RNP**

(o) The FMS 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight remains within radio navaids coverage.

Reference(s)

(o) *Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio navaids)*

22-70-01D FMS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / LVO / RNAV/RNP**

(o) The FMS 2 may be inoperative provided that the flight remains within radio navaids coverage.

Reference(s)

(o) *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio navaids)*

22-70-01	Flight Management System (FMS)

Ident.: 9-MI-22-70-00003749.0000003 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

22-70-01A FMS 1 inoperative with IR 1 (NAV mode) or GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS / LVO**

(o) The FMS 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) Two MCDUs are operative, and

3) The IR 1 NAV mode or GPS 1 ⩤ is operative.

Reference(s)

(o) *Refer to OpsProc 22-70-01A Flight Management System (FMS)*

22-70-01B FMS 2 inoperative with IR 1 (NAV mode) or GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / LVO**

(o) The FMS 2 may be inoperative provided that the IR 1 NAV mode or GPS 1 ⩤ is operative.

Reference(s)

(o) *Refer to OpsProc 22-70-01B Flight Management System (FMS)*

22-70-01C FMS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS / LVO / RNAV/RNP**

(o) The FMS 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight remains within radio navaids coverage.

Reference(s)

(o) *Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio navaids)*

22-70-01D FMS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / LVO / RNAV/RNP**

(o) The FMS 2 may be inoperative provided that the flight remains within radio navaids coverage.

Reference(s)

(o) *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio navaids)*

22-70-02	**Navigation Database**

Ident.: 9-MI-22-70-00003750.0000001 / 14 SEP 2022
Applicable to: ALL

22-70-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**0**	**No**	**H / RNAV/RNP**

(o) May be out of date for ten consecutive calendar days provided that:

1) The procedures of the out-of-date navigation database changed in the current navigation database are not used (the procedures not changed may be used), and

2) Alternate procedures are established and used, and

3) The current aeronautical information (e.g. charts, eRM) is used to check the database navigation fixes (the coordinates, frequencies, status (as applicable)), and suitability of navigation facilities required for the intended route.

Reference(s)

(o) *Refer to OpsProc 22-70-02A Navigation Database*

22-70-03	Performance Information

Ident.: 9-MI-22-70-00003751.0000001 / 28 JUN 2022
Applicable to: ALL

22-70-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-70-03A Performance Information*

22-70-04	Fuel/Time Prediction

Ident.: 9-MI-22-70-00003752.0000001 / 28 JUN 2022
Applicable to: ALL

22-70-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-70-04A Fuel/Time Prediction*

AUTO FLIGHT CONTROL PANEL (FCU)

22-81-01-01	AP Engagement pb

Ident.: 9-MI-22-81-01-00003753.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H / LVO**

One or both may be inoperative provided that the associated autopilot (AP) is considered inoperative.

Refer to 9-MI-22-10-01 Autopilot (AP)

22-81-01-02	A/THR Arming pb

Ident.: 9-MI-22-81-01-00003754.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / LVO**

May be inoperative provided that the autothrust (A/THR) is considered inoperative.

Refer to 9-MI-22-30-01 Autothrust (A/THR)

22-81-01-03	Mode Engagement pb (LOC, EXPED, APPR)

Ident.: 9-MI-22-81-01-00003755.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

22-81-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-81-01-03A Mode Engagement pb*

22-81-01-03	Mode Engagement pb (LOC, APPR)

Ident.: 9-MI-22-81-01-00003755.0000002 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

22-81-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-81-01-03A Mode Engagement pb*

22-81-01-04	Selection knob (ALT, HDG-TRK, SPD-MACH)

Ident.: 9-MI-22-81-01-00003756.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**3**	**3**	**No**	**-**

Must be operative.

22-81-01-05	V/S-FPA Selection knob

Ident.: 9-MI-22-81-01-00003757.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-01-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**H**

May be inoperative provided that operations do not required its use.

22-81-01-06	HDG-V/S/TRK-FPA Change Over pb

Ident.: 9-MI-22-81-01-00003758.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-01-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the HDG-V/S selection is operative.

22-81-01-07	SPD/MACH Change Over pb

Ident.: 9-MI-22-81-01-00003759.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-01-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the SPD selection is operative.

22-81-01-08	METRIC ALT pb

Ident.: 9-MI-22-81-01-00003760.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-01-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

22-81-01-09	Selection Window (SPD-MACH, HDG-TRK, ALT, V/S-FPA)

Ident.: 9-MI-22-81-01-00003761.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-01-09B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**Yes**	**-**

One or more may be inoperative provided that the associated indications are operative on both PFDs and both NDs.

22-81-01-10	AP1, AP2 and A/THR pb light Bars

Ident.: 9-MI-22-81-01-00003762.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-01-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**3**	**0**	**No**	**-**

One or more may be inoperative provided that the associated indication is operative on both PFDs.

22-81-01-11	Mode Engagement (LOC, EXPED, APPR) pb light Bars

Ident.: 9-MI-22-81-01-00003763.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

22-81-01-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**3**	**0**	**No**	**-**

One or more may be inoperative.

22-81-01-11	Mode Engagement (LOC, APPR) pb light Bars

Ident.: 9-MI-22-81-01-00003763.0000002 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

22-81-01-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

One or both may be inoperative.

EFIS CONTROL PANEL (FCU)

22-81-02-01	Baro Reference Display Window

Ident.: 9-MI-22-81-02-00003764.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

22-81-02-02	Baro Reference selector Outer Ring (in Hg/hPa)

Ident.: 9-MI-22-81-02-00003765.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-02-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative provided that the unit required for the intended flight is operative on both EFIS control panels.

22-81-02-03	Baro Reference selector Inner knob

Ident.: 9-MI-22-81-02-00003766.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-02-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

22-81-02-04	FD pb

Ident.: 9-MI-22-81-02-00003767.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-02-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**RNAV/RNP**

One or both may be inoperative provided that the associated FD is considered inoperative.

Refer to 9-MI-22-10-02 Flight Director (FD)

22-81-02-05	ILS pb

Ident.: 9-MI-22-81-02-00003768.0000001 / 14 JUN 2023
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

22-81-02-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**0**	**No**	**H / LVO**

One or both may be inoperative provided that the associated ILS is considered inoperative.

Refer to 9-MI-34-30-04 Instrument Landing System (ILS)

22-81-02-05	LS pb

Ident.: 9-MI-22-81-02-00003768.0000002 / 14 JUN 2023
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

22-81-02-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**0**	**No**	**H / LVO**

One or both may be inoperative provided that:

the associated ILS is considered inoperative. *Refer to 9-MI-34-30-04 Instrument Landing System (ILS)*

22-81-02-06	Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb

Ident.: 9-MI-22-81-02-00003769.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-02-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**10**	**0**	**Yes**	**-**

One or more may be inoperative.

22-81-02-07	ND Range selector

Ident.: 9-MI-22-81-02-00003770.0000001 / 14 JUN 2023
Applicable to: ALL

22-81-02-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / RNAV/RNP**

(o) One may be inoperative provided that the ND unit associated with the operative ND range selector is operative.

Reference(s)

(o) *Refer to OpsProc 22-81-02-07A ND Range Selector*

22-81-02-08	ND Mode selector

Ident.: 9-MI-22-81-02-00003771.0000001 / 14 JUN 2023
Applicable to: ALL

22-81-02-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / RNAV/RNP**

(o) One may be inoperative provided that the ND unit associated with the operative ND mode selector is operative.

Reference(s)

(o) *Refer to OpsProc 22-81-02-08A ND Mode Selector*

22-81-02-09	ADF/VOR sw

Ident.: 9-MI-22-81-02-00003772.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-02-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

One or more may be inoperative provided that the associated ADF/VOR indication on ND is considered inoperative.

Refer to 9-MI-34-06-06 Radio Navaids Indications on the ND

22-81-02-10	ILS and FD pb light Bars

Ident.: 9-MI-22-81-02-00003773.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

22-81-02-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

One or more may be inoperative provided that the associated indication is operative on both PFDs.

22-81-02-10	LS and FD pb light Bars

Ident.: 9-MI-22-81-02-00003773.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

22-81-02-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

One or more may be inoperative provided that the associated indication is operative on both PFDs.

22-81-02-11	Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb light Bars

Ident.: 9-MI-22-81-02-00003774.0000001 / 28 JUN 2022
Applicable to: ALL

22-81-02-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**10**	**0**	**No**	**-**

One or more may be inoperative.

FCU CHANNEL

22-81-03-01	FCU Channel

Ident.: 9-MI-22-81-03-00003775.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

22-81-03-01A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

(o) One channel may be inoperative provided that:

1) ETOPS is not conducted, and

2) Two RMPs, all DUs, both RAs, both LGCIUs, both FACs, both Automatic Cabin Pressure Control Systems, all ADIRUs and the ISIS altitude indication are operative.

Reference(s)

(o) *Refer to OpsProc 22-81-03-01A FCU Channel*

22-81-03-01B ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**ETOPS**

(o) For ETOPS, one channel may be inoperative for one flight provided that two RMPs, all DUs, both RAs, both LGCIUs, both FACs, both Automatic Cabin Pressure Control Systems, all ADIRUs and the ISIS altitude indication are operative.

Reference(s)

(o) *Refer to OpsProc 22-81-03-01B FCU Channel*

22-81-03-01	FCU Channel

Ident.: 9-MI-22-81-03-00003775.0000200 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

22-81-03-01A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) Two RMPs, all DUs, both RAs, both LGCIUs, both FACs, both Automatic Cabin Pressure Control Systems, all ADIRUs and the Standby ALT Indicator are operative.

Reference(s)

(o) *Refer to OpsProc 22-81-03-01A FCU Channel*

22-81-03-01B ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**ETOPS**

(o) For ETOPS, one may be inoperative for one flight provided that two RMPs, all DUs, both RAs, both LGCIUs, both FACs, both Automatic Cabin Pressure Control Systems, all ADIRUs and the Standby ALT Indicator are operative.

Reference(s)

(o) *Refer to OpsProc 22-81-03-01B FCU Channel*

22-82-01	MCDU 1

Ident.: 9-MI-22-82-00003776.0000001 / 28 JUN 2022
Applicable to: ALL

22-82-01A Flight within navaids coverage

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H / ETOPS / RNAV/RNP

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The MCDU 2 is operative, and

3) The flight remains within radio navaids coverage.

Reference(s)

(o) *Refer to OpsProc 22-82-01A MCDU 1*

22-82-02	MCDU 2

Ident.: 9-MI-22-82-00003777.0000001 / 28 JUN 2022
Applicable to: ALL

22-82-02A Flight within navaids coverage

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H / RNAV/RNP

(o) May be inoperative provided that the flight remains within radio navaids coverage.

Reference(s)

(o) *Refer to OpsProc 22-82-02A MCDU 2*

22-82-04	MCDU Annunciator light ⋖

Ident.: 9-MI-22-82-00003778.0000001 / 28 JUN 2022
Applicable to: ALL

22-82-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**0**	**Yes**

COMPANY NOTES OPS affected
-

One or more may be inoperative.

22-83-01	Flight Management and Guidance Computer (FMGC)

Ident.: 9-MI-22-83-00003779.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

22-83-01A FMGC 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
H / ETOPS / LVO / RNAV/RNP

(o) FMGC 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) FMGC 1 is deactivated, and

3) FMS 1 is considered inoperative,

Refer to 9-MI-22-70-01 Flight Management System (FMS), and

4) AP 1 is considered inoperative,

Refer to 9-MI-22-10-01 Autopilot (AP), and

5) FD 1 is considered inoperative,

Refer to 9-MI-22-10-02 Flight Director (FD).

Note: When FMGC 1 is deactivated, the F/CTL MAINTENANCE message is displayed on the STATUS SD page. Refer to 9-MI-27-00-01 F/CTL MAINTENANCE Message.

Reference(s)

(o) *Refer to OpsProc 22-83-01A Flight Management and Guidance Computer (FMGC)*

22-83-01B FMGC 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
H / LVO / RNAV/RNP

(o) FMGC 2 may be inoperative provided that:

1) FMGC 2 is deactivated, and

2) FMS 2 is considered inoperative,

Refer to 9-MI-22-70-01 Flight Management System (FMS), and

3) AP 2 is considered inoperative,

Refer to 9-MI-22-10-01 Autopilot (AP), and

4) FD 2 is considered inoperative,

Refer to 9-MI-22-10-02 Flight Director (FD).

Note: *When FMGC 2 is deactivated, the F/CTL* MAINTENANCE *message is displayed on the STATUS SD page. Refer to 9-MI-27-00-01 F/CTL MAINTENANCE Message*.

Reference(s)

(o) *Refer to OpsProc 22-83-01B Flight Management and Guidance Computer (FMGC)*

22-83-01	Flight Management and Guidance Computer (FMGC)

Ident.: 9-MI-22-83-00003779.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

22-83-01A FMGC 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
H / ETOPS / LVO / RNAV/RNP

(o) FMGC 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) FMGC 1 is deactivated, and

3) FMS 1 is considered inoperative,

Refer to 9-MI-22-70-01 Flight Management System (FMS), and

4) AP 1 is considered inoperative,

Refer to 9-MI-22-10-01 Autopilot (AP), and

5) FD 1 is considered inoperative,

Refer to 9-MI-22-10-02 Flight Director (FD) , and

6) Associated ILS DME display on PFD is considered inoperative.

Refer to 9-MI-34-50-04 DME.

Note: *When FMGC 1 is deactivated, the F/CTL* MAINTENANCE *message is displayed on the STATUS SD page. Refer to 9-MI-27-00-01 F/CTL MAINTENANCE Message*.

Reference(s)

(o) *Refer to OpsProc 22-83-01A Flight Management and Guidance Computer (FMGC)*

22-83-01B FMGC 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
H / LVO / RNAV/RNP

(o) FMGC 2 may be inoperative provided that:

1) FMGC 2 is deactivated, and

2) FMS 2 is considered inoperative,

Refer to 9-MI-22-70-01 Flight Management System (FMS), and

3) AP 2 is considered inoperative,

Refer to 9-MI-22-10-01 Autopilot (AP), and

4) FD 2 is considered inoperative,

Refer to 9-MI-22-10-02 Flight Director (FD) , and

5) Associated ILS DME display on PFD is considered inoperative.

Refer to 9-MI-34-50-04 DME.

Note: When FMGC 2 is deactivated, the F/CTL MAINTENANCE message is displayed on the STATUS SD page. Refer to 9-MI-27-00-01 F/CTL MAINTENANCE Message.

Reference(s)

(o) *Refer to OpsProc 22-83-01B Flight Management and Guidance Computer (FMGC)*

23-00-01	**CIDS 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-23-00-00003780.0000001 / 28 JUN 2022
Applicable to: ALL

23-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**-**	**No**

COMPANY NOTES OPS affected
M

One or both CIDS 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

Note: *The complete failure of the CIDS function is indicated by ECAM alert COM CIDS 1+2 FAULT. Refer to 9-MI-23-73-01-01 Cabin Intercommunication Data System (CIDS) Function*

RCDR OVERHEAD PANEL

23-01-01-32	CVR ERASE pb

Ident.: 9-MI-23-01-01-00003781.0000001 / 28 JUN 2022
Applicable to: ALL

23-01-01-32A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

23-01-01-33	CVR TEST pb

Ident.: 9-MI-23-01-01-00003782.0000001 / 28 JUN 2022
Applicable to: ALL

23-01-01-33A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**0**	**Yes**	**-**

May be inoperative provided that the Cockpit Voice Recorder (CVR) is considered inoperative.

Refer to 9-MI-23-71-01 Cockpit Voice Recorder (CVR)

CALLS OVERHEAD PANEL

23-01-02-31	CALLS ALL ◁ pb

Ident.: 9-MI-23-01-02-00003783.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-01-02-31A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

May be inoperative.

23-01-02-32	CALLS EMER pb, CALLS FWD pb, CALLS MID ◁ pb, CALLS EXIT ◁ pb, CALLS PURS ◁ pb, CALLS AFT pb

Ident.: 9-MI-23-01-02-00003784.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-01-02-32A Use of passenger address system

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**-**

One or more may be inoperative provided that the passenger address system is used for communication between the cockpit and the cabin.

23-01-02-32B Use of cockpit handset interphone

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**-**

One or more may be inoperative provided that the cockpit handset interphone ◁ is used for communication between the cockpit and the cabin.

AUDIO SWITCHING OVERHEAD PANEL

23-01-03-31	AUDIO SWITCHING selector

Ident.: 9-MI-23-01-03-00003785.0000001 / 28 JUN 2022
Applicable to: ALL

23-01-03-31A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative.

23-09-01	COMHF 1(2) EMITTING ◁ **Alert**

Ident.: 9-MI-23-09-00003786.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

23-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**-**	**No**	**-**

(o) One or both may be displayed provided that :

1) The alert is confirmed to be false by troubleshooting, and

2) The affected HF is deactivated and considered inoperative.

Refer to 9-MI-23-10-01 HF Voice

Reference(s)

(o) *Refer to OpsProc 23-09-01A COM HF 1(2) EMITTING Alert (If Installed)*

23-09-02	COM VHF 1(2)(3) EMITTING **Alert (3 VHFs installed)**

Ident.: 9-MI-23-09-00003787.0000001 / 28 JUN 2022
Applicable to: ALL

23-09-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**3**	**-**	**No**	**H**

(o) One or more may be displayed provided that :

1) The alert is confirmed to be false by troubleshooting, and

2) The affected VHF is deactivated and considered inoperative.

Refer to 9-MI-23-10-02 VHF Voice (3 VHFs installed)

Reference(s)

(o) *Refer to OpsProc 23-09-02A COM VHF 1(2)(3) EMITTING Alert (3 VHFs installed)*

23-10-01	HF Voice

Ident.: 9-MI-23-10-00003788.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

23-10-01A HF inoperative – Flight within VHF coverage

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**ETOPS**

May be inoperative provided that:

1) ETOPS is not conducted, and

2) The aircraft is operated within VHF coverage.

23-10-02	VHF Voice (3 VHFs installed)

Ident.: 9-MI-23-10-00003790.0000100 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

23-10-02A VHF1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) VHF1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) ACARS ⩤ is deactivated , and

3) VHF datalink communications ⩤ are considered inoperative.

Refer to 9-MI-23-20-04 VHF Datalink (If Installed)

Reference(s)

(o) *Refer to OpsProc 23-10-02A VHF Voice*

23-10-02B VHF2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) VHF2 may be inoperative provided that:

1) ACARS ⋖ is deactivated , and

2) VHF datalink communications ⋖ are considered inoperative.

Refer to 9-MI-23-20-04 VHF Datalink (If Installed)

Reference(s)

(o) *Refer to OpsProc 23-10-02B VHF Voice*

23-10-02E VHF3 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

VHF3 may be inoperative provided that VHF datalink communications ⋖ are considered inoperative.

Refer to 9-MI-23-20-04 VHF Datalink (If Installed)

23-10-02	**VHF Voice (3 VHFs installed)**

Ident.: 9-MI-23-10-00003790.0000200 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

23-10-02C VHF1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) VHF1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) VHF3 ⋖ is set to VOICE mode before each flight, and

3) VHF datalink communications ⋖ are considered inoperative.

Refer to 9-MI-23-20-04 VHF Datalink (If Installed)

Reference(s)

(o) *Refer to OpsProc 23-10-02C VHF Voice*

23-10-02D VHF2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) VHF2 may be inoperative provided that:

1) VHF3 ⋖ is set to VOICE mode before each flight, and

2) VHF datalink communications ⋖ are considered inoperative.

Refer to 9-MI-23-20-04 VHF Datalink (If Installed)

Reference(s)

(o) *Refer to OpsProc 23-10-02D VHF Voice*

23-10-02E VHF3 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

VHF3 may be inoperative provided that VHF datalink communications ⋖ are considered inoperative.

Refer to 9-MI-23-20-04 VHF Datalink (If Installed)

23-13-01	Radio Management Panel (RMP)

Ident.: 9-MI-23-13-00003792.0000002 / 14 DEC 2022
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

23-13-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

All must be operative.

23-13-01	Radio Management Panel (RMP)

Ident.: 9-MI-23-13-00003792.0000003 / 14 DEC 2022
Criteria: A319 (-AILB to -AILY) / A320 / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-13-01B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**Yes**	**-**

RMP 2 or RMP 3 may be inoperative.

23-13-02	RMP Selection Key

Ident.: 9-MI-23-13-00003793.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

23-13-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**-**

One may be inoperative on each RMP provided that :

1) VHF 1 selection key is operative on RMP 1

2) , and

If HF is required, HF 1 selection key is operative on RMP 1.

23-13-02	RMP Selection Key

Ident.: 9-MI-23-13-00003793.0000200 / 28 JUN 2022
Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)
Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-13-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**-**	**Yes**

COMPANY NOTES OPS affected
-

One may be inoperative on each RMP provided that :

1) VHF 1 selection key is operative on RMP 1

23-20-01	**ACARS** ⋖

Ident.: 9-MI-23-20-00003794.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

23-20-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H**

May be inoperative.

23-20-04	**VHF Datalink** ⋖

Ident.: 9-MI-23-20-00003796.0000100 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

23-20-04B Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H / FANS / CPDLC**

(o) May be inoperative provided that procedures do not require ATC datalink.

Note: *FL > 285 is not useable in CPDLC mandated Central Europe airspaces.*

Reference(s)

(o) *Refer to OpsProc 23-20-04B VHF Datalink (If Installed) (procedures do not require ATC datalink)*

23-20-04C Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that alternate procedures are established and used for ATC communication.

Reference(s)

(o) *Refer to OpsProc 23-20-04C VHF Datalink (If Installed) (procedures require ATC datalink)*

23-20-04	VHF Datalink ⩤

Ident.: 9-MI-23-20-00003796.0000200 / 25 MAR 2025
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

23-20-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative provided that ACARS ⩤ is considered inoperative.

Refer to 9-MI-23-20-01 ACARS (If Installed)

23-31-01	Passenger Address System

Ident.: 9-MI-23-31-00003797.0000001 / 28 JUN 2022
Applicable to: ALL

23-31-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

Note: 1. *In the case of partial failure of the passenger address system, refer to the item(s) of the affected system(s).*
2. *Total failure of the passenger address system (indicated by the COM CIDS 1+2 FAULT alert displayed on the EWD) is not permitted.*

23-31-02	PA IN USE light

Ident.: 9-MI-23-31-00003798.0000001 / 28 JUN 2022
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

23-31-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

May be inoperative.

23-40-01 Ground External Horn

Ident.: 9-MI-23-40-00003799.0000001 / 28 JUN 2022
Applicable to: ALL

23-40-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 23-40-01A Ground External Horn*

23-40-02 Flight Crew Interphone System

Ident.: 9-MI-23-40-00003800.0000001 / 28 JUN 2022
Applicable to: ALL

23-40-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**H**

Must be operative for each person on cockpit duty.

23-40-03 Flight Crew to Ground Communication System

Ident.: 9-MI-23-40-00003801.0000001 / 28 JUN 2022
Applicable to: ALL

23-40-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 23-40-03A Flight Crew to Ground Communication System*

23-40-04	Service Interphone Jack

Ident.: 9-MI-23-40-00003802.0000001 / 28 JUN 2022
Applicable to: ALL

23-40-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**-**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 23-40-04A Service Interphone Jack*

23-51-01	SELCAL Function

Ident.: 9-MI-23-51-00003803.0000001 / 28 JUN 2022
Applicable to: ALL

23-51-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

23-51-02	Headset/Boomset

Ident.: 9-MI-23-51-00003804.0000001 / 28 JUN 2022
Applicable to: ALL

23-51-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**Yes**	**-**

One boomset (headset with boom microphone) must be operative for each crewmember on duty.

23-51-03	Hand Microphone

Ident.: 9-MI-23-51-00003805.0000001 / 28 JUN 2022
Applicable to: ALL

23-51-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**-**

One or more may be inoperative, or missing, or removed.

23-51-04	Cockpit Loudspeaker

Ident.: 9-MI-23-51-00003806.0000002 / 25 MAR 2025
Applicable to: ALL

23-51-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

Only F/O loudspeaker may be inoperative provided that at least one crewmember on cockpit duty wears a boomset for the entire flight.

23-51-05	Cockpit Loudspeaker Volume Control

Ident.: 9-MI-23-51-00003807.0000001 / 28 JUN 2022
Applicable to: ALL

23-51-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be inoperative provided that the affected crewmember on cockpit duty wears a boomset for the entire flight.

Reference(s)

(o) *Refer to OpsProc 23-51-05A Cockpit Loudspeaker Volume Control*

23-51-06	Sidestick PTT sw

Ident.: 9-MI-23-51-00003808.0000001 / 14 DEC 2022
Applicable to: ALL

23-51-06B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(m) One or both may be inoperative in the open position (non transmitting position) provided that the INT/RAD sw on CAPT ACP, on F/O ACP and on ACP 3 are operative.

Note: *Apply the maintenance procedure only when the inoperative sidestick PTT sw is failed in the closed position (transmitting position).*

Reference(s)

(m) *Refer to AMM Task 23-51-00-040-001*

23-52-01 CAPT and F/O ACP

Ident.: 9-MI-23-52-00003809.0000001 / 28 JUN 2022
Applicable to: ALL

23-52-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
-

(o) One may be inoperative provided that :

1) ACP 3 is operative, and

2) The AUDIO SWITCHING selector is operative.

Reference(s)

(o) *Refer to OpsProc 23-52-01A CAPT and F/O ACP*

23-52-02 ACP 3

Ident.: 9-MI-23-52-00003810.0000003 / 14 DEC 2022
Applicable to: ALL

23-52-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

23-52-05	ACP Transmission Key

Ident.: 9-MI-23-52-00003811.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

23-52-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**-**

One may be inoperative on each ACP provided that :

1) VHF 1 transmission key is operative either on CAPT ACP or on F/O ACP

2) , and

If HF is required, HF 1 transmission key is operative either on CAPT ACP or on F/O ACP.

23-52-05	ACP Transmission Key

Ident.: 9-MI-23-52-00003811.0000200 / 28 JUN 2022
Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)
Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-52-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**-**

One may be inoperative on each ACP provided that :

1) VHF 1 transmission key is operative either on CAPT ACP or on F/O ACP

23-52-06	ACP Reception knob

Ident.: 9-MI-23-52-00003812.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

23-52-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**LVO**

One may be inoperative on each ACP provided that :

1) VHF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and

2) If HF is required, HF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and

3) If ILS is required for approach, one ILS reception knob is operative either on CAPT ACP or on F/O ACP.

23-52-06	ACP Reception knob

Ident.: 9-MI-23-52-00003812.0000200 / 28 JUN 2022
Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)
Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-52-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**LVO**

One may be inoperative on each ACP provided that :

1) VHF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and

2) If ILS is required for approach, one ILS reception knob is operative either on CAPT ACP or on F/O ACP.

23-52-07	ACP Reception knob light

Ident.: 9-MI-23-52-00003813.0000001 / 28 JUN 2022
Applicable to: ALL

23-52-07A

Repair interval	Nbr installed	Nbr required	Placard
D	**-**	**0**	**No**

COMPANY NOTES OPS affected
-

One or more may be inoperative.

23-71-01	Cockpit Voice Recorder (CVR)

Ident.: 9-MI-23-71-00003814.0000001 / 28 JUN 2022
Applicable to: ALL

23-71-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative for three calendar days or eight flights, whichever occurs first.

23-72-01	Cockpit Door Surveillance System (CDSS)

Ident.: 9-MI-23-72-00003815.0000001 / 14 SEP 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-72-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that alternate procedures are established and used.

Note: – *Any portion of the system which operates normally may be used.*
– *System may be considered operative, if* one *CDSS monitor is inoperative.*

Reference(s)

(o) *Refer to OpsProc 23-72-01A Cockpit Door Surveillance System (CDSS)*

CABIN INTERCOMMUNICATION DATA SYSTEM (CIDS)

23-73-01-01	Cabin Intercommunication Data System (CIDS) Function

Ident.: 9-MI-23-73-01-00003816.0000100 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIQW) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIRN, D-AIZJ, D-AIZM

23-73-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

The CIDS function must be operative.

Note:
1. *This MEL item relates to complete failure of the CIDS function (Complete failure of both CIDS Directors).*
2. *Partial failure of one or both CIDS Directors is indicated by one or both CIDS 1(2) MAINTENANCE messages on the STATUS SD page only (ECAM alert COM CIDS 1+2 FAULT is not displayed).*
   Refer to 9-MI-23-00-01 CIDS 1(2) MAINTENANCE Message.
3. *In the case of disturbance of the CIDS function, deactivation of the affected CIDS Director may recover normal operation of the CIDS function.*
   Refer to AMM TASK 23-73-00-040-001.

23-73-01-01	Cabin Intercommunication Data System (CIDS) Function

Ident.: 9-MI-23-73-01-00003816.0000200 / 28 JUN 2022
Criteria: A320 (-AIQW)
Applicable to: D-AIQW

23-73-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

The CIDS function must be operative.

Note:
1. *This MEL item relates to complete failure of the CIDS function (Complete failure of both CIDS Directors).*
2. *Partial failure of one or both CIDS Directors is indicated by one or both CIDS 1(2) MAINTENANCE messages on the STATUS SD page only (ECAM alert COM CIDS 1+2 FAULT is not displayed).*
   Refer to 9-MI-23-00-01 CIDS 1(2) MAINTENANCE Message.
3. *In the case of disturbance of the CIDS function, removal of the affected CIDS Director may recover normal operation of the CIDS function.*
   Refer to AMM TASK 23-73-00-040-001.

DEU A

23-73-02-01	Cabin DEU A

Ident.: 9-MI-23-73-02-00003817.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-73-02-01A Affected seat occupied

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) One or more may be inoperative and affected passenger seat may be occupied provided that :

1) The passenger announcement can be heard throughout the cabin during the flight, and

2) The passenger address system is used to alert the passengers when "Return to Seat / Fasten Seat Belt / No Smoking" signs are requested.

Reference(s)

(o) *Refer to OpsProc 23-73-02-01A Cabin DEU A*

23-73-02-01B Affected seat not occupied

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**H**

One or more may be inoperative provided that the affected seats are blocked and placarded inoperative.

23-73-02-01	Redefined Flight Deck (RFD) DEU A (200RH1)

Ident.: 9-MI-23-73-02-00003818.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

23-73-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that:

1) Alternate procedures are established and used to alert crew in the Redefined Flight Deck (RFD) or Lavatory W when Return to Seat Sign is requested.

Reference(s)

(o) *Refer to OpsProc 23-73-02-01A Redefined Flight Deck (RFD) DEU A (200RH1)*

23-73-02-02	Lavatory DEU A

Ident.: 9-MI-23-73-02-00003819.0000001 / 28 JUN 2022
Applicable to: ALL

23-73-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**0**	**Yes**

COMPANY NOTES OPS affected
H

One or more may be inoperative provided that the affected lavatory is closed and placarded inoperative.

DEU B

23-73-03-01	Cabin DEU B

Ident.: 9-MI-23-73-03-00003820.0000100 / 14 JUN 2023
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

23-73-03-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

(o) One or more may be inoperative provided that :

1) One DEU B and the associated handset are operative at each pair of floor level exit doors, and

2) The slide bottle pressure and door bottle pressure associated with each affected DEU B are checked on the associated direct reading pressure gauge before the first flight of each day.

Refer to 9-MI-25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed), and

Refer to 9-MI-25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed), and

Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed).

Reference(s)

(o) *Refer to OpsProc 23-73-03-01A Cabin DEU B*

23-73-03-01	Cabin DEU B

Ident.: 9-MI-23-73-03-00003820.0000200 / 14 JUN 2023
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

23-73-03-01B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

(o) One or more may be inoperative provided that:

1) One DEU B and the associated handset are operative at each pair of floor level exit doors, and

2) The slide bottle pressure and door bottle pressure associated with each affected DEU B are checked on the associated direct reading pressure gauge before the first flight of each day, and

Refer to 9-MI-25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed), and

Refer to 9-MI-25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed), and

Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)

3) The associated lavatory fire extinguisher system is checked operative, and

4) The absence of smoke in the affected lavatory is periodically checked.

Refer to 9-MI-26-17-01 Lavatory Smoke Detection System.

Reference(s)

(o) *Refer to OpsProc 23-73-03-01B Cabin DEU B*

23-73-03-01	Cabin DEU B

Ident.: 9-MI-23-73-03-00003821.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

23-73-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**-**	**No**

COMPANY NOTES OPS affected
-

One or more may be inoperative provided that all affected Emergency Power Supply Unit are tested via respective unit BITE functions before first flight of each day.

CABIN INDIVIDUAL CALL

23-73-04-01	Passenger Call

Ident.: 9-MI-23-73-04-00003822.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-73-04-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be inoperative.

23-73-04-02	Lavatory Call

Ident.: 9-MI-23-73-04-00003823.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-73-04-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be inoperative.

CABIN LOUDSPEAKER

23-73-05-01	Cabin Loudspeaker

Ident.: 9-MI-23-73-05-00003824.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-73-05-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) One or more may be inoperative provided that no seat is occupied from which a passenger cannot hear a passenger announcement.

Reference(s)

(o) *Refer to OpsProc 23-73-05-01A Cabin Loudspeaker*

23-73-05-02	Lavatory Loudspeaker

Ident.: 9-MI-23-73-05-00003825.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-73-05-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 23-73-05-02A Lavatory Loudspeaker*

23-73-05-02	Lavatory W Loudspeaker

Ident.: 9-MI-23-73-05-00003825.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

23-73-05-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that the Return to Seat (RTS) lighted sign is operable.

Reference(s)

(o) *Refer to OpsProc 23-73-05-02A Lavatory W Loudspeaker*

23-73-05-03	Galley Loudspeaker

Ident.: 9-MI-23-73-05-00013541.0000001 / 25 MAR 2025
Applicable to: ALL

23-73-05-03A Announcements audible

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) One or more may be inoperative provided that cabin crews and passengers announcements are checked and clearly heard in the vicinity of the galley.

Reference(s)

(o) *Refer to OpsProc 23-73-05-03A Galley Loudspeaker (Announcements audible)*

23-73-05-03B Announcements not audible

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) One or more may be inoperative provided that alternate procedures are established and used to alert the cabin crews or the passengers in the vicinity of the galley.

Reference(s)

(o) *Refer to OpsProc 23-73-05-03B Galley Loudspeaker (Announcements not audible)*

HANDSET

23-73-06-01	Cockpit Handset

Ident.: 9-MI-23-73-06-00003826.0000001 / 28 JUN 2022
Applicable to: ALL

23-73-06-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the cockpit audio control panel (ACP) is used for the communication between the cockpit and the cabin.

23-73-06-02	Cabin Handset

Ident.: 9-MI-23-73-06-00003827.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-73-06-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**-**

(o) One or more may be inoperative provided that one handset is operative at each pair of floor level exit doors.

Reference(s)

(o) *Refer to OpsProc 23-73-06-02A Cabin Handset*

23-73-06-03	Cabin Handset Key

Ident.: 9-MI-23-73-06-00003828.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-73-06-03A Passenger address and Cabin to cockpit interphone operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**-**

One or more may be inoperative provided that:

1) Passenger address from the affected handset is operative, and

2) Cabin to cockpit interphone from affected handset is operative.

23-73-06-03B Affected handset considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**-**

One or more may be inoperative provided that the affected handset is considered inoperative.

Refer to 9-MI-23-73-06-02 Cabin Handset

PRERECORDED ANNOUNCEMENT AND MUSIC REPRODUCER (PRAM)

23-73-07-01	Prerecorded Announcement and Music Reproducer (PRAM) ⋖

Ident.: 9-MI-23-73-07-00003829.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

23-73-07-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) May be inoperative.

Note: *Application of the MEL is not necessary if only the music reproducer function of the PRAM is inoperative.*

Reference(s)

(o) *Refer to OpsProc 23-73-07-01A Prerecorded Announcement and Music Reproducer (PRAM) (If Installed)*

CABIN ASSIGNMENT MODULE (CAM)

23-73-08-01	Cabin Assignment Module (CAM)

Ident.: 9-MI-23-73-08-00003830.0000001 / 28 JUN 2022
Applicable to: ALL

23-73-08-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative or missing.

SMOKE DETECTION FUNCTION

23-73-10-01	Smoke Detection Function (CIDS-SDF)

Ident.: 9-MI-23-73-10-00003831.0000100 / 25 MAR 2025
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

23-73-10-01B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that the restrictions concerning lavatory smoke detection system and cargo smoke detection system ⩤ are applied.

Refer to 9-MI-26-17-01 Lavatory Smoke Detection System, and

Refer to 9-MI-26-16-01 Smoke Detector in the FWD Cargo Compartment (if FWD cargo compartment smoke detection system installed) and

Refer to 9-MI-26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments (if AFT cargo compartment smoke detection system installed).

Note: Failure of a single CIDS-SDF channel is indicated by a MAINTENANCE *message on the STATUS SD page.*
Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message

23-73-10-01	Smoke Detection Function (CIDS-SDF)

Ident.: 9-MI-23-73-10-00003831.0000200 / 25 MAR 2025
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

23-73-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that the cargo compartments are empty or do not contain flammable or combustible materials.

Note: Failure of a single CIDS-SDF channel is indicated by a MAINTENANCE *message on the STATUS SD page.*
Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message

23-73-10-01B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that the restrictions concerning cargo smoke detection system are applied.

Refer to 9-MI-26-16-01 Smoke Detector in the FWD Cargo Compartment (if FWD cargo compartment smoke detection system installed) and

Refer to 9-MI-26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments (if AFT cargo compartment smoke detection system installed).

Note: Failure of a single CIDS-SDF channel is indicated by a MAINTENANCE *message on the STATUS SD page.*
Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message

23-74-01	Forward Attendant Panel

Ident.: 9-MI-23-74-00003832.0000004 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

23-74-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that associated Forward Attendant Panel functions are considered inoperative.

Refer to 9-MI-23-73-07-01 Prerecorded Announcement and Music Reproducer (PRAM) (If Installed), and

Refer to 9-MI-23-74-12 CIDS Caution Light of the Forward Attendant Panel, and

Refer to 9-MI-23-74-13 Lighting Module of the Forward Attendant Panel

23-74-01	FAP Display Unit

Ident.: 9-MI-23-74-00003832.0000005 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

23-74-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) May be inoperative provided that the safety related messages on the FAP are considered inoperative.

Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed), and

Refer to 9-MI-25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed), and

Refer to 9-MI-25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed)

Reference(s)

(o) *Refer to OpsProc 23-74-01A FAP Display Unit*

23-74-01	Forward Attendant Panel

Ident.: 9-MI-23-74-00003833.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

23-74-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that associated Forward Attendant Panel functions are considered inoperative.

23-74-01	FAP Display Unit

Ident.: 9-MI-23-74-00003833.0000002 / 25 MAR 2025
Criteria: A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ

23-74-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the safety related messages on the FAP are considered inoperative.

23-74-02	EMER pb on the Hardkey FAP Sub-panel

Ident.: 9-MI-23-74-00003834.0000001 / 28 JUN 2022
Applicable to: ALL

23-74-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

23-74-03	Other Controls on the Hardkey FAP Sub-panel

Ident.: 9-MI-23-74-00003835.0000001 / 28 JUN 2022
Applicable to: ALL

23-74-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be inoperative.

23-74-04	PTP Display Unit

Ident.: 9-MI-23-74-00003836.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

23-74-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**0**	**Yes**	**H**

May be inoperative provided that the display of the safety related messages on PTP are considered inoperative.

Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed), and

Refer to 9-MI-25-62-06 Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page, and

Refer to 9-MI-25-62-07 Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page

23-74-04	PTP Display Unit

Ident.: 9-MI-23-74-00003836.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

23-74-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**0**	**Yes**	**H**

May be inoperative provided that the display of the safety related messages on PTP are considered inoperative.

Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed), and

Refer to 9-MI-25-62-06 Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page

23-74-04	PTP Display Unit

Ident.: 9-MI-23-74-00003837.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

23-74-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative.

Reference(s)

(m) *Refer to AMM Task 23-73-00-740-005*

23-74-05	Door Bottle Pressure Monitoring on the PTP

Ident.: 9-MI-23-74-00003838.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

23-74-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)

23-74-06	Door Bottle Pressure Monitoring on the FAP

Ident.: 9-MI-23-74-00003839.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

23-74-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)

23-74-07	Slide Pressure Monitoring on the PTP

Ident.: 9-MI-23-74-00003840.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

23-74-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**H**

Refer to 9-MI-25-62-06 Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page, and

Refer to 9-MI-25-62-07 Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page

Note: Apply both MEL-Items.

23-74-07	Slide Pressure Monitoring on the PTP

Ident.: 9-MI-23-74-00003840.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIRN

23-74-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**H**

Refer to 9-MI-25-62-06 Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page

23-74-08	Slide Pressure Monitoring on the FAP

Ident.: 9-MI-23-74-00003841.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

23-74-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**H**

Refer to 9-MI-25-62-06 Cabin Door CHECK SLIDE PRESSURE Message on the FAP, and

Refer to 9-MI-25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed)

Note: Apply both MEL-Items.

23-74-08	Slide Pressure Monitoring on the FAP

Ident.: 9-MI-23-74-00003841.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

23-74-09	Area Call Panel

Ident.: 9-MI-23-74-00003842.0000001 / 28 JUN 2022
Applicable to: ALL

23-74-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

One or more may be inoperative.

23-74-10	Attendant Indication Panel (AIP)

Ident.: 9-MI-23-74-00003843.0000001 / 28 JUN 2022
Applicable to: ALL

23-74-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

One or more may be inoperative.

23-74-11	Additional Attendant Panel (AAP) ⋖

Ident.: 9-MI-23-74-00003844.0000001 / 28 JUN 2022
Applicable to: ALL

23-74-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

One or more may be inoperative.

23-74-12	CIDS Caution Light of the Forward Attendant Panel

Ident.: 9-MI-23-74-00003845.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

23-74-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that PTP messages are checked before each flight.

Reference(s)

(o) *Refer to OpsProc 23-74-12A CIDS Caution Light of the Forward Attendant Panel*

23-74-13	Lighting Module of the Forward Attendant Panel

Ident.: 9-MI-23-74-00003846.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

23-74-13A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 23-74-13A Lighting Module of the Forward Attendant Panel*

24-00-01	**DC BUS TIE** MAINTENANCE **Message**

Ident.: 9-MI-24-00-00003847.0000001 / 28 JUN 2022
Applicable to: ALL

24-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

DC BUS TIE MAINTENANCE message may be displayed on the STATUS SD page.

24-00-03	**AC GEN** MAINTENANCE **Message**

Ident.: 9-MI-24-00-00003848.0000001 / 28 JUN 2022
Applicable to: ALL

24-00-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

AC GEN MAINTENANCE message may be displayed on the STATUS SD page.

ELEC OVERHEAD PANEL

24-01-01-01	BAT 1(2) pb-sw FAULT light

Ident.: 9-MI-24-01-01-00003849.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

24-01-01-02	BAT 1(2) pb-sw OFF light

Ident.: 9-MI-24-01-01-00003850.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

24-01-01-03	GEN pb-sw FAULT light and APU GEN pb-sw FAULT light

Ident.: 9-MI-24-01-01-00003851.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**1**	**Yes**	**-**

One GEN pb-sw FAULT light and/or the APU GEN pb-sw FAULT light may be inoperative provided that the associated generator indications are operative on the ELEC SD page.

24-01-01-04	GEN pb-sw OFF light and APU GEN pb-sw OFF light

Ident.: 9-MI-24-01-01-00003852.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative.

24-01-01-05	AC ESS FEED pb-sw FAULT light

Ident.: 9-MI-24-01-01-00003853.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the AC ESS bus indication is operative on the ELEC SD page.

24-01-01-06	AC ESS FEED pb-sw ALTN light

Ident.: 9-MI-24-01-01-00003854.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the AC ESS bus indication is operative on the ELEC SD page.

24-01-01-07	EXT PWR pb AVAIL light

Ident.: 9-MI-24-01-01-00003855.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 24-01-01-07A EXT PWR pb AVAIL light*

24-01-01-08	EXT PWR pb ON light

Ident.: 9-MI-24-01-01-00003856.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

24-01-01-09	GALLEY pb-sw FAULT light

Ident.: 9-MI-24-01-01-00003857.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

24-01-01-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) For each generator, the AC load indication is operative on the ELEC SD page, and

2) The galley automatic load shed system is checked operative.

Reference(s)

(o) *Refer to OpsProc 24-01-01-09A GALLEY PB-SW FAULT LIGHT*

24-01-01-09	GALY & CAB pb-sw FAULT light

Ident.: 9-MI-24-01-01-00003857.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

24-01-01-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) For each generator, the AC load indication is operative on the ELEC SD page, and

2) The GALY & CAB automatic load shed system is checked operative.

Reference(s)

(o) *Refer to OpsProc 24-01-01-09A GALLEY/GALY & CAB pb-sw FAULT light*

24-01-01-10	GALLEY pb-sw OFF light

Ident.: 9-MI-24-01-01-00003858.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

24-01-01-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

24-01-01-10	GALY & CAB pb-sw OFF light

Ident.: 9-MI-24-01-01-00003858.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

24-01-01-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

24-01-01-11	COMMERCIAL pb-sw OFF light

Ident.: 9-MI-24-01-01-00003859.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

24-01-01-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

24-01-01-12	BUS TIE pb-sw OFF light

Ident.: 9-MI-24-01-01-00003860.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

24-01-01-13	IDG pb-sw FAULT light

Ident.: 9-MI-24-01-01-00003861.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-01-13A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
-

One may be inoperative provided that the frequency and the temperature indications of the affected generator are operative on the ELEC SD page.

EMER ELEC PWR OVERHEAD PANEL

24-01-02-01	RAT & EMER GEN FAULT light

Ident.: 9-MI-24-01-02-00003862.0000001 / 28 JUN 2022
Applicable to: ALL

24-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

24-07-01	AC Generation Indications on the ELEC SD page

Ident.: 9-MI-24-07-00003863.0000100 / 15 DEC 2023
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

24-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more indications related to the AC generation may be inoperative provided that:

1) The load, voltage, and frequency indications are operative on one engine driven generator, and

2) The GEN 1(2) pb-sw FAULT light is checked operative, and

24-07-01	AC Generation Indications on the ELEC SD page

Ident.: 9-MI-24-07-00003863.0000200 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

24-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) One or more indications related to the AC generation may be inoperative provided that:

1) The load, voltage, and frequency indications are operative on one engine driven generator, and

2) The GEN 1(2) pb-sw FAULT light is checked operative, and

3) The galley automatic load shed system is checked operative.

Reference(s)

(o) *Refer to OpsProc 24-07-01A AC Generation Indications on the ELEC SD page*

24-07-02	DC Generation Indications on the ELEC SD page

Ident.: 9-MI-24-07-00003864.0000001 / 28 JUN 2022
Applicable to: ALL

24-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**0**	**No**

COMPANY NOTES OPS affected
-

One or more indications related to the DC generation may be inoperative.

24-07-03	AC ESS BUS SHED Indication on the ELEC SD page

Ident.: 9-MI-24-07-00003865.0000001 / 28 JUN 2022
Applicable to: ALL

24-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be displayed.

24-09-01	ELEC AC ESS BUS SHED **Alert**

Ident.: 9-MI-24-09-00003866.0000100 / 25 MAR 2025
Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)
Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

24-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be displayed provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The AC ESS BUS SHED is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 24-09-01A ELEC AC ESS BUS SHED Alert*

24-09-01	ELEC AC ESS BUS SHED **Alert**

Ident.: 9-MI-24-09-00003866.0000200 / 25 MAR 2025
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

24-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**0**	**No**	**-**

(o) May be displayed provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The AC ESS BUS SHED is checked operative before each flight

3) , and

HF 1 is deactivated.

Refer to 9-MI-23-10-01 HF Voice

Reference(s)

(o) *Refer to OpsProc 24-09-01A ELEC AC ESS BUS SHED Alert*

24-09-02	C/BTRIPPED **Alert**

Ident.: 9-MI-24-09-00003867.0000001 / 28 JUN 2022
Applicable to: ALL

24-09-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(m) May be displayed provided that the alert is confirmed to be false by troubleshooting.

Reference(s)

(m) *Refer to AMM 24-50-00-040-001*

24-09-03	ELEC IDG 1(2) OIL LO LVL **Alert**

Ident.: 9-MI-24-09-00003868.0000001 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

24-09-03A False alert

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(m) One may be displayed on the EWD provided that:

1) The sight glass of the affected IDG shows a correct oil level, and

2) The Differential Pressure Indicator (DPI) of the oil filter is not extended on the affected IDG.

Reference(s)

(m) *Refer to AMM Task 24-20-00-040-802*

24-09-03B Actual alert with generator set to OFF

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be displayed on the EWD provided that the associated generator is set to OFF and considered as inoperative.

Refer to 9-MI-24-22-01 AC Main Generation (IDG, GCU, Line Contactor)

Reference(s)

(o) *Refer to OpsProc 24-09-03B ELEC IDG 1(2) OIL LO LVL Alert (Actual alert with generator set to OFF or with evidence of IDG oil leakage)*

24-09-03C Actual alert with no evidence of IDG oil leakage

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

(o) One may be displayed on the EWD for 15 flight hours or one flight day, whichever occurs first.

Reference(s)

(o) *Refer to OpsProc 24-09-03C ELEC IDG 1(2) OIL LO LVL Alert (Actual alert with no evidence of IDG oil leakage)*

24-09-03D Actual alert with evidence of IDG oil leakage

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) **(m)** One may be displayed on the EWD provided that:

1) The associated IDG is disconnected, and

2) The associated IDG is completely drained, and

3) The associated AC main generation is considered inoperative, and

Refer to 9-MI-24-22-01 AC Main Generation (IDG, GCU, Line Contactor)

4) The wing tank fuel temperature on the affected side is checked to be above -39 °C before engine start.

Reference(s)

(o) *Refer to OpsProc 24-09-03D ELEC IDG 1(2) OIL LO LVL Alert (Actual alert with generator set to OFF or with evidence of IDG oil leakage)*

(m) *Refer to AMM Task 24-20-00-040-803*

24-09-04	ELEC IDG 1(2) FILTER CLOG **Alert**

Ident.: 9-MI-24-09-00003869.0000001 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

24-09-04A False alert

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(m) One may be displayed on the EWD provided that:

1) The sight glass of the affected IDG shows a correct oil level, and

2) The Differential Pressure Indicator (DPI) of the oil filter is not extended on the affected IDG.

Reference(s)

(m) *Refer to AMM Task 24-20-00-040-802*

24-09-04B Actual alert with generator set to OFF

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be displayed on the EWD provided that the associated generator is set to OFF and considered as inoperative.

Refer to 9-MI-24-22-01 AC Main Generation (IDG, GCU, Line Contactor)

Reference(s)

(o) *Refer to OpsProc 24-09-04B ELEC IDG 1(2) FILTER CLOG Alert (Actual alert with generator set to OFF)*

24-09-04C Actual alert

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

(o) One may be displayed on the EWD for 15 flight hours or one flight day, whichever occurs first.

Reference(s)

(o) *Refer to OpsProc 24-09-04C ELEC IDG 1(2) FILTER CLOG Alert (Actual alert)*

24-22-01	AC Main Generation (IDG, GCU, Line Contactor)

Ident.: 9-MI-24-22-00003870.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

24-22-01A Associated IDG is not disconnected.

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
H / LVO / ETOPS

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 33500 ft, and

3) The APU and AC auxiliary generation are operative and used throughout the flight, and

4) The APU fuel pump is operative, and

5) The APU oil quantity is checked to be adequate before each flight, and

6) The fuel recirculation system associated with the operative IDG is checked operative before each flight, and

7) All busses have power, and

8) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

9) The galley automatic load shed system is checked operative.

Reference(s)

(o) *Refer to OpsProc 24-22-01A AC Main Generation (IDG, GCU, Line Contactor)*
(m) *Refer to AMM Task 24-20-00-040-001*

24-22-01B Associated IDG is disconnected.

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
H / LVO / ETOPS

(o) (m) One may be inoperative for 50 flight hours provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 33500 ft, and

3) The APU and AC auxiliary generation are operative and used throughout the flight, and

4) The APU fuel pump is operative, and

5) The APU oil quantity is checked to be adequate before each flight, and

6) The fuel recirculation system associated with the operative IDG is checked operative before each flight, and

7) All busses have power, and

8) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

9) The galley automatic load shed system is checked operative.

10) If the associated IDG is disconnected, the inner/wing tank fuel temperature on the affected side is checked to be above -30 °C before takeoff.

11) If the associated IDG is disconnected, the inner/wing tank fuel temperature on the affected side is monitored in flight and checked to be above -43 °C.

Reference(s)

(o) *Refer to OpsProc 24-22-01B AC Main Generation (IDG, GCU, Line Contactor)*
(m) *Refer to AMM Task 24-20-00-040-001*

24-22-01	**AC Main Generation (IDG, GCU, Line Contactor)**

Ident.: 9-MI-24-22-00003870.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

24-22-01A Associated IDG is not disconnected.

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / LVO / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 33500 ft, and

3) The APU and AC auxiliary generation are operative and used throughout the flight, and

4) The APU fuel pump is operative, and

5) The APU oil quantity is checked to be adequate before each flight, and

6) All busses have power, and

7) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

8) The galley automatic load shed system is checked operative.

Reference(s)

(o) *Refer to OpsProc 24-22-01A B AC Main Generation (IDG, GCU, Line Contactor) AC Main Generation (IDG, GCU, Line Contactor)*

(m) *Refer to AMM Task 24-20-00-040-001*

24-22-01B Associated IDG is disconnected.

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
H / LVO / ETOPS

(o) (m) One may be inoperative for 50 flight hours provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 33500 ft, and

3) The APU and AC auxiliary generation are operative and used throughout the flight, and

4) The APU fuel pump is operative, and

5) The APU oil quantity is checked to be adequate before each flight, and

6) All busses have power, and

7) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

8) The galley automatic load shed system is checked operative.

Reference(s)

(o) *Refer to OpsProc 24-22-01A B AC Main Generation (IDG, GCU, Line Contactor) AC Main Generation (IDG, GCU, Line Contactor)*

(m) *Refer to AMM Task 24-20-00-040-001*

24-22-01	AC Main Generation (IDG, GCU, Line Contactor)

Ident.: 9-MI-24-22-00003870.0000300 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

24-22-01A Associated IDG is not disconnected.

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / LVO / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 33500 ft, and

3) The APU and AC auxiliary generation are operative and used throughout the flight, and

4) The APU fuel pump is operative, and

5) The APU oil quantity is checked to be adequate before each flight, and

6) The bypass valves of the IDG heat exchangers of the remaining AC main generation are checked operative before each flight, and

7) All busses have power, and

8) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

9) The galley automatic load shed system is checked operative, and

Reference(s)

(o) *Refer to OpsProc 24-22-01A AC Main Generation (IDG, GCU, Line Contactor)*
(m) *Refer to AMM Task 24-20-00-040-001*

24-22-01B Associated IDG is disconnected.

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**H / LVO / ETOPS**

(o) (m) One may be inoperative for 50 flight hours provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 33500 ft, and

3) The APU and AC auxiliary generation are operative and used throughout the flight, and

4) The APU fuel pump is operative, and

5) The APU oil quantity is checked to be adequate before each flight, and

6) The bypass valves of the IDG heat exchangers of the remaining AC main generation are checked operative before each flight, and

7) All busses have power, and

8) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

9) The galley automatic load shed system is checked operative, and

10) If the associated IDG is disconnected, the wing tank fuel temperature on the affected side is checked to be above –39 °C before engine start.

Reference(s)

(o) *Refer to OpsProc 24-22-01B AC Main Generation (IDG, GCU, Line Contactor)*
(m) *Refer to AMM Task 24-20-00-040-001*

24-22-01	AC Main Generation (IDG, GCU, Line Contactor)

Ident.: 9-MI-24-22-00003870.0000400 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

24-22-01A Associated IDG is not disconnected.

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

COMPANY NOTES OPS affected
H / LVO / ETOPS

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 33500 ft, and

3) The APU and AC auxiliary generation are operative and used throughout the flight, and

4) The APU fuel pump is operative, and

5) The APU oil quantity is checked to be adequate before each flight, and

6) All busses have power, and

7) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

Reference(s)

(o) *Refer to OpsProc 24-22-01A B AC Main Generation (IDG, GCU, Line Contactor) AC Main Generation (IDG, GCU, Line Contactor)*
(m) *Refer to AMM Task 24-20-00-040-001*

24-22-01B Associated IDG is disconnected.

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**H / LVO / ETOPS**

(o) (m) One may be inoperative for 50 flight hours provided that:

1) ETOPS is not conducted, and

2) The flight altitude is limited to 33500 ft, and

3) The APU and AC auxiliary generation are operative and used throughout the flight, and

4) The APU fuel pump is operative, and

5) The APU oil quantity is checked to be adequate before each flight, and

6) All busses have power, and

7) The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

Reference(s)

(o) *Refer to OpsProc 24-22-01A B AC Main Generation (IDG, GCU, Line Contactor) AC Main Generation (IDG, GCU, Line Contactor)*
(m) *Refer to AMM Task 24-20-00-040-001*

24-22-02	**AC Bus Tie Control Function**

Ident.: 9-MI-24-22-00003871.0000001 / 28 JUN 2022
Applicable to: ALL

24-22-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

24-23-01	AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor)

Ident.: 9-MI-24-23-00003872.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *When the GPCU/GAPCU Auxiliary Power Control function and the APU Generator are both inoperative, the engines cannot be started.*

24-23-01A Non ETOPS flight and APU GEN pb-sw set to OFF

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / ETOPS**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The APU GEN pb-sw is set to OFF.

Reference(s)

(o) *Refer to OpsProc 24-23-01A AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)*

24-23-01B ETOPS 120 min flight and APU GEN pb-sw set to OFF

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**Yes**	**H / ETOPS**

(o) May be inoperative for four flights provided that:

1) ETOPS beyond 120 min is not conducted, and

2) The APU GEN pb-sw is set to OFF.

Reference(s)

(o) *Refer to OpsProc 24-23-01B AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)*

24-23-01C Non ETOPS flight and AC auxiliary generation deactivated or removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**H / ETOPS**

(o) (m) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AC auxiliary generation is deactivated or removed.

Reference(s)

(o) *Refer to OpsProc 24-23-01C AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (AC auxiliary generation deactivated or removed)*

(m) *Refer to AMM Task 24-23-00-040-001*
Refer to AMM Task 24-23-00-040-002

24-24-01	Emergency Generator

Ident.: 9-MI-24-24-00003873.0000001 / 28 JUN 2022
Applicable to: ALL

24-24-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

24-24-02	RAT Extension Automatic Control

Ident.: 9-MI-24-24-00003874.0000001 / 28 JUN 2022
Applicable to: ALL

24-24-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(m) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The RAT extension manual control is checked operative every day.

Reference(s)

(m) *Refer to AMM Task 24-20-00-040-002*

24-24-03	RAT Extension Manual Control

Ident.: 9-MI-24-24-00003875.0000001 / 28 JUN 2022
Applicable to: ALL

24-24-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**ETOPS**

May be inoperative provided that ETOPS is not conducted.

24-25-01	Manual Transfer to the AC BUS 2 (ALTN Function)

Ident.: 9-MI-24-25-00003876.0000001 / 28 JUN 2022
Applicable to: ALL

24-25-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that:

1) The AC ESS FEED pb-sw is set to NORM, and

2) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and

3) The TR 2 is operative.

Reference(s)

(o) *Refer to OpsProc 24-25-01A Manual Transfer to the AC BUS 2 (ALTN Function)*

24-25-02	Automatic Transfer to the AC BUS 2

Ident.: 9-MI-24-25-00003877.0000001 / 28 JUN 2022
Applicable to: ALL

24-25-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that:

1) The AC ESS FEED pb-sw is set to NORM, and

2) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and

3) The TR 2 is operative.

Reference(s)

(o) *Refer to OpsProc 24-25-02A Automatic Transfer to the AC BUS 2*

24-26-01	Galley Automatic Load Shed System

Ident.: 9-MI-24-26-00003878.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

24-26-01A Manual load shed system operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the manual load shed system and the GALLEY pb-sw FAULT light are operative.

24-26-01B All galley loads disconnected

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(m) May be inoperative provided that all galley loads are disconnected.

Reference(s)

(m) *Refer to AMM Task 24-56-00-040-001*

24-26-01	GALY & CAB Automatic Load Shed System

Ident.: 9-MI-24-26-00003878.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

24-26-01A Manual load shed system operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the manual load shed system and the GALY & CAB pb-sw FAULT light are operative.

24-26-01B All GALY & CAB loads disconnected

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(m) May be inoperative provided that all GALY & CAB loads are disconnected.

Reference(s)

(m) *Refer to AMM Task 24-56-00-040-001*

24-26-02	**Galley Manual Load Shed System (GALLEY pb-sw)**

Ident.: 9-MI-24-26-00003879.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

24-26-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(m) May be inoperative provided that all galley loads are disconnected.

Reference(s)

(m) *Refer to AMM 24-56-00-040-003*

24-26-02	**GALY & CAB Manual Load Shed System (GALY & CAB pb-sw)**

Ident.: 9-MI-24-26-00003879.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

24-26-02A All GALY & CAB loads disconnected

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(m) May be inoperative provided that all GALY & CAB loads are disconnected.

Reference(s)

(m) *Refer to AMM Task 24-56-00-040-002*
Refer to AMM Task 24-56-00-040-003

24-26-02B COMMERCIAL supply system operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) **(m)** May be inoperative provided that the COMMERCIAL supply system is checked operative.

Reference(s)

(o) *Refer to OpsProc 24-26-02B Galley Manual Load Shed System (GALLEY/GALY & CAB pb-sw)*
(m) *Refer to AMM Task 24-51-00-040-001*

24-26-02	GALY & CAB Manual Load Shed System (GALY & CAB pb-sw)

Ident.: 9-MI-24-26-00003879.0000300 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW

24-26-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(m) May be inoperative provided that all GALY & CAB loads are disconnected.

Reference(s)

(m) *Refer to AMM 24-56-00-040-003*

24-26-03	Commercial Supply System

Ident.: 9-MI-24-26-00003880.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

24-26-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 24-26-03A Commercial Supply System*

24-28-01	Static Inverter AC Generation

Ident.: 9-MI-24-28-00003881.0000001 / 28 JUN 2022
Applicable to: ALL

24-28-01A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

24-32-01	DC Main Generation (TR 1, TR 2)

Ident.: 9-MI-24-32-00003882.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

24-32-01A TR 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO / ETOPS**

(o) TR 1 may be inoperative provided that ETOPS is not conducted.

Reference(s)

(o) *Refer to OpsProc 24-32-01A DC Main Generation (TR 1 inoperative)*

24-32-01B TR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO / ETOPS**

(o) (m) TR 2 may be inoperative provided that:

1) ETOPS is not conducted, and

2) The AC ESS FEED control is checked operative every day, and

3) The ISIS airspeed indication is operative, and

4) The ISIS altitude indication is operative, and

5) The ISIS attitude indication is operative, and

6) The standby compass is operative.

Reference(s)

(o) *Refer to OpsProc 24-32-01B DC Main Generation (TR 2 inoperative)*
(m) *Refer to AMM Task 24-30-00-040-002*

24-32-01	DC Main Generation (TR 1, TR 2)

Ident.: 9-MI-24-32-00003882.0000200 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

24-32-01A TR 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO / ETOPS**

(o) TR 1 may be inoperative provided that ETOPS is not conducted.

Reference(s)

(o) *Refer to OpsProc 24-32-01A DC Main Generation (TR 1 inoperative)*

24-32-01B TR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO / ETOPS**

(o) (m) TR 2 may be inoperative provided that:

1) ETOPS is not conducted, and

2) The AC ESS FEED control is checked operative every day, and

3) The standby IAS indicator is operative, and

4) The standby altimeter is operative, and

5) The standby horizon is operative, and

6) The standby compass is operative.

Reference(s)

(o) *Refer to OpsProc 24-32-01B DC Main Generation (TR 2 inoperative)*
(m) *Refer to AMM Task 24-30-00-040-002*

24-34-01	DC Emergency Generation (ESS TR)

Ident.: 9-MI-24-34-00003883.0000001 / 28 JUN 2022
Applicable to: ALL

24-34-01A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

24-35-01	DC TIE Contactor 1PC1 (DC BUS 1-DCBAT BUS), 4PC (DCESS BUS-DCBAT BUS)

Ident.: 9-MI-24-35-00003884.0000001 / 28 JUN 2022
Applicable to: ALL

24-35-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

COMPANY NOTES OPS affected
-

One may be inoperative in the open position.

24-35-02	DC TIE Contactor 1PC2 (DC BUS 2-DC BAT BUS)

Ident.: 9-MI-24-35-00003885.0000001 / 28 JUN 2022
Applicable to: ALL

24-35-02A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

24-38-01	BAT 1(2) Channel

Ident.: 9-MI-24-38-00003886.0000001 / 28 JUN 2022
Applicable to: ALL

24-38-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Must be operative.

24-38-02	Battery Charger Limiter (BCL)

Ident.: 9-MI-24-38-00003887.0000001 / 28 JUN 2022
Applicable to: ALL

24-38-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H / ETOPS**

(o) (m) One may be inoperative for 10 flights provided that:

1) ETOPS is not conducted, and

2) No APU start is attempted neither on ground nor in flight, and

3) Both AC main generations are operative, and

4) The refueling is made with an external power unit connected, and

5) The battery associated with the inoperative BCL is charged before each flight.

Reference(s)

(o) *Refer to OpsProc 24-38-02A Battery Charger Limiter (BCL)*
(m) *Refer to AMM Task 24-30-00-040-001*

24-38-03	Battery Voltmeter

Ident.: 9-MI-24-38-00003888.0000001 / 28 JUN 2022
Applicable to: ALL

24-38-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

COMPANY NOTES OPS affected
-

One or both may be inoperative provided that the associated voltage indication is operative on the ELEC SD page.

24-41-01	Ground Power Control (GPCU or GAPCU Ground Power Control function)

Ident.: 9-MI-24-41-00003889.0000001 / 28 JUN 2022
Applicable to: ALL

24-41-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative.

Note: *When the GPCU/GAPCU Ground Power Control function and the APU Generator are both inoperative, the engines cannot be started.*

24-41-02	External Power Receptacle

Ident.: 9-MI-24-41-00003890.0000001 / 28 JUN 2022
Applicable to: ALL

24-41-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H

(m) May be inoperative provided that:

1) The receptacle is visually inspected, placarded inoperative and not used, and

2) The EXT PWR pb is placarded inoperative.

Note: *When the GPCU/GAPCU Ground Power Control function and the APU Generator are both inoperative, the engines cannot be started.*

Reference(s)

(m) *Refer to AMM Task 24-41-00-040-001*

25-07-01	Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page

Ident.: 9-MI-25-07-00003891.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Note: *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

25-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

(o) One or more may be permanently indicated in the armed position provided that the associated slide is visually checked to be armed before each flight.

Reference(s)

(o) *Refer to OpsProc 25-07-01A Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page*

25-07-01	Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page

Ident.: 9-MI-25-07-00003891.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

Note: *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

25-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**0**	**No**	**-**

(o) One or more may be permanently indicated in the armed position provided that the associated slide is visually checked to be armed before each flight.

Reference(s)

(o) *Refer to OpsProc 25-07-01A Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page*

25-07-02	**Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page**

Ident.: 9-MI-25-07-00003893.0000004 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Note: *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

25-07-02A Associated door considered operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

(o) One or more may be permanently indicated in the not armed position provided that:

1) The aircraft is not operated at night, and

2) The associated slide is visually checked to be armed before each flight.

Reference(s)

(o) *Refer to OpsProc 25-07-02A Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page*

25-07-02B Associated door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**H**

One may be permanently indicated in the not armed position for 5 flights provided that the associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

25-07-02	**Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page**

Ident.: 9-MI-25-07-00003893.0000005 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

Note: *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

25-07-02A Associated door considered operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**0**	**No**	**H**

(o) One or more may be permanently indicated in the not armed position provided that:

1) The aircraft is not operated at night, and

2) The associated slide is visually checked to be armed before each flight.

Reference(s)

(o) *Refer to OpsProc 25-07-02A Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page*

25-07-02B Associated door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

One may be permanently indicated in the not armed position for 5 flights provided that the associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

25-07-03	**Cabin Overwing Exit Slide Permanently Indicated Armed on the DOOR/OXY SD page**

Ident.: 9-MI-25-07-00003894.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Note: *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

25-07-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(m) One or both may be permanently indicated in the armed position provided that the associated slide is visually checked to be armed before the first flight of the day.

Reference(s)

(m) *Refer to AMM Task 52-70-00-040-008*

25-07-04	Cabin Overwing Exit Slide Permanently Indicated Not Armed on the DOOR/OXY SD page

Ident.: 9-MI-25-07-00003895.0000100 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Note: *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

25-07-04A Cabin overwing exits considered operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(m) One or both may be permanently indicated in the not armed position provided that:

1) The aircraft is not operated at night, and

2) The associated slide is visually checked to be armed before the first flight of the day.

Reference(s)

(m) *Refer to AMM Task 52-70-00-040-009*

25-07-04B Cabin overwing exits considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H**

One may be permanently indicated in the not armed position for 5 flights provided that both associated cabin overwing exits on the same side are considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

25-07-04	Cabin Overwing Exit Slide Permanently Indicated Not Armed on the DOOR/OXY SD page

Ident.: 9-MI-25-07-00003895.0000200 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

Note: *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

25-07-04A Cabin overwing exits considered operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(m) One or both may be permanently indicated in the not armed position provided that:

1) The aircraft is not operated at night, and

2) The associated slide is visually checked to be armed before the first flight of the day.

Reference(s)

(m) *Refer to AMM Task 52-70-00-040-009*

25-07-04B Cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H**

One may be permanently indicated in the not armed position for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

25-11-01	Pilot Seat Manual Horizontal Adjustment

Ident.: 9-MI-25-11-00003896.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

25-11-02	Pilot Seat Manual Vertical Adjustment

Ident.: 9-MI-25-11-00003897.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-02A Associated electrical control operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative provided that the associated electrical control is operative.

25-11-02B Associated electrical control inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.

25-11-03	Pilot Seat Recline Adjustment

Ident.: 9-MI-25-11-00003898.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(m) One or both may be inoperative provided that the seat is secured in an upright position acceptable to the affected crewmember.

Reference(s)

(m) *Refer to AMM 25-11-00-040-001*

25-11-04	Pilot Seat Other Manual Adjustments

Ident.: 9-MI-25-11-00003899.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.

25-11-05	Pilot Seat Electrical Adjustment

Ident.: 9-MI-25-11-00003900.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be inoperative provided that the electrical adjustment of the associated seat is deactivated.

Reference(s)

(o) *Refer to OpsProc 25-11-05A Pilot Seat Electrical Adjustment*

25-11-06	Pilot Seat Shoulder Harness

Ident.: 9-MI-25-11-00003901.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

25-11-07	Pilot Seat Fifth Strap

Ident.: 9-MI-25-11-00003902.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 25-11-07A Pilot Seat Fifth Strap*

25-11-08	Pilot Sidestick Armrest Height Adjustment

Ident.: 9-MI-25-11-00003903.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative provided that the associated armrest position is acceptable to the affected crewmember.

25-11-09	Pilot Sidestick Armrest Pitch Adjustment

Ident.: 9-MI-25-11-00003904.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative provided that the associated armrest position is acceptable to the affected crewmember.

25-11-10	Pilot Sidestick Armrest Memory Position Display

Ident.: 9-MI-25-11-00003905.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

25-11-11	Pilot Inboard Armrest Vertical Adjustment

Ident.: 9-MI-25-11-00003906.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

One or both may be inoperative.

25-11-12	Pilot Seat Headrest ⩤

Ident.: 9-MI-25-11-00003907.0000001 / 28 JUN 2022
Applicable to: ALL

25-11-12A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

One or both may be inoperative.

25-12-01 Third Occupant Seat

Ident.: 9-MI-25-12-00003908.0000001 / 28 JUN 2022
Applicable to: ALL

25-12-01A Seat stowed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that the seat is in its stowed position.

25-12-01B Seat removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H**

(m) May be removed.

Reference(s)

(m) *Refer to AMM Task 25-11-00-040-003*

25-12-02 Third Occupant Seat Shoulder Harness

Ident.: 9-MI-25-12-00003909.0000001 / 28 JUN 2022
Applicable to: ALL

25-12-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that the seat is not occupied during takeoff and landing.

25-12-03 Third Occupant Seat Abdominal Belt

Ident.: 9-MI-25-12-00003910.0000001 / 28 JUN 2022
Applicable to: ALL

25-12-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**H**

May be inoperative provided that:

1) The seat is placarded inoperative, and

2) The seat is not occupied.

25-12-04 Third Occupant Seat Fifth Strap

Ident.: 9-MI-25-12-00003911.0000001 / 28 JUN 2022
Applicable to: ALL

25-12-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 25-12-04A Third Occupant Seat Fifth Strap*

25-12-05 Third Occupant Seat Armrest ⩤

Ident.: 9-MI-25-12-00003912.0000001 / 28 JUN 2022
Applicable to: ALL

25-12-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

One or both may be inoperative provided that the armrest position is acceptable to the occupant.

25-12-06	Fourth Occupant Seat

Ident.: 9-MI-25-12-00003913.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-12-06A Seat stowed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative provided that the seat is in its stowed position.

25-12-06B Seat removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(m) May be removed.

Reference(s)

(m) *Refer to AMM Task 25-11-00-040-004*

25-12-07	Fourth Occupant Seat Shoulder Harness

Ident.: 9-MI-25-12-00003914.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-12-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative provided that the seat is not occupied during takeoff and landing.

25-12-08	Fourth Occupant Seat Abdominal Belt

Ident.: 9-MI-25-12-00003915.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-12-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

May be inoperative provided that:

1) The seat is placarded inoperative, and

2) The seat is not occupied.

25-12-09	Fourth Occupant Seat Fifth Strap

Ident.: 9-MI-25-12-00003916.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-12-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 25-12-09A Fourth Occupant Seat Fifth Strap*

25-13-01 Pilot Sliding Table

Ident.: 9-MI-25-13-00003917.0000001 / 28 JUN 2022
Applicable to: ALL

25-13-01A Table stowed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

One or both may be inoperative in its stowed position.

25-13-01B Table removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

(m) One or both may be removed.

Reference(s)

(m) *Refer to AMM 25-13-00-040-001*

25-13-02 Pilot Retractable Footrest

Ident.: 9-MI-25-13-00003918.0000001 / 28 JUN 2022
Applicable to: ALL

25-13-02A Footrest stowed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

One or more may be inoperative in its stowed position.

25-13-02B Footrest removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

(m) One or more may be removed.

Reference(s)

(m) *Refer to AMM 25-13-00-040-002*

25-15-01	Pilot Foot Warmer

Ident.: 9-MI-25-15-00003919.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-15-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) One or both may be inoperative provided that it is deactivated.

Reference(s)

(o) *Refer to OpsProc 25-15-01A Pilot Foot Warmer*

25-20-01	Passenger Seat

Ident.: 9-MI-25-20-00003920.0000100 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

25-20-01A Non Overwing Emergency Exit Row

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that the associated seat(s) is (are) blocked and placarded "DO NOT OCCUPY".

Note: – *A seat with an inoperative seat belt is considered inoperative.*
– *Inoperative seats do not affect the required number of flight attendants.*

25-20-01B Overwing Emergency Exit Row 10

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**2**	**Yes**	**H**

One or more may be inoperative for 10 consecutive calendar days provided:

1) One seat per Overwing Emergency Exit is occupied, and

2) Seat(s) does (do) not block an Overwing Emergency Exit, and

3) Seat(s) does (do) not restrict any passenger from access to main airplane aisle, and

4) the affected seat(s) is (are) blocked and placarded "DO NOT OCCUPY".

Note: – *A seat with an inoperative seat belt is considered inoperative.*
– *Inoperative seats do not affect the required number of flight attendants.*

25-20-01	Passenger Seat

Ident.: 9-MI-25-20-00003920.0000200 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

25-20-01A Non Overwing Emergency Exit Row

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that the associated seat(s) is (are) blocked and placarded "DO NOT OCCUPY".

Note: – *A seat with an inoperative seat belt is considered inoperative.*
– *Inoperative seats do not affect the required number of flight attendants.*

25-20-01C Overwing Emergency Exit Row(s) 11 and/or 12

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**2**	**Yes**	**H**

One or more may be inoperative for 10 consecutive calendar days provided:

1) One seat per Overwing Emergency Exit is occupied, and

2) Seat(s) does (do) not block an Overwing Emergency Exit, and

3) Seat(s) does (do) not restrict any passenger from access to main airplane aisle, and

4) the affected seat(s) is (are) blocked and placarded "DO NOT OCCUPY".

Note: – *A seat with an inoperative seat belt is considered inoperative.*
– *Inoperative seats do not affect the required number of flight attendants.*

25-20-01	Passenger Seat

Ident.: 9-MI-25-20-00003920.0000300 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

25-20-01A Non Overwing Emergency Exit Row

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that the associated seat(s) is (are) blocked and placarded "DO NOT OCCUPY".

Note: – *A seat with an inoperative seat belt is considered inoperative.*
– *Inoperative seats do not affect the required number of flight attendants.*

25-20-02	Passenger Seat Backrest

Ident.: 9-MI-25-20-00003921.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

25-20-02A Backrest secured in the upright position and affected seat operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

(m) One or more may be inoperative provided that:

1) The backrest of the associated seat is secured in the upright position, and

2) The associated seat recline mechanism is deactivated.

Reference(s)

(m) *Refer to AMM Task 25-21-00-040-801*

25-20-02B Backrest secured in the upright position and affected seat considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(m) One or more may be inoperative provided that:

1) The backrest of the associated seat is secured in the upright position, and

2) The seat with the inoperative backrest is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(m) *Refer to AMM Task 25-21-00-040-802*

25-20-02E Affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(o) One or more may be inoperative provided that:

1) The backrest of the associated seat does not block a cabin door, and

2) The seat with the inoperative backrest is considered inoperative

Refer to 9-MI-25-20-01 Passenger Seat, and

3) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-02E Passenger Seat Backrest (Affected Seats Considered Inoperative)*

25-20-02F Affected cabin door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**0**	**No**	**H**

(o) One or more backrest affecting the access to any cabin door may be inoperative for 5 flights provided that:

1) The affected cabin door is considered inoperative

Refer to 9-MI-52-10-01 Cabin Door, and

2) The seat with the inoperative backrest is considered inoperative

Refer to 9-MI-25-20-01 Passenger Seat, and

3) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-02F Passenger Seat Backrest (Affected Cabin Door Considered Inoperative)*

25-20-02	Passenger Seat Backrest

Ident.: 9-MI-25-20-00003921.0000200 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

25-20-02A Backrest secured in the upright position and affected seat operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

(m) One or more may be inoperative provided that:

1) The backrest of the associated seat is secured in the upright position, and

2) The associated seat recline mechanism is deactivated.

Reference(s)

(m) *Refer to AMM Task 25-21-00-040-801*

25-20-02B Backrest secured in the upright position and affected seat considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(m) One or more may be inoperative provided that:

1) The backrest of the associated seat is secured in the upright position, and

2) The seat with the inoperative backrest is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(m) *Refer to AMM Task 25-21-00-040-802*

25-20-02C Affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(o) One or more may be inoperative provided that:

1) The backrest of the associated seat does not block a cabin door or a cabin overwing exit, and

2) The seat with the inoperative backrest is considered inoperative

Refer to 9-MI-25-20-01 Passenger Seat, and

3) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-02C Passenger Seat Backrest (Affected Seats Considered Inoperative)*

25-20-02D Affected cabin door and cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**0**	**No**	**H**

(o) One or more backrest affecting the access to any cabin door or cabin overwing exit may be inoperative for 5 flights provided that:

1) The affected cabin door or cabin overwing exit is considered inoperative

Refer to 9-MI-52-10-01 Cabin Door, or

Refer to 9-MI-52-10-02 Cabin Overwing Exit, and

2) The seat with the inoperative backrest is considered inoperative

Refer to 9-MI-25-20-01 Passenger Seat, and

3) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-02D Passenger Seat Backrest (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)*

25-20-03	Passenger Seat Belt

Ident.: 9-MI-25-20-00003922.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-20-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be inoperative provided that the associated seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

25-20-05	Passenger Seat Armrest

Ident.: 9-MI-25-20-00003924.0000100 / 23 FEB 2023
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

25-20-05A Affected armrest inoperative, damaged or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be inoperative, damaged or missing, provided:

1) The affected armrest does not block an emergency exit, and

2) The affected armrest is not in a position such that it restricts any passengers from access to the aircraft aisle, and

3) For affected armrests with a seat recline mechanism, that the seat is secured in the upright position. *Refer to 9-MI-25-20-02 Passenger Seat Backrest*.

Note: Any damage to passenger seats and components must not be detrimental to passenger safety.

25-20-05D Affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(o) One or more may be inoperative provided that:

1) The seat with the inoperative armrest is considered inoperative

Refer to 9-MI-25-20-01 Passenger Seat, and

2) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-05D Passenger Seat Armrest (Affected Seats Considered Inoperative)*

25-20-05E Armrest missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be missing provided that the affected seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

25-20-05	**Passenger Seat Armrest**

Ident.: 9-MI-25-20-00003924.0000200 / 23 FEB 2023
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

25-20-05A Affected armrest inoperative, damaged or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be inoperative, damaged or missing, provided:

1) The affected armrest does not block an emergency exit, and

2) The affected armrest is not in a position such that it restricts any passengers from access to the aircraft aisle, and

3) For affected armrests with a seat recline mechanism, that the seat is secured in the upright position. *Refer to 9-MI-25-20-02 Passenger Seat Backrest*.

Note: *Any damage to passenger seats and components must not be detrimental to passenger safety.*

25-20-05B Affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(o) One or more may be inoperative provided that:

1) The affected armrest does not block a cabin overwing exit, and

2) The seat with the inoperative armrest is considered inoperative

Refer to 9-MI-25-20-01 Passenger Seat, and

3) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-05B Passenger Seat Armrest (Affected Seats Considered Inoperative)*

25-20-05C Affected cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**0**	**No**	**H**

(o) One or more armrest affecting the access to any cabin overwing exit may be inoperative for 5 flights provided that:

1) The affected cabin overwing exit is considered inoperative

Refer to 9-MI-52-10-02 Cabin Overwing Exit, and

2) The seat with the inoperative armrest is considered inoperative

Refer to 9-MI-25-20-01 Passenger Seat, and

3) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-05C Passenger Seat Armrest (Affected Cabin Overwing Exit Considered Inoperative)*

25-20-05E Armrest missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be missing provided that the affected seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

25-20-06	**Underseat Baggage Restraining Bar**

Ident.: 9-MI-25-20-00003925.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-20-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

(o) One or more may be inoperative provided that:

1) Baggage is not stowed under the associated seat, and

2) The associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".

3) Procedures are established to alert cabin crew of inoperative restraining bar.

Reference(s)

(o) *Refer to OpsProc 25-20-06A Underseat Baggage Restraining Bar*

25-20-07	Passenger Seat Meal Table

Ident.: 9-MI-25-20-00003926.0000100 / 23 FEB 2023
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

25-20-07A Meal table secured in the stowed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

(m) One or more may be inoperative provided that the meal table of the associated seat is secured in the stowed position.

Reference(s)

(m) *Refer to AMM Task 25-21-00-040-803*
Refer to AMM Task 25-21-00-040-804

25-20-07B Meal table not stowed and affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(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, and

2) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-07B Passenger Seat Meal Table (Affected Seats Considered Inoperative)*

25-20-07C Meal table not stowed and affected cabin door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**0**	**No**	**H**

(o) One or more meal table affecting the access to any cabin door may be inoperative for 5 flights provided that:

1) The affected cabin door is considered inoperative

Refer to 9-MI-52-10-01 Cabin Door, and

2) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-07C Passenger Seat Meal Table (Affected Cabin Door Considered Inoperative)*

25-20-07D Meal table missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be missing provided that the affected seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Note: The meal table includes the levers.

25-20-07	**Passenger Seat Meal Table**

Ident.: 9-MI-25-20-00003926.0000200 / 23 FEB 2023
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

25-20-07A Meal table secured in the stowed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

(m) One or more may be inoperative provided that the meal table of the associated seat is secured in the stowed position.

Reference(s)

(m) *Refer to AMM Task 25-21-00-040-803*
Refer to AMM Task 25-21-00-040-804

25-20-07B Meal table not stowed and affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(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.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-07B Passenger Seat Meal Table (Affected Seats Considered Inoperative)*

25-20-07C Meal table not stowed and affected cabin door or cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**0**	**No**	**H**

(o) One or more meal table affecting the access to any cabin door or cabin overwing exit may be inoperative for 5 flights provided that:

1) The affected cabin door or cabin overwing exit is considered inoperative

Refer to 9-MI-52-10-01 Cabin Door, or

Refer to 9-MI-52-10-02 Cabin Overwing Exit, and

2) The seats with restricted access to the main aisle are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) *Refer to OpsProc 25-20-07C Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)*

25-20-07D Meal table missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

One or more may be missing provided that the affected seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Note: The meal table includes the levers.

25-20-09	Cabin Attendant Seat

Ident.: 9-MI-25-20-00003927.0000001 / 18 SEP 2024
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

Note: A cabin attendant seat with an inoperative or missing seat belt or harness must be considered inoperative.

25-20-09A Non required cabin attendant seat (Station 3LA, 3R)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

(o) (m) One ore more cabin attendant seats at station 3LA, 3R may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

3) the cabin attendant displaced by the inoperative seat occupies the adjacent cabin crew seat or a passenger seat.

Reference(s)

(o) *Refer to OpsProc 25-20-09A Non-Required Cabin Attendant Seat (Station 3LA, 3R)*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09C Required cabin attendant seat (Station 1L, 1R or 3L) inoperative using a passenger seat

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**-**	**2**	**Yes**	**H**

(o) (m) One required cabin attendant seat may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) The cabin attendant assigned to the affected seat occupies the passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and

3) The passenger seat to be used by cabin attendant is correctly placarded, and

4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

5) The direct view of passengers by cabin attendants is not impaired, and

Note: *The direct view of passenger cabin by flight attendants pertains to direct visual contact between the flight attendants and the passenger cabin. It is considered that at least 80 % of the total number of passenger seats installed, 50 % of the seats in each divided zone, should be visible to flight attendants.*

6) The alternate procedures are established for displaced cabin attendant, and

7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

8) If station 1R is affected, the MCD must be stowed for takeoff and landing.

Reference(s)

(o) *Refer to OpsProc 25-20-09C Required Cabin Attendant Seat - C*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09	Cabin Attendant Seat

Ident.: 9-MI-25-20-00003928.0000001 / 18 SEP 2024
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

Note: *A cabin attendant seat with an inoperative or missing seat belt or harness must be considered inoperative.*

25-20-09A Non required cabin attendant seat (Station 3LA, 3RA)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

(o) (m) Cabin attendant seat on station 3LA, 3RA may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

3) the cabin attendant displaced by the inoperative seat occupies the adjacent cabin crew seat or a passenger seat.

Reference(s)

(o) *Refer to OpsProc 25-20-09A Non-required Cabin Attendant Seat - A*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09B Required cabin attendant seat (Station 3R) inoperative using a non required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**3**	**Yes**

COMPANY NOTES OPS affected
H

(o) (m) One required cabin attendant seat may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) The cabin attendant assigned to the affected seat occupies the adjacent non-required cabin attendant seat or the cabin attendant seat that is nearest to the associated exit, and

3) The non-required cabin attendant seat to be used by cabin attendant is correctly placarded, and

4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

5) The direct view of passengers by cabin attendants is not impaired, and

Note: *The direct view of passenger cabin by flight attendants pertains to direct visual contact between the flight attendants and the passenger cabin. It is considered that at least 80 % of the total number of passenger seats installed, 50 % of the seats in each divided zone, should be visible to flight attendants.*

6) The alternate procedures are established for displaced cabin attendant, and

7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

8) If station 1R is affected, the MCD must be stowed for takeoff and landing.

Reference(s)

(o) *Refer to OpsProc 25-20-09B Required Cabin Attendant Seat - B*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09C Required cabin attendant seat (Station 1L, 1R, 3L or 3R) inoperative using a passenger seat

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**-**	**3**	**Yes**	**H**

(o) (m) One required cabin attendant seat may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) The cabin attendant assigned to the affected seat occupies the passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and

3) The passenger seat to be used by cabin attendant is correctly placarded, and

4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

5) The direct view of passengers by cabin attendants is not impaired, and

Note: *The direct view of passenger cabin by flight attendants pertains to direct visual contact between the flight attendants and the passenger cabin. It is considered that at least 80 % of the total number of passenger seats installed, 50 % of the seats in each divided zone, should be visible to flight attendants.*

6) The alternate procedures are established for displaced cabin attendant, and

7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

8) If station 1R is affected, the MCD must be stowed for takeoff and landing.

Reference(s)

(o) *Refer to OpsProc 25-20-09C Required Cabin Attendant Seat - C*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09	**Cabin Attendant Seat**

Ident.: 9-MI-25-20-00003929.0000001 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

Note: *A cabin attendant seat with an inoperative or missing seat belt or harness must be considered inoperative.*

25-20-09A Non required cabin attendant seat (Station 3RA)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

(o) (m) Cabin attendant seat on station 3RA may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

3) the cabin attendant displaced by the inoperative seat occupies the adjacent cabin crew seat or a passenger seat.

Reference(s)

(o) *Refer to OpsProc 25-20-09A Non-Required Cabin Attendant Seat (Station 3RA)*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09B Required cabin attendant seat (Station 3R) inoperative using a non required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**3**	**Yes**	**H**

(o) (m) One required cabin attendant seat may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) The cabin attendant assigned to the affected seat occupies the adjacent non-required cabin attendant seat or the cabin attendant seat that is nearest to the associated exit, and

3) The non-required cabin attendant seat to be used by cabin attendant is correctly placarded, and

4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

5) The direct view of passengers by cabin attendants is not impaired, and

Note: *The direct view of passenger cabin by flight attendants pertains to direct visual contact between the flight attendants and the passenger cabin. It is considered that at least 80 % of the total number of passenger seats installed, 50 % of the seats in each divided zone, should be visible to flight attendants.*

6) The alternate procedures are established for displaced cabin attendant, and

7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

8) If station 1R is affected, the MCD must be stowed for takeoff and landing.

Reference(s)

(o) *Refer to OpsProc 25-20-09B Required Cabin Attendant Seat - B*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09C Required cabin attendant seat (Station 1L, 1R, 3L or 3R) inoperative using a passenger seat

Repair interval	Nbr installed	Nbr required	Placard
B	**-**	**3**	**Yes**

COMPANY NOTES OPS affected
H

(o) (m) One required cabin attendant seat may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) The cabin attendant assigned to the affected seat occupies the passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and

3) The passenger seat to be used by cabin attendant is correctly placarded, and

4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

5) The direct view of passengers by cabin attendants is not impaired, and

Note: *The direct view of passenger cabin by flight attendants pertains to direct visual contact between the flight attendants and the passenger cabin. It is considered that at least 80 % of the total number of passenger seats installed, 50 % of the seats in each divided zone, should be visible to flight attendants.*

6) The alternate procedures are established for displaced cabin attendant, and

7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

8) If station 1R is affected, the MCD must be stowed for takeoff and landing.

Reference(s)

(o) *Refer to OpsProc 25-20-09C Required Cabin Attendant Seat - C*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09	Cabin Attendant Seat

Ident.: 9-MI-25-20-00003930.0000001 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

Note: *A cabin attendant seat with an inoperative or missing seat belt or harness must be considered inoperative.*

25-20-09A Non required cabin attendant seat (Station 1L, 4R, 4LA, 4RA)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

(o) (m) Cabin attendant seat on station 1L, 4R, 4LA, 4RA may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

3) the cabin attendant displaced by the inoperative seat occupies the adjacent cabin crew seat or a passenger seat.

Reference(s)

(o) *Refer to OpsProc 25-20-09A Non-Required Cabin Attendant Seat (Station 1L, 4LA, 4R, 4RA)*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09B Required cabin attendant seat (Station 1R) inoperative using a non required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**3**	**Yes**	**H**

(o) (m) One required cabin attendant seat may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) The cabin attendant assigned to the affected seat occupies the adjacent non-required cabin attendant seat or the cabin attendant seat that is nearest to the associated exit, and

3) The non-required cabin attendant seat to be used by cabin attendant is correctly placarded, and

4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

5) The direct view of passengers by cabin attendants is not impaired, and

Note: *The direct view of passenger cabin by flight attendants pertains to direct visual contact between the flight attendants and the passenger cabin. It is considered that at least 80 % of the total number of passenger seats installed, 50 % of the seats in each divided zone, should be visible to flight attendants.*

6) The alternate procedures are established for displaced cabin attendant, and

7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

8) If station 1R is affected, the MCD must be stowed for takeoff and landing.

Reference(s)

(o) *Refer to OpsProc 25-20-09B Required Cabin Attendant Seat - B*
(m) *Refer to AMM Task 25-22-00-040-001*

25-20-09C Required cabin attendant seat (Station 1R, 2L, 3L or 4L) inoperative using a passenger seat

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**-**	**3**	**Yes**	**H**

(o) (m) One required cabin attendant seat may be inoperative or not usable provided that:

1) The affected seat is not used, and

2) The cabin attendant assigned to the affected seat occupies the passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and

3) The passenger seat to be used by cabin attendant is correctly placarded, and

4) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

5) The direct view of passengers by cabin attendants is not impaired, and

Note: *The direct view of passenger cabin by flight attendants pertains to direct visual contact between the flight attendants and the passenger cabin. It is considered that at least 80 % of the total number of passenger seats installed, 50 % of the seats in each divided zone, should be visible to flight attendants.*

6) The alternate procedures are established for displaced cabin attendant, and

7) If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

8) If station 1R is affected, the MCD must be stowed for takeoff and landing.

Reference(s)

(o) *Refer to OpsProc 25-20-09C Required Cabin Attendant Seat - C*

(m) *Refer to AMM Task 25-22-00-040-001*

25-20-10	Supernumerary Seat

Ident.: 9-MI-25-20-00003932.0000001 / 20 JUL 2023
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

25-20-10A Supernumerary seat inoperative or not in use

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

Supernumerary seat may be inoperative or not usable provided that the seat is secured in its stowed position and the number of supernumeraries on board the aircraft is reduced in accordance with the number of inoperative seats.

25-24-01	Doghouse Compartment ⋖

Ident.: 9-MI-25-24-00009194.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-24-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

(m) One or more may be inoperative provided that:

1) The affected stowage compartment is secured in the closed position, and

2) The affected stowage compartment is placarded "DO NOT USE", and

3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

(m) *Refer to AMM Task 25-27-00-040-802*

25-24-02	Overhead Stowage Compartment (OHSC)

Ident.: 9-MI-25-24-00009195.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-24-02A One latch is inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**Yes**	**-**

(m) One latch may be inoperative per compartment door provided that:

1) The affected stowage compartment is secured in the closed position, and

2) The affected stowage compartment is placarded "DO NOT USE", and

3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

4) If the OHSC has several doors with only one compartment behind, all doors of the compartment are secured closed, and

5) The rest of the elements of the affected OHSC are operational, and

6) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

(m) *Refer to AMM Task 25-24-00-040-801*

25-24-02B Bin Removed (for OHSC with Movable Bins ◁)

Repair interval	Nbr installed	Nbr required	Placard
D	**-**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(m) May be inoperative provided that:

1) The affected stowage compartment bin is removed, and

2) The remaining empty area is covered and placarded "DO NOT USE", and

3) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

(m) *Refer to AMM Task 25-24-00-040-803*

25-24-02C Door Removed (for OHSC with Fixed Bins ◁)

Repair interval	Nbr installed	Nbr required	Placard
D	**-**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) **(m)** May be inoperative provided that:

1) The affected stowage compartment door is removed, and

2) The remaining empty area is covered and placarded "DO NOT USE", and

3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and

4) If the OHSC has several doors with only one compartment behind, remaining doors of the compartment are removed or placarded "DO NOT USE", and

5) The crew members and passengers are briefed that the affected stowage compartment is not to be used, and

6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

(o) *Refer to OpsProc 25-24-02C Overhead Stowage Compartment (Door Removed)*
(m) *Refer to AMM Task 25-24-00-040-802*

25-24-03	Coat Stowage/Stowage ⏪

Ident.: 9-MI-25-24-00009196.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-24-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	**-**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(m) May be inoperative provided that:

1) The affected stowage compartment is secured in the closed position, and

2) The affected stowage compartment is placarded "DO NOT USE", and

3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

(m) *Refer to AMM Task 25-27-00-040-804*

25-24-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	**-**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) (m) May be inoperative provided that:

1) The affected stowage compartment is placarded "DO NOT USE", and

2) The affected stowage compartment door is removed, and

3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and

4) The crew members and passengers are briefed that the affected stowage compartment is not to be used, and

5) Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: *If associated crow bar or crash axe cannot be relocated,* *Refer to 9-MI-25-65-03 Crash Axe/ Crowbar.*

6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

(o) *Refer to OpsProc 25-24-03B Coat Stowage/Stowage (Door Removed)*
(m) *Refer to AMM Task 25-27-00-040-803*

25-24-04	Stowage Compartment Key Lock ⋖

Ident.: 9-MI-25-24-00009197.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-24-04A Stowage compartment door equipped with an operative latch

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**-**

May be inoperative in the unlocked position provided that affected compartment door is equipped with a latch that is operative.

25-24-04B Stowage compartment considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

May be inoperative provided that the affected stowage compartment is considered inoperative.

Refer to 9-MI-25-24-02 Overhead Stowage Compartment (OHSC) or,

Refer to 9-MI-25-35-03 Galley Stowage Compartment (If Installed) or,

Refer to 9-MI-25-40-05 Lavatory Stowage Compartment.

25-35-01	Galley Waste Compartment Flapper Door ◁

Ident.: 9-MI-25-35-00003933.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-35-01A One or more Galley Waste Compartment Flapper Door affected

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) (m) One or more may be inoperative or missing provided that:

1) The associated galley waste compartment is empty, and

2) The associated access is secured to prevent waste introduction, and

3) An alternate procedure is established before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Note: *Non-safety related galley equipment is not listed in this MMEL.*

Reference(s)

(o) *Refer to OpsProc 25-35-01A Galley Waste Compartment Flapper Door (If Installed)*
(m) *Refer to AMM Task 25-35-00-040-001*

25-35-01B One Galley Waste Compartment Flapper Door affected

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**-**

(o) (m) One may be inoperative or missing provided that:

1) The associated galley waste compartment is empty, and

2) The associated access is secured to prevent waste introduction, and

3) Access doors on remaining galley waste compartments are operative, and

4) An alternate procedure is established before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Note: *Non-safety related galley equipment is not listed in this MMEL.*

Reference(s)

(o) *Refer to OpsProc 25-35-01B Galley Waste Compartment Flapper Door (If Installed)*
(m) *Refer to AMM Task 25-35-00-040-806*

25-35-02	Galley Waste Compartment Access Door ⩤

Ident.: 9-MI-25-35-00003934.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-35-02A One or more Galley Waste Compartment Access Door affected

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) (m) One or more may be inoperative provided that:

1) The associated galley waste compartment is empty, and

2) The associated flapper and access doors are secured to prevent waste introduction, and

3) An alternate procedure is established before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Note: *Non-safety related galley equipment is not listed in this MMEL.*

Reference(s)

(o) *Refer to OpsProc 25-35-02A Galley Waste Compartment Access Door (If Installed)*
(m) *Refer to AMM Task 25-35-00-040-802*

25-35-02B One Galley Waste Compartment Access Door affected

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**-**

(o) (m) One may be inoperative provided that:

1) The associated galley waste compartment is empty, and

2) The associated flapper and access doors are secured to prevent waste introduction, and

3) Flapper doors on remaining galley waste compartments are operative, and

4) An alternate procedure is established before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Note: *Non-safety related galley equipment is not listed in this MMEL.*

Reference(s)

(o) *Refer to OpsProc 25-35-02B Galley Waste Compartment Access Door (If Installed)*
(m) *Refer to AMM Task 25-35-00-040-805*

25-35-03	Galley Stowage Compartment ◁

Ident.: 9-MI-25-35-00009198.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Note: *For the failure of the Galley Waste Compartment, Refer to 9-MI-25-35-01 Galley Waste Compartment Flapper Door (If Installed) **and** Refer to 9-MI-25-35-02 Galley Waste Compartment Access Door (If Installed).*

25-35-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

(m) May be inoperative provided that:

1) The affected stowage compartment is secured in the closed position, and

2) The affected stowage compartment is placarded "DO NOT USE", and

3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

(m) *Refer to AMM Task 25-35-00-040-804*

25-35-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

(o) (m) May be inoperative provided that:

1) The affected stowage compartment is placarded "DO NOT USE", and

2) The affected stowage compartment door is removed, and

3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and

4) The crew members are briefed that the affected stowage compartment is not to be used, and

5) Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: *If associated crow bar or crash axe cannot be relocated, Refer to 9-MI-25-65-03 Crash Axe/ Crowbar.*

6) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, Refer to associated MMEL item.*

Reference(s)

(o) *Refer to OpsProc 25-35-03B Galley Stowage Compartment (Door Removed)*
(m) *Refer to AMM Task 25-35-00-040-803*

25-35-04	Galley Compartment 1/4 Turn Retainer/Kickload Retainer

Ident.: 9-MI-25-35-00009199.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-35-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**-**	**-**	**Yes**

COMPANY NOTES OPS affected
H

One latch per compartment may be inoperative provided that:

1) Remaining latch(es) on the affected compartment operates normally, and

2) The affected galley compartment(s) remain empty.

Note: *Impact on PAX service concept. A/C rotation can be affected by reduced galley capacity.*

25-35-05	Galley Compartment Intermediate Latch ⩤

Ident.: 9-MI-25-35-00009200.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-35-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**Yes**	**H**

One latch per compartment may be inoperative provided that galley half-size trolleys and standard units are not used at the affected location.

Note: *Galley full-size trolleys can be used.*

Note: *Impact on PAX service concept. A/C rotation can be affected by reduced galley capacity.*

25-35-06	Galley Compartment Intermediate Catches (AFT Galley 33 Compartment 10 or 11)

Ident.: 9-MI-25-35-00003938.0000001 / 23 FEB 2023
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

25-35-06A AFT Intermediate Catch (Compartment loaded)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**Yes**	**H**

May be inoperative in compartment 10 or 11 provided that a full size trolley is used instead of 2 half size trolleys in REAR and MID position.

Note: *Impact on PAX service concept. A/C rotation can be affected by reduced galley capacity.*

25-35-06B AFT Intermediate Catch (Compartment empty)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**Yes**	**H**

May be inoperative in compartment 10 or 11 provided that the related position REAR and MID stay empty under "All Carts / No Carts" Conditions.

Note: *Observe the Placard "Certified Cart Configuration" on compartment sidewall.*

Note: *Impact on PAX service concept. A/C rotation can be affected by reduced galley capacity.*

25-35-06C MID Intermediate Catches

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**Yes**	**H**

One or two may be inoperative provided that the complete compartment 10 or 11 stay empty.

Note: *Observe the Placard "Certified Cart Configuration" on compartment sidewall.*

Note: *Impact on PAX service concept. A/C rotation can be affected by reduced galley capacity.*

25-35-07	**FWD Galley Curtain**

Ident.: 9-MI-25-35-00003935.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-35-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**-**

(o) May be missing or unserviceable.

Reference(s)

(o) *Refer to OpsProc 25-35-07A FWD Galley Curtain*

25-40-01 Toilet Waste Compartment Flapper Door

Ident.: 9-MI-25-40-00003939.0000001 / 28 JUN 2022
Applicable to: ALL

25-40-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

(o) (m) One or more may be inoperative or missing provided that:

1) The toilet waste compartment is empty, and

2) The associated access is secured in the closed position to prevent waste introduction.

Note: *Non-safety related toilet equipment is not listed in this MEL.*

Reference(s)

(o) *Refer to OpsProc 25-40-01A Toilet Waste Compartment Flapper Door*
(m) *Refer to AMM Task 25-40-00-040-001*

25-40-02 Exterior Lavatory Ashtray

Ident.: 9-MI-25-40-00003940.0000001 / 28 JUN 2022
Applicable to: ALL

25-40-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

One or more may be damaged or missing provided that the flight is non-smoking.

25-40-03	Interior Lavatory Ashtray ⋖

Ident.: 9-MI-25-40-00003941.0000001 / 14 JUN 2023
Applicable to: ALL

25-40-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**-**	**0**	**Yes**

COMPANY NOTES OPS affected
-

One or more may be damaged or missing.

25-40-04	Toilet Waste Compartment Access Door

Ident.: 9-MI-25-40-00003942.0000001 / 28 JUN 2022
Applicable to: ALL

25-40-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) (m) One or more may be inoperative provided that:

1) The toilet waste compartment is empty, and

2) The associated flapper and access doors are secured to prevent waste introduction, and

3) Alternate procedure is established and used.

Note: *Non-safety related toilet equipment is not listed in this MEL.*

Reference(s)

(o) *Refer to OpsProc 25-40-04A Toilet Waste Compartment Access Door*
(m) *Refer to AMM Task 25-40-00-040-802*

25-40-05	Lavatory Stowage Compartment

Ident.: 9-MI-25-40-00009201.0000001 / 23 FEB 2023
Applicable to: ALL

Note: *For the failure of the Toilet Waste Compartment, Refer to 9-MI-25-40-01 Toilet Waste Compartment Flapper Door and Refer to 9-MI-25-40-04 Toilet Waste Compartment Access Door.*

25-40-05A Associated Lavatory Stowage Compartment Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**-**

(m) One or more may be inoperative provided that:

1) The affected stowage compartment is secured in the closed position, and

2) The affected stowage compartment is placarded "DO NOT USE", and

3) The affected stowage compartment is empty.

Reference(s)

(m) *Refer to AMM Task 25-40-00-040-803*

25-40-05B Lavatory Stowage Compartment Door Missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**Yes**	**H**

May be missing provided that:

1) The affected lavatory is locked closed and placarded inoperative, and

2) The affected stowage compartment is empty.

25-50-01	Cargo Loading System ⏪

Ident.: 9-MI-25-50-00003943.0000100 / 14 MAY 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

25-50-01A FWD Lower Deck Cargo Loading System

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H**

Automatic loading / unloading may be inoperative.

Refer to Weight and Balance Manual.

25-50-01B AFT Lower Deck Cargo Loading System

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H**

Automatic loading / unloading may be inoperative.

Refer to Weight and Balance Manual.

25-50-01C Main Deck Cargo Loading System

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H**

Refer to Main Deck Cargo Loading System Component Maintenance Manual.

25-50-01	Cargo Loading System ⏪

Ident.: 9-MI-25-50-00003943.0000200 / 14 MAY 2024
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-50-01A FWD Lower Deck Cargo Loading System

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H**

Automatic loading / unloading may be inoperative.

Refer to Weight and Balance Manual.

25-50-01B AFT Lower Deck Cargo Loading System

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H**

Automatic loading / unloading may be inoperative.

Refer to Weight and Balance Manual.

25-50-02	Decompression Panels in the FWD Cargo Compartment

Ident.: 9-MI-25-50-00003944.0000001 / 15 DEC 2023
Applicable to: ALL

25-50-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

One or more may be damaged or missing provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

Refer to MEL Preamble - DEFINITIONS

Note: *Loading of ballast weight may be necessary.*

25-50-03 Decompression Panels in the AFT and the BULK ◁ Cargo Compartments

Ident.: 9-MI-25-50-00003945.0000001 / 28 JUN 2022
Applicable to: ALL

25-50-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

One or more may be damaged or missing provided that the AFT and the BULK ◁ cargo compartments are empty or do not contain flammable or combustible materials. *Refer to MEL Preamble - DEFINITIONS*

25-50-04 Lining Panels in the FWD Lower Deck Cargo Compartment

Ident.: 9-MI-25-50-00003946.0000001 / 15 DEC 2023
Applicable to: ALL

Note: The lining panels covered by this MEL item include the ceiling panels, sidewall panels, partition panels, cargo door panels, and actuator panels.

25-50-04A Damaged Lining Panel

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

One or more may be damaged provided that the FWD lower deck cargo compartment is empty or does not contain flammable or combustible materials.

Refer to MEL Preamble - DEFINITIONS

Note: Loading of ballast weight may be necessary.

25-50-04B Missing Lining Panel

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

One or more may be missing provided that the FWD lower deck cargo compartment is empty.

Note: Loading of ballast weight may be necessary.

25-50-05	Lining Panels in the AFT and BULK ⋖ Lower Deck Cargo Compartments

Ident.: 9-MI-25-50-00003947.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *The lining panels covered by this MEL item include the ceiling panels, sidewall panels, partition panels (including tarpaulin), cargo door panels, and actuator panels.*

25-50-05A Damaged Lining Panel

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

One or more may be damaged provided that the AFT and BULK ⋖ lower deck cargo compartments are empty or do not contain flammable or combustible materials.

Refer to MEL Preamble - DEFINITIONS

25-50-05B Missing Lining Panel

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

One or more may be missing provided that the AFT and BULK ⋖ lower deck cargo compartments are empty.

25-50-06	Cargo Compartment Restraint Components (Nets, Attach Points, Stanchions)

Ident.: 9-MI-25-50-00003948.0000001 / 18 SEP 2024
Applicable to: ALL

25-50-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

One or more may be missing or unserviceable.

Note: *Refer to LHG AIRCRAFT HANDLING MANUAL GENERAL PART (AHM GP) and LHG AIRCRAFT HANDLING MANUAL AIRCRAFT SPECIFIC PART (AHM AP).*
These documents are available at Station or Load Control only.

25-50-07	Protection Panels of Decompression Panels at the FWD Partition Wall of FWD Cargo Compartment

Ident.: 9-MI-25-50-00003949.0000001 / 14 JUN 2023
Applicable to: ALL

25-50-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

(m) One or more may be damaged provided that:

1) The affected protection panel is removed, and

2) Bulk loading is not permitted in the section between the affected protection panel and the closest divider net.

Reference(s)

(m) *Refer to AMM Task 25-54-00-040-801*

25-50-08	Container Locks

Ident.: 9-MI-25-50-00003950.0000001 / 18 SEP 2024
Applicable to: ALL

25-50-08A FWD Compartment

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**H**

One or more may be missing or unserviceable.

Note: *Refer to LHG AIRCRAFT HANDLING MANUAL GENERAL PART (AHM GP) and LHG AIRCRAFT HANDLING MANUAL AIRCRAFT SPECIFIC PART (AHM AP).*
These documents are available at Station or Load Control only.

25-50-08B AFT Compartment

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**H**

One or more may be missing or unserviceable.

Note: *Refer to LHG AIRCRAFT HANDLING MANUAL GENERAL PART (AHM GP) and LHG AIRCRAFT HANDLING MANUAL AIRCRAFT SPECIFIC PART (AHM AP).*
These documents are available at Station or Load Control only.

25-62-01	Cabin Door Slide or Slide Raft

Ident.: 9-MI-25-62-00003951.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

25-62-01A Slide inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**H**

One may be inoperative for 5 flights provided that the associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

25-62-01B Slide removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**H**

(m) One may be removed for 5 flights provided that the associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

Reference(s)

(m) *Refer to AMM Task 25-62-00-040-007*
Refer to AMM Task 52-10-00-040-001

25-62-01	Cabin Door Slide or Slide Raft

Ident.: 9-MI-25-62-00003951.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

25-62-01A Slide inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**7**	**No**	**H**

One may be inoperative for 5 flights provided that the associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

25-62-01B Slide removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**7**	**No**	**H**

(m) One may be removed for 5 flights provided that the associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

Reference(s)

(m) *Refer to AMM Task 25-62-00-040-007*
Refer to AMM Task 52-10-00-040-001

25-62-02	Cabin Overwing Exit Slide

Ident.: 9-MI-25-62-00003952.0000100 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

25-62-02A Slide inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H**

One may be inoperative for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

25-62-02B Slide removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H**

(m) One may be removed for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

Reference(s)

(m) *Refer to AMM Task 25-62-42-000-002*

25-62-02	Cabin Overwing Exit Slide

Ident.: 9-MI-25-62-00003952.0000200 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

25-62-02A Slide inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H**

One may be inoperative for 5 flights provided that both associated cabin overwing exits on the same side are considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

25-62-02B Slide removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H**

(m) One may be removed for 5 flights provided that both associated cabin overwing exits on the same side are considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

Reference(s)

(m) *Refer to AMM Task 25-62-42-000-002*

25-62-03	SLIDE ARMED light

Ident.: 9-MI-25-62-00003953.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

25-62-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**0**	**Yes**	**-**

One or more may be inoperative.

25-62-03	SLIDE ARMED light

Ident.: 9-MI-25-62-00003953.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

25-62-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**0**	**Yes**	**-**

One or more may be inoperative.

25-62-06	Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ⩤

Ident.: 9-MI-25-62-00003955.0000006 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

25-62-06A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

Reference(s)

(o) *Refer to OpsProc 25-62-06A Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page*

25-62-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**-**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

25-62-06	Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ⋖

Ident.: 9-MI-25-62-00003955.0000007 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

25-62-06A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**8**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

Reference(s)

(o) *Refer to OpsProc 25-62-06A Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page*

25-62-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**-**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A*

25-62-06	Cabin Door CHECK SLIDE PRESSURE Message on the FAP ⋖

Ident.: 9-MI-25-62-00003955.0000008 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

25-62-06A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

Reference(s)

(o) *Refer to OpsProc 25-62-06A Cabin Door CHECK SLIDE PRESSURE Message on the FAP*

25-62-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**-**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to 9-MI-52-10-01 Cabin Door*

25-62-07	**Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page**

Ident.: 9-MI-25-62-00003956.0000001 / 28 JUN 2022
Criteria: A320 (-AIQW)
Applicable to: D-AIQW

25-62-07A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**H**

(m) One or both may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 25-62-00-040-001*

25-62-07B Cabin overwing exits considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

One may be inoperative for 5 flights provided that both cabin overwing exits on the same side are considered inoperative.

Refer to Item 52-10-02A Cabin Overwing Exit

25-62-07	Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page ⩤

Ident.: 9-MI-25-62-00003956.0000003 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

25-62-07A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**H**

(m) One or both may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 25-62-00-040-001*

25-62-07C One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

One may be inoperative for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to Item 52-10-02A Cabin Overwing Exit

25-62-07	Cabin Overwing Exit CHECK SLIDE PRESSURE Message on the FAP ⩤

Ident.: 9-MI-25-62-00003956.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

25-62-07A Check of the associated slide bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**H**

(m) One or both may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 25-62-00-040-001*

25-62-07B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

One may be inoperative for 5 flights provided that both cabin overwing exits on the same side are considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

25-62-08	**Overwing Escape Life Line** ⧏

Ident.: 9-MI-25-62-00003957.0000001 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

25-62-08A Associated cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**2**	**No**	**H**

One or two may be inoperative or missing on the same side for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

25-62-08B Non extended overwater flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**H**

One or more may be inoperative or missing provided that extended overwater flight is not conducted.

25-62-08	Overwing Escape Life Line ⋖

Ident.: 9-MI-25-62-00003957.0000002 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

25-62-08A Associated cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H**

One may be inoperative or missing for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

25-62-08B Non extended overwater flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**H**

One or both may be inoperative or missing provided that extended overwater flight is not conducted.

25-63-01	Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) ⋖

Ident.: 9-MI-25-63-00003958.0000001 / 28 JUN 2022
Applicable to: ALL

25-63-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 25-63-01A Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) (If Installed)*

25-64-01	First Aid Kit

Ident.: 9-MI-25-64-00003959.0000004 / 23 FEB 2023
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

Note: *The First Aid Kit contains:*
- *One "EASA Requirement - First Aid Kit",*
- *Additional equipment (list of minimum required additional equipment to be found in Crew Operating Procedure.Refer to OpsProc 25-64-01 First Aid Kit Additional Equipment).*

25-64-01C Aircraft with less than 101 passenger seats installed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**1**	**No**	**-**

One must be available.

25-64-01	First Aid Kit

Ident.: 9-MI-25-64-00003959.0000001 / 23 FEB 2023
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

Note: *The First Aid Kit contains:*
- *One "EASA Requirement - First Aid Kit",*
- *Additional equipment (list of minimum required additional equipment to be found in Crew Operating Procedure.Refer to OpsProc 25-64-01 First Aid Kit Additional Equipment).*

25-64-01A Non-required "EASA Requirement - First Aid Kit" incomplete or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**3**	**2**	**No**	**-**

One non-required "EASA Requirement - First Aid Kit" may be incomplete or missing.

25-64-01B "EASA Requirement - First Aid Kit" opened and incomplete

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**3**	**1**	**No**	**-**

One required "EASA Requirement - First Aid Kit" may be incomplete for a maximum of two calendar days.

25-64-01	**First Aid Kit**

Ident.: 9-MI-25-64-00003959.0000002 / 23 FEB 2023
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Note: *The First Aid Kit contains:*
- *One "EASA Requirement - First Aid Kit",*
- *Additional equipment (list of minimum required additional equipment to be found in Crew Operating Procedure.Refer to OpsProc 25-64-01 First Aid Kit Additional Equipment).*

25-64-01B "EASA Requirement - First Aid Kit" opened and incomplete

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

One required "EASA Requirement - First Aid Kit" may be incomplete for a maximum of two calendar days.

25-64-02	**Emergency Medical Kit (Doctors Kit)**

Ident.: 9-MI-25-64-00003960.0000001 / 18 SEP 2024
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-64-02C All Emergency Medical Kit inoperative for two days

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**Yes**	**-**

One or more may be incomplete or missing for two consecutive calendar days.

25-64-03	First Aid Kit Additional Equipment

Ident.: 9-MI-25-64-00003961.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Note: – *AED is part of the First Aid Kit Additional Equipment. One AED is required. Use Item 9-25-64-03-B for Dispatch.*
– *First Aid Kit Additional Equipment, except the AED, may be partly or totally included in the FAK. For required First Aid Kit Additional Equipment* Refer to FSM/5.12 First Aid Kit.

25-64-03A Non-required sets of FAK Additional Equipment inoperative, incomplete, or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**1**	**No**	**-**

(o) One set of non-required FAK additional equipment may be Inoperative, incomplete, or missing.

Reference(s)

(o) *Refer to OpsProc 25-64-03A First Aid Kit Additional Equipment*

25-64-03B One set of required FAK Additional Equipment inoperative, incomplete, or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**0**	**No**	**-**

(o) One set of required FAK additional equipment may be inoperative, incomplete, or missing for two consecutive calendar days.

Reference(s)

(o) *Refer to OpsProc 25-64-03B First Aid Kit Additional Equipment*

25-64-03	First Aid Kit Additional Equipment

Ident.: 9-MI-25-64-00003961.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

Note: – *AED is part of the First Aid Kit Additional Equipment. One AED is required. Use Item 9-25-64-03-B for Dispatch.*
– *First Aid Kit Additional Equipment, except the AED, may be partly or totally included in the FAK. For required First Aid Kit Additional Equipment* Refer to FSM/5.12 First Aid Kit.

25-64-03A Non-required sets of FAK Additional Equipment inoperative, incomplete, or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**3**	**1**	**No**	**-**

(o) One set of non-required FAK additional equipment may be Inoperative, incomplete, or missing.

Reference(s)

(o) *Refer to OpsProc 25-64-03A First Aid Kit Additional Equipment*

25-64-03B One set of required FAK Additional Equipment inoperative, incomplete, or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**3**	**0**	**No**	**-**

(o) One set of required FAK additional equipment may be inoperative, incomplete, or missing for two consecutive calendar days.

Reference(s)

(o) *Refer to OpsProc 25-64-03B First Aid Kit Additional Equipment*

25-65-01	Cockpit Flashlight

Ident.: 9-MI-25-65-00003962.0000001 / 28 JUN 2022
Applicable to: ALL

25-65-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

25-65-02	Cabin Flashlight

Ident.: 9-MI-25-65-00003963.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-65-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One must be operative for each required cabin crewmember.

Note: *Number of minimum required cabin attendants are listed under:* *Refer to OM-A/ OM-A 4.1.2 Cabin Crew*

25-65-03	Crash Axe/Crowbar

Ident.: 9-MI-25-65-00003964.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

25-65-03B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**1**	**No**	**-**

One may be inoperative or missing provided one is stored in the cockpit.

25-65-03	Crash Axe/Crowbar

Ident.: 9-MI-25-65-00003964.0000200 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

25-65-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**1**	**No**	**-**

One may be inoperative or missing provided one is stored in the cockpit.

25-65-03	Crash Axe/Crowbar

Ident.: 9-MI-25-65-00003964.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

25-65-03B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**1**	**No**	**-**

One must be operative.

25-65-04	Survival Emergency Locator Transmitter

Ident.: 9-MI-25-65-00003965.0000100 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

25-65-04A One Survival Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**1**	**Yes**	**-**

(o) One may be removed or missing provided that extended overwater flight is not conducted.

Reference(s)

(o) *Refer to OpsProc 25-65-04A Survival Emergency Locator Transmitter (if installed)*

25-65-04B No Survival Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) Both may be removed or missing provided that:

1) Extended overwater flight is not conducted, and

2) Operations over remote areas are not conducted.

Reference(s)

(o) *Refer to OpsProc 25-65-04B Survival Emergency Locator Transmitter (if installed)*

25-65-04	**Survival Emergency Locator Transmitter**

Ident.: 9-MI-25-65-00003965.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

25-65-04B No Survival Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) May be removed or missing provided that:

1) Extended overwater flight is not conducted, and

2) Operations over remote areas are not conducted.

Reference(s)

(o) *Refer to OpsProc 25-65-04B Survival Emergency Locator Transmitter (if installed)*

25-65-04	Survival Emergency Locator Transmitter

Ident.: 9-MI-25-65-00003965.0000300 / 28 JUN 2022
Criteria: A319 (-AILW to -AILY) / A321 (-AIRN)
Applicable to: D-AILW, D-AILX, D-AILY, D-AIRN

25-65-04A One Survival Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**1**	**Yes**	**-**

(o) One may be removed or missing provided that extended overwater flight is not conducted.

Reference(s)

(o) *Refer to OpsProc 25-65-04A Survival Emergency Locator Transmitter (if installed)*

25-65-04B No Survival Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) Both may be removed or missing provided that:

1) Extended overwater flight is not conducted, and

2) Operations over remote areas are not conducted.

Reference(s)

(o) *Refer to OpsProc 25-65-04B Survival Emergency Locator Transmitter (if installed)*

25-65-05	Automatic Emergency Locator Transmitter ⩤

Ident.: 9-MI-25-65-00003966.0000001 / 15 DEC 2023
Applicable to: ALL

25-65-05E No Automatic Emergency Locator Transmitter ⩤ operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**Yes**	**-**

All may be inoperative for 6 flights or 25 flight hours whichever occurs first.

25-65-06	Fireproof Gloves

Ident.: 9-MI-25-65-00003967.0000001 / 14 JUN 2023
Applicable to: ALL

25-65-06A 'C' Repair Interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

One or more may be damaged or missing.

25-65-07	Megaphone

Ident.: 9-MI-25-65-00003968.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-65-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

25-65-08	Low Frequency - Underwater Locator Beacon (LF-ULB)

Ident.: 9-MI-25-65-00003969.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ)
Applicable to: D-AIJC, D-AIJH, D-AIJJ

25-65-08A No Overwater Flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative or missing provided that operations at a distance of more than 180 NM from the shore are not conducted.

25-65-08B Overwater Flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative or missing provided that an automatic ELT is operative.

25-66-01	Life Vest

Ident.: 9-MI-25-66-00003970.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

Note: *Refer to OM-B 10.1 SURVIVAL AND EMERGENCY EQUIPMENT*

25-66-01A One life vest available for each occupant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**-**

One or more may be inoperative or missing provided that:

1) One life vest is available for each crewmember and each passenger, and

2) The associated seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat, or

Refer to 9-MI-25-20-09 Cabin Attendant Seat, or

Refer to 9-MI-25-12-01 Third Occupant Seat, or

Refer to 9-MI-25-12-06 Fourth Occupant Seat.

25-66-01B One life vest not available for each occupant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

One or more may be inoperative or missing provided that:

1) Operations at a distance of more than 50 NM from the shore are not conducted, and

2) There is no risk of ditching during takeoff and landing.

25-66-01	Life Vest

Ident.: 9-MI-25-66-00003970.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

Note: *Refer to OM-B 10.1 SURVIVAL AND EMERGENCY EQUIPMENT*

25-66-01A One life vest available for each occupant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**-**

One or more may be inoperative or missing provided that:

1) One life vest is available for each crewmember and each passenger, and

2) The associated seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat, or

Refer to 9-MI-25-20-09 Cabin Attendant Seat, or

Refer to 9-MI-25-12-01 Third Occupant Seat, or

Refer to 9-MI-25-12-06 Fourth Occupant Seat.

25-66-01B One life vest not available for each occupant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

One or more may be inoperative or missing provided that:

1) Operations at a distance of more than 50 NM from the shore are not conducted, and

2) There is no risk of ditching during takeoff and landing.

25-66-01	**Life Vest**

Ident.: 9-MI-25-66-00003970.0000300 / 28 JUN 2022
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

Note: *Refer to OM-B 10.1 SURVIVAL AND EMERGENCY EQUIPMENT*

25-66-01A One life vest available for each occupant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**-**

One or more may be inoperative or missing provided that:

1) One life vest is available for each crewmember and each passenger, and

2) The associated seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat, or

Refer to 9-MI-25-20-09 Cabin Attendant Seat, or

Refer to 9-MI-25-12-01 Third Occupant Seat, or

Refer to 9-MI-25-12-06 Fourth Occupant Seat.

25-66-01B One life vest not available for each occupant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

One or more may be inoperative or missing provided that:

1) Operations at a distance of more than 50 NM from the shore are not conducted, and

2) There is no risk of ditching during takeoff and landing.

25-66-01	**Life Vest**

Ident.: 9-MI-25-66-00003970.0000400 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

Note: *Refer to OM-B 10.1 SURVIVAL AND EMERGENCY EQUIPMENT*

25-66-01A One life vest available for each occupant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**-**

One or more may be inoperative or missing provided that:

1) One life vest is available for each crewmember and each passenger, and

2) The associated seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat, or

Refer to 9-MI-25-20-09 Cabin Attendant Seat, or

Refer to 9-MI-25-12-01 Third Occupant Seat, or

Refer to 9-MI-25-12-06 Fourth Occupant Seat.

25-66-01B One life vest not available for each occupant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

One or more may be inoperative or missing provided that:

1) Operations at a distance of more than 50 NM from the shore are not conducted, and

2) There is no risk of ditching during takeoff and landing.

25-66-02	**Supplementary Life Raft** ⋖

Ident.: 9-MI-25-66-00003971.0000001 / 25 MAR 2025
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

25-66-02A Extended overwater flight not conducted

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

One or more may be inoperative or missing provided that extended overwater flight is not conducted.

26-00-01	**SDCU** MAINTENANCE **Message**

Ident.: 9-MI-26-00-00003972.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

26-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

SDCU MAINTENANCE message may be displayed on the STATUS SD page.

26-00-01	**SMOKE** MAINTENANCE **Message**

Ident.: 9-MI-26-00-00003972.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

26-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

SMOKE MAINTENANCE message may be displayed on the STATUS SD page.

26-00-01	**MD SMOKE** MAINTENANCE **Message**

Ident.: 9-MI-26-00-00003972.0000003 / 25 MAR 2025
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

26-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**M**

MD SMOKE MAINTENANCE message may be displayed on the STATUS SD page.

FIRE OVERHEAD PANEL

26-01-01-01	Bulb/LED in the ENG FIRE-PUSH pb-sw

Ident.: 9-MI-26-01-01-00003973.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**16**	**8**	**No**	**-**

A maximum of four bulbs or LEDs may be inoperative in each ENG FIRE-PUSH pb-sw.

26-01-01-02	ENG AGENT pb DISCH light

Ident.: 9-MI-26-01-01-00003974.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-02A One inoperative on each engine

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**Yes**	**H**

(m) One may be inoperative on each engine provided that the associated fire extinguisher bottle is checked before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 26-21-00-040-001*

26-01-01-02B Both inoperative on one engine

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**2**	**Yes**	**H**

(m) Both may be inoperative on one engine for four flights or 15 flight hours, whichever occurs first, provided that the associated fire extinguisher bottles are checked before each flight.

Reference(s)

(m) *Refer to AMM Task 26-21-00-040-001*

26-01-01-03	ENG AGENT pb SQUIB light

Ident.: 9-MI-26-01-01-00003975.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**Yes**	**H**

(m) One or more may be inoperative provided that the engine extinguishing system firing circuit is checked operative before the first flight of each day.

Reference(s)

(m) *Refer to AMM 26-21-00-040-003*

26-01-01-04	Bulb/LED in the APU FIRE-PUSH pb-sw

Ident.: 9-MI-26-01-01-00003976.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-04A A maximum of four bulbs or LEDs inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**4**	**No**	**-**

A maximum of four bulbs or LEDs may be inoperative.

26-01-01-04B Five or more bulbs or LEDs inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**0**	**No**	**H / ETOPS**

Five or more bulbs or LEDs may be inoperative provided that:

1) ETOPS is not conducted, and

2) The APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-01-01-05	APU AGENT pb DISCH light

Ident.: 9-MI-26-01-01-00003977.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-05A Check of bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that the APU fire extinguisher bottle is checked before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 26-22-00-040-004*

26-01-01-05B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-01-01-06	APU AGENT pb SQUIB light

Ident.: 9-MI-26-01-01-00003978.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-06A Check of APU extinguishing system firing circuit

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that the APU extinguishing system firing circuit is checked operative before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 26-22-00-040-005*

26-01-01-06B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-01-01-31	**ENG FIRE TEST pb**

Ident.: 9-MI-26-01-01-00003979.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-31A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be inoperative provided that the associated engine fire extinguishing and detection systems are checked operative before the first flight of each day.

Reference(s)

(m) *Refer to AMM 26-21-00-040-002*

26-01-01-32	**APU FIRE TEST pb**

Ident.: 9-MI-26-01-01-00003980.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-32A Daily check

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that the APU extinguishing system firing circuit and the bottle low pressure detection system are checked operative before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 26-22-00-040-012*

26-01-01-32B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-01-01-33	**APU FIRE PUSH pb-sw**

Ident.: 9-MI-26-01-01-00003981.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-33A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-01-01-34	**APU AGENT pb**

Ident.: 9-MI-26-01-01-00003982.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-01-34A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

CARGO SMOKE OVERHEAD PANEL

26-01-02-01	CARGO SMOKE DISCH/BTL light

Ident.: 9-MI-26-01-02-00003983.0000001 / 28 JUN 2022
Applicable to: ALL

26-01-02-01A Check of bottle weight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

(m) May be inoperative provided that the associated bottle weight is checked before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 26-23-00-040-001*

26-01-02-01B Associated bottle considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

May be inoperative provided that the associated bottle is considered inoperative.

Refer to 9-MI-26-23-01 Cargo Agent Bottle

MAIN DECK CARGO SMOKE CONTROL PANEL (MDC-SCP)

26-01-09-02	MD SMOKE pb SMOKE light

Ident.: 9-MI-26-01-09-00003984.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

26-01-09-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

26-01-09-03	MD SMOKE pb ON light

Ident.: 9-MI-26-01-09-00003985.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

26-01-09-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

26-01-09-04	SYS TEST pb

Ident.: 9-MI-26-01-09-00003986.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

26-01-09-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

26-01-09-05	SYS TEST pb FAULT light

Ident.: 9-MI-26-01-09-00003987.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

26-01-09-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

26-01-09-06	SYS TEST pb ON light

Ident.: 9-MI-26-01-09-00003988.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

26-01-09-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

26-01-09-07	DSPL SEL Rotary switch

Ident.: 9-MI-26-01-09-00003989.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

26-01-09-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

26-12-01	Engine Fire Detection Loop A on the Engine 1

Ident.: 9-MI-26-12-00003990.0000001 / 28 JUN 2022
Applicable to: ALL

26-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
ETOPS

(o) May be inoperative provided that:

1) ETOPS beyond 120 min is not conducted, and

2) The associated detection loop B is operative, and

3) The engine fire test is made before each flight.

Reference(s)

(o) *Refer to OpsProc 26-12-01A Engine Fire Detection Loop A on the Engine 1*

26-12-02	Engine Fire Detection Loop A on the Engine 2

Ident.: 9-MI-26-12-00003991.0000001 / 28 JUN 2022
Applicable to: ALL

26-12-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that:

1) The associated detection loop B is operative, and

2) The engine fire test is made before each flight.

Reference(s)

(o) *Refer to OpsProc 26-12-02A Engine Fire Detection Loop A on the Engine 2 or Loop B on the Engine 1*

26-12-03	Engine Fire Detection Loop B on the Engine 1

Ident.: 9-MI-26-12-00003992.0000001 / 28 JUN 2022
Applicable to: ALL

26-12-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that the engine fire test is made before each flight.

Reference(s)

(o) *Refer to OpsProc 26-12-03A Engine Fire Detection Loop A on the Engine 2 or Loop B on the Engine 1*

26-12-04	Engine Fire Detection Loop B on the Engine 2

Ident.: 9-MI-26-12-00003993.0000001 / 28 JUN 2022
Applicable to: ALL

26-12-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**ETOPS**

(o) May be inoperative provided that:

1) ETOPS beyond 120 min is not conducted, and

2) The engine fire test is made before each flight.

Reference(s)

(o) *Refer to OpsProc 26-12-04A Engine Fire Detection Loop B on the Engine 2*

26-12-05	FIRE light on the ENG MASTER Panel

Ident.: 9-MI-26-12-00003994.0000001 / 28 JUN 2022
Applicable to: ALL

26-12-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

COMPANY NOTES OPS affected
-

One or both may be inoperative.

26-13-01	APU Fire Detection Loop

Ident.: 9-MI-26-13-00003995.0000001 / 28 JUN 2022
Applicable to: ALL

26-13-01A Loop A inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) APU fire detection loop A may be inoperative provided that:

1) ETOPS beyond 120 min is not conducted, and

2) The APU fire test is made before each APU start, and

3) During APU operations on ground, APU condition is continuously monitored in the cockpit.

Reference(s)

(o) *Refer to OpsProc 26-13-01A APU Fire Detection Loop*

26-13-01B Loop B inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

(o) APU fire detection loop B may be inoperative provided that:

1) ETOPS beyond 120 min is not conducted, and

2) The APU fire test is made before each APU start.

Reference(s)

(o) *Refer to OpsProc 26-13-01B APU Fire Detection Loop*

26-13-01C Both loops inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H / ETOPS**

Both loops may be inoperative provided that:

1) ETOPS is not conducted, and

2) The APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-15-01	Avionics Smoke Detection System

Ident.: 9-MI-26-15-00003996.0000001 / 28 JUN 2022
Applicable to: ALL

26-15-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
ETOPS

(o) May be inoperative provided that ETOPS is not conducted.

Reference(s)

(o) *Refer to OpsProc 26-15-01A Avionics Smoke Detection System*

26-16-01	Smoke Detector in the FWD Cargo Compartment

Ident.: 9-MI-26-16-00003997.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Note: *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the STATUS SD page.*
Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message

26-16-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**H**

Both detectors in the cavity may be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

Refer to MEL Preamble - DEFINITIONS

Note: *Loading of ballast weight may be necessary.*

26-16-01	Smoke Detector in the FWD Cargo Compartment

Ident.: 9-MI-26-16-00003997.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

Note: *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the STATUS SD page.*
Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message

26-16-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**H**

Both detectors in one or both cavities may be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

Refer to MEL Preamble - DEFINITIONS

Note: *Loading of ballast weight may be necessary.*

26-16-02	Smoke Detector in the AFT and the BULK Cargo Compartments

Ident.: 9-MI-26-16-00003998.0000003 / 18 SEP 2024
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Note: *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the STATUS SD page.*
Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message

26-16-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

Both detectors in one or both cavities may be inoperative provided that the AFT and the BULK cargo compartments are empty or do not contain flammable or combustible materials.

26-16-02	Smoke Detector in the AFT and the BULK Cargo Compartments

Ident.: 9-MI-26-16-00003998.0000002 / 18 SEP 2024
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

Note: *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the STATUS SD page.*
Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message

26-16-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**6**	**0**	**No**	**-**

Both detectors in one or more cavities may be inoperative provided that the AFT and the BULK cargo compartments are empty or do not contain flammable or combustible materials.

26-17-01	Lavatory Smoke Detection System

Ident.: 9-MI-26-17-00003999.0000001 / 18 SEP 2024
Applicable to: ALL

26-17-01A Associated lavatory fire extinguishing system operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

(o) One or more may be inoperative provided that:

1) The associated lavatory fire extinguishing system is operative, and

2) A procedure is used to periodically check absence of smoke in the associated lavatory.

Reference(s)

(o) *Refer to OpsProc 26-17-01A Lavatory Smoke Detection System*

26-17-01B Associated lavatory not used

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that:

1) The associated lavatory waste receptacle is empty, and

2) The associated lavatory door is locked closed and placarded inoperative:

"DEFEKT - NICHT BETRETEN"

"INOPERATIVE - DO NOT ENTER", and

3) The lavatory is not used for storage or for any other purpose.

26-17-02	Smoke Detection Control Unit (SDCU)

Ident.: 9-MI-26-17-00004000.0000100 / 28 JUN 2022
Criteria: A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIRN

26-17-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that:

1) The FWD, AFT, and BULK cargo compartments are empty or do not contain flammable or combustible materials (*Refer to MEL Preamble - DEFINITIONS*), and

2) The lavatory smoke detection system is considered inoperative.

Refer to 9-MI-26-17-01 Lavatory Smoke Detection System

Note: *Failure of a single SDCU channel is indicated by a* MAINTENANCE *message on the STATUS SD page.*
Refer to 9-MI-26-00-01 SDCU MAINTENANCE Message

26-17-02	Smoke Detection Control Unit (SDCU)

Ident.: 9-MI-26-17-00004000.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

26-17-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that:

1) The FWD, AFT, and BULK cargo smoke detection systems are considered inoperative, and

2) The lavatory smoke detection system is considered inoperative.

Refer to 9-MI-26-16-01 Smoke Detector in the FWD Cargo Compartment, and

Refer to 9-MI-26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments, and

Refer to 9-MI-26-17-01 Lavatory Smoke Detection System

Note: *Failure of a single SDCU channel is indicated by a* MAINTENANCE *message on the STATUS SD page.*
Refer to 9-MI-26-00-01 SDCU MAINTENANCE Message.

26-19-01	Smoke Detector in the Main Deck Cargo Compartment

Ident.: 9-MI-26-19-00004002.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

26-19-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**32**	**0**	**No**

COMPANY NOTES OPS affected
-

Both detectors in one or more pair(s) may be inoperative provided that the Main Deck Cargo Compartment is empty or does not contain flammable or combustible materials.

Note: *Failure of a single detector in each pair is indicated by a MAINTENANCE message on the STATUS SD page.*

26-22-01 APU Automatic Fire Extinguishing Control on Ground

Ident.: 9-MI-26-22-00004003.0000001 / 28 JUN 2022
Applicable to: ALL

26-22-01A APU operations on ground monitored

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the APU condition is continuously monitored in the cockpit during APU operations on ground .

26-22-01B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-22-02 APU Fire Extinguisher Overpressure Indication (Red Disc)

Ident.: 9-MI-26-22-00004004.0000001 / 28 JUN 2022
Applicable to: ALL

26-22-02A APU Fire extinguisher bottle pressure switch operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(m) May be damaged or missing provided that the APU fire extinguisher bottle pressure switch is checked operative before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 26-22-00-040-007*

26-22-02B APU deactivated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-22-03	**Squib of the APU Fire Extinguisher Bottle**

Ident.: 9-MI-26-22-00004005.0000001 / 28 JUN 2022
Applicable to: ALL

26-22-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be inoperative provided that the remaining squib is checked operative before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 26-22-00-040-008*

26-22-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

Both may be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-22-04	APU Fire Extinguisher Bottle

Ident.: 9-MI-26-22-00004006.0000001 / 28 JUN 2022
Applicable to: ALL

26-22-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H

May be inoperative provided that the APU is deactivated.

Refer to Item 49-10-01C Power Plant (APU)

26-22-05	APU AUTO EXTING TEST pb-sw on the Maintenance Panel

Ident.: 9-MI-26-22-00004007.0000001 / 28 JUN 2022
Applicable to: ALL

26-22-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative.

Refer to 9-MI-26-22-01 APU Automatic Fire Extinguishing Control on Ground

26-22-06	APU FIRE light on the External Power Panel

Ident.: 9-MI-26-22-00004008.0000001 / 28 JUN 2022
Applicable to: ALL

26-22-06A APU Automatic fire extinguishing control on ground operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(m) May be inoperative provided that the APU automatic fire extinguishing control on ground is checked operative.

Reference(s)

(m) *Refer to AMM 26-22-00-040-010*

26-22-06B APU Automatic fire extinguishing control on ground considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative.

Refer to 9-MI-26-22-01 APU Automatic Fire Extinguishing Control on Ground

26-22-07	**APU SHUT OFF pb on the External Power Panel**

Ident.: 9-MI-26-22-00004009.0000001 / 28 JUN 2022
Applicable to: ALL

26-22-07A APU Automatic fire extinguishing control on ground operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(m) May be inoperative provided that the APU automatic fire extinguishing control on ground is checked operative.

Reference(s)

(m) *Refer to AMM 26-22-00-040-011*

26-22-07B APU Automatic fire extinguishing control on ground considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative.

Refer to 9-MI-26-22-01 APU Automatic Fire Extinguishing Control on Ground

26-23-01	Cargo Agent Bottle

Ident.: 9-MI-26-23-00004010.0000003 / 18 SEP 2024
Applicable to: ALL

26-23-01A No flammable or combustible materials

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**H**

May be inoperative provided that the cargo compartments are empty or do not contain flammable or combustible materials. *Refer to MEL Preamble - DEFINITIONS*

26-23-02	Squib of the FWD Cargo Bottle 1

Ident.: 9-MI-26-23-00004011.0000001 / 28 JUN 2022
Applicable to: ALL

26-23-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**H**

May be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials. *Refer to MEL Preamble - DEFINITIONS*

26-23-03	Squib of the AFT/BULK ⋖ Cargo Bottle 1

Ident.: 9-MI-26-23-00004012.0000001 / 28 JUN 2022
Applicable to: ALL

26-23-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**H**

May be inoperative provided that the AFT and the BULK ⋖ cargo compartments are empty or do not contain flammable or combustible materials.

Refer to MEL Preamble

26-24-01	Cabin Portable Fire Extinguisher

Ident.: 9-MI-26-24-00004013.0000002 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

26-24-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**4**	**3**	**Yes**	**-**

(o) One non required portable fire extinguisher may be inoperative and removed or missing provided:

1) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and

2) its installed location is placarded inoperative, and

3) required distribution of operative units is maintained throughout the aircraft, and

4) procedures are established and used to alert crew members of inoperative or missing equipment.

Note: *Inoperative portable fire extinguisher may be subject to dangerous goods requirements.*

Reference(s)

(o) *Refer to OpsProc 26-24-01A Cabin Portable Fire Extinguisher*

26-24-01	Cabin Portable Fire Extinguisher

Ident.: 9-MI-26-24-00004013.0000003 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

26-24-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**6**	**3**	**Yes**	**-**

(o) One or more non required portable fire extinguisher may be inoperative and removed or missing provided:

1) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and

2) its installed location is placarded inoperative, and

3) required distribution of operative units is maintained throughout the aircraft, and

4) procedures are established and used to alert crew members of inoperative or missing equipment.

Note: *Inoperative portable fire extinguisher may be subject to dangerous goods requirements.*

Reference(s)

(o) *Refer to OpsProc 26-24-01A Cabin Portable Fire Extinguisher*

26-24-02	Cockpit Portable Fire Extinguisher

Ident.: 9-MI-26-24-00004014.0000001 / 28 JUN 2022
Applicable to: ALL

26-24-02A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

26-25-01	Lavatory Waste Bin Fire Extinguishing System

Ident.: 9-MI-26-25-00004015.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

26-25-01A Associated Lavatory Smoke Detection System operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative for each lavatory provided the lavatory smoke detection system of the affected lavatory is operative.

26-25-01B Associated Lavatory not used.

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

One or more may be inoperative for each lavatory provided:

1) Waste box is empty, and

2) Affected lavatory is not used for any purpose, and locked closed throughout the flight, and

3) Affected lavatory must be periodically checked for absence of smoke, and

4) Affected lavatory door is placarded:

"DEFEKT - NICHT BETRETEN"

“INOPERATIVE - DO NOT ENTER".

26-25-01	Lavatory Waste Bin Fire Extinguishing System

Ident.: 9-MI-26-25-00004015.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

26-25-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

27-00-01	**F/CTL** MAINTENANCE **Message**

Ident.: 9-MI-27-00-00004016.0000001 / 28 JUN 2022
Applicable to: ALL

27-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

F/CTL MAINTENANCE message may be displayed on the STATUS SD page.

27-00-02	**SFCS** MAINTENANCE **Message**

Ident.: 9-MI-27-00-00004017.0000001 / 28 JUN 2022
Applicable to: ALL

27-00-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

SFCS MAINTENANCE message may be displayed on the STATUS SD page.

27-00-03	**SLAT SYNCH 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-27-00-00004018.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

27-00-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

SLAT SYNCH 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

27-00-03	**SLAT SYNCH 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-27-00-00004018.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

27-00-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

SLAT SYNCH 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

27-00-03	**SLAT SYNCH 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-27-00-00004018.0000003 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

27-00-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

SLAT SYNCH 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

27-00-04	**FLAP SYNCH 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-27-00-00004019.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

27-00-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

FLAP SYNCH 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

27-00-04	**FLAP SYNCH 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-27-00-00004019.0000002 / 28 JUN 2022
Criteria: if FWC H2F14 installed
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

27-00-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

FLAP SYNCH 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

27-00-04	**FLAP SYNCH 1(2)** MAINTENANCE **Message**

Ident.: 9-MI-27-00-00004019.0000003 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

27-00-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

FLAP SYNCH 1(2) MAINTENANCE message may be displayed on the STATUS SD page.

FLT CTL OVERHEAD PANEL

27-01-01-01	ELAC pb-sw FAULT light

Ident.: 9-MI-27-01-01-00004020.0000001 / 28 JUN 2022
Applicable to: ALL

27-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative.

27-01-01-02	ELAC pb-sw OFF light

Ident.: 9-MI-27-01-01-00004021.0000001 / 28 JUN 2022
Applicable to: ALL

27-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

27-01-01-03	SEC pb-sw FAULT light

Ident.: 9-MI-27-01-01-00004022.0000001 / 28 JUN 2022
Applicable to: ALL

27-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**Yes**	**-**

One may be inoperative.

27-01-01-04	SEC pb-sw OFF light

Ident.: 9-MI-27-01-01-00004023.0000001 / 28 JUN 2022
Applicable to: ALL

27-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

COMPANY NOTES OPS affected
-

One or more may be inoperative.

27-07-01 Aileron Actuator Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004024.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

One or more may be inoperative.

27-07-02 Aileron Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004025.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the deflection of the affected aileron through each servo-control is visually checked before each flight.

Reference(s)

(o) *Refer to OpsProc 27-07-02A Aileron Position Indication on the F/CTL SD page*

27-07-03 Elevator Actuator Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004026.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

One or more may be inoperative.

27-07-04 Elevator Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004027.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be inoperative provided that the deflection of the affected elevator is visually checked before each flight.

Reference(s)

(o) *Refer to OpsProc 27-07-04A Elevator Position Indication on the F/CTL SD page*

27-07-05 Pitch Trim Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004028.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that the pitch trim handwheel and the stabilizer are visually checked to synchronously operate before each flight.

Reference(s)

(o) *Refer to OpsProc 27-07-05A Pitch Trim Position Indication on the F/CTL SD page*

27-07-06 Rudder Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004029.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**-**

(o) May be inoperative provided that the deflection of the rudder is visually checked before each flight.

Reference(s)

(o) *Refer to OpsProc 27-07-06A Rudder Position Indication on the F/CTL SD page*

27-07-07 Rudder Trim Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004030.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-07A Rudder trim position indication operative on the center pedestal

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the rudder trim position indication is operative on the center pedestal .

27-07-07B Rudder position checked at zero

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the rudder position is checked at zero on the F/CTL SD page before takeoff.

27-07-08	Rudder Travel Limiter Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004031.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

27-07-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative.

27-07-09	ELAC Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004032.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

27-07-10	SEC Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004033.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

One or more may be inoperative.

27-07-11	Spoilers/Speedbrakes Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004034.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**10**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the deflection of the affected surface is visually checked before each flight.

Reference(s)

(o) *Refer to OpsProc 27-07-11A Spoilers/Speedbrakes Indication on the F/CTL SD page*

27-07-12	Spoilers/Speedbrakes Indication on the WHEEL SD page

Ident.: 9-MI-27-07-00004035.0000001 / 28 JUN 2022
Applicable to: ALL

27-07-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**10**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the deflection of the affected surface is visually checked before each flight.

Reference(s)

(o) *Refer to OpsProc 27-07-12A Spoilers/Speedbrakes Indication on the WHEEL SD page*

27-08-01	Flap Position Indication on the EWD

Ident.: 9-MI-27-08-00004036.0000001 / 28 JUN 2022
Applicable to: ALL

27-08-01A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

27-08-02	Slat Position Indication on the EWD

Ident.: 9-MI-27-08-00004037.0000001 / 28 JUN 2022
Applicable to: ALL

27-08-02A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

27-14-01	Left Aileron Blue Servo-Control (Controlled by ELAC 1)

Ident.: 9-MI-27-14-00004038.0000001 / 28 JUN 2022
Applicable to: ALL

27-14-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) (m) May be inoperative provided that:

1) It is electrically disconnected, and

2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and

3) The left aileron green servo-control (controlled by ELAC 2) is operative, and

4) The right aileron blue servo-control (controlled by ELAC 2) is operative, and

5) All roll spoilers are operative, and

6) The TR 1 and TR 2 are operative, and

7) The DC TIE contactor 1PC1 is checked closed.

Reference(s)

(o) *Refer to OpsProc 27-14-01A Left Aileron Blue Servo-Control (Controlled by ELAC 1)*
(m) *Refer to AMM Task 27-14-00-040-001*

27-14-02	Left Aileron Green Servo-Control (Controlled by ELAC 2)

Ident.: 9-MI-27-14-00004039.0000001 / 28 JUN 2022
Applicable to: ALL

27-14-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(m) May be inoperative provided that:

1) It is electrically disconnected, and

2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and

3) All roll spoilers are operative.

Reference(s)

(m) *Refer to AMM Task 27-14-00-040-001*

27-14-03	Right Aileron Green Servo-Control (Controlled by ELAC 1)

Ident.: 9-MI-27-14-00004040.0000001 / 28 JUN 2022
Applicable to: ALL

27-14-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) (m) May be inoperative provided that:

1) It is electrically disconnected, and

2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and

3) The right aileron blue servo-control (controlled by ELAC 2) is operative, and

4) The left aileron green servo-control (controlled by ELAC 2) is operative, and

5) All roll spoilers are operative, and

6) The TR 1 and TR 2 are operative, and

7) The DC TIE contactor 1PC1 is checked closed.

Reference(s)

(o) *Refer to OpsProc 27-14-03A Right Aileron Green Servo-Control (Controlled by ELAC 1)*
(m) *Refer to AMM Task 27-14-00-040-001*

27-14-04	Right Aileron Blue Servo-Control (Controlled by ELAC 2)

Ident.: 9-MI-27-14-00004041.0000001 / 28 JUN 2022
Applicable to: ALL

27-14-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) **(m)** May be inoperative provided that:

1) It is electrically disconnected, and

2) It remains mechanically connected and hydraulically supplied (damping function is not affected), and

3) All roll spoilers are operative.

Reference(s)

(o) *Refer to OpsProc 27-14-04A Right Aileron Blue Servo-Control (Controlled by ELAC 2)*
(m) *Refer to AMM Task 27-14-00-040-001*

27-21-01	Rudder Pedal Adjustment System

Ident.: 9-MI-27-21-00004042.0000001 / 28 JUN 2022
Applicable to: ALL

27-21-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) One or both may be inoperative provided that:

1) The rudder pedals can be secured in a position which meets individual pilot requirements, and

2) The full and unrestricted movement of the rudder pedals and brake pedals deflection is possible at both pilot stations.

Reference(s)

(o) *Refer to OpsProc 27-21-01A Rudder Pedal Adjustment System*

27-22-01	Rudder Trim System

Ident.: 9-MI-27-22-00004043.0000001 / 28 JUN 2022
Applicable to: ALL

27-22-01A Rudder trim system 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO / ETOPS**

(o) Rudder Trim System 1 may be inoperative provided that ETOPS is not conducted.

Reference(s)

(o) *Refer to OpsProc 27-22-01A Rudder Trim System*

27-22-01B Rudder trim system 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) Rudder Trim System 2 may be inoperative.

Reference(s)

(o) *Refer to OpsProc 27-22-01B Rudder Trim System*

27-22-02	Manual Rudder Trim Reset Function

Ident.: 9-MI-27-22-00004044.0000001 / 28 JUN 2022
Applicable to: ALL

27-22-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that one rudder trim position indication is operative.

27-22-03	Rudder Trim Position Indication on the Center Pedestal

Ident.: 9-MI-27-22-00004045.0000001 / 28 JUN 2022
Applicable to: ALL

27-22-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that the rudder trim position is checked centered on the F/CTL SD page before takeoff.

Reference(s)

(o) *Refer to OpsProc 27-22-03A Rudder Trim Position Indication on the Center Pedestal*

27-23-01	Rudder Travel Limiter System

Ident.: 9-MI-27-23-00004046.0000001 / 28 JUN 2022
Applicable to: ALL

27-23-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

COMPANY NOTES OPS affected
-

One may be inoperative.

27-34-01	Elevator Servo-Control

Ident.: 9-MI-27-34-00004047.0000001 / 28 JUN 2022
Applicable to: ALL

27-34-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**4**	**4**	**No**	**-**

All must be operative.

27-34-02	Elevator Servo-Control Position Transducer

Ident.: 9-MI-27-34-00004048.0000001 / 28 JUN 2022
Applicable to: ALL

27-34-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**4**	**No**	**-**

(m) One transducer per servo-control must be operative.

Reference(s)

(m) *Refer to AMM 27-34-00-040-001*

27-40-01 Stabilizer Mechanical Control

Ident.: 9-MI-27-40-00004049.0000001 / 28 JUN 2022
Applicable to: ALL

27-40-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

27-40-02 Stabilizer Actuator Electric Motor

Ident.: 9-MI-27-40-00004050.0000001 / 28 JUN 2022
Applicable to: ALL

27-40-02A Electric motor 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**-**

The stabilizer actuator electric motor 3 may be inoperative.

27-40-02B Electric motor 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H / ETOPS**

The stabilizer actuator electric motor 2 may be inoperative provided that:

1) ETOPS is not conducted, and

2) ELAC 1 pitch channel is considered inoperative.

Refer to 9-MI-27-93-01 ELAC 1

27-51-01	SFCC Flap Channel

Ident.: 9-MI-27-51-00004051.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

27-51-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) (m) SFCC 2 flap channel may be inoperative provided that:

1) It is deactivated, and

2) The slats and flaps are checked operative on SFCC 1, and

3) The SFCC 1 flap WTB is checked operative before the first MMEL dispatch and then every day, and

4) All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and

5) The minimum idle on ground is considered inoperative.

Refer to 9-MI-73-20-05 Minimum Idle on Ground

Reference(s)

(o) *Refer to OpsProc 27-51-01A SFCC Flap Channel*
(m) *Refer to AMM Task 27-51-00-040-001*

27-51-01	SFCC Flap Channel

Ident.: 9-MI-27-51-00004051.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

27-51-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) (m) SFCC 2 flap channel may be inoperative provided that:

1) It is deactivated, and

2) The OAT is below ISA+35 °C, and

3) The slats and flaps are checked operative on SFCC 1, and

4) The SFCC 1 flap WTB is checked operative before the first MMEL dispatch and then every day, and

5) All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and

6) The minimum idle on ground is considered inoperative.

Refer to 9-MI-73-20-05 Minimum Idle on Ground

Reference(s)

(o) *Refer to OpsProc 27-51-01A SFCC Flap Channel*
(m) *Refer to AMM Task 27-51-00-040-001*

27-51-02	Flap Wing Tip Brakes Solenoid

Ident.: 9-MI-27-51-00004052.0000001 / 28 JUN 2022
Applicable to: ALL

27-51-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

COMPANY NOTES OPS affected
H

(o) (m) One or two solenoids associated with the SFCC 2 may be inoperative provided that the SFCC 1 flap WTB is checked operative before the first MEL dispatch and then every day.

Reference(s)

(o) *Refer to OpsProc 27-51-02A Flap Wing Tip Brakes Solenoid*
(m) *Refer to AMM Task 27-51-00-040-004*

27-54-01	Flap Hydraulic Motor

Ident.: 9-MI-27-54-00004053.0000001 / 28 JUN 2022
Applicable to: ALL

27-54-01A Green motor inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

Green motor may be inoperative.

27-54-01B Yellow motor inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

Yellow motor may be inoperative provided that the blue slat motor is operative.

27-54-02	Flap PCU Valve Block

Ident.: 9-MI-27-54-00004054.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

27-54-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

The valve block associated with SFCC 2 may be inoperative provided that the SFCC 2 flap channel is considered inoperative.

Refer to 9-MI-27-51-01 SFCC Flap Channel

27-54-02	Flap PCU Valve Block

Ident.: 9-MI-27-54-00004054.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

27-54-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

The valve block associated with SFCC 2 may be inoperative provided that the SFCC 2 flap channel is considered inoperative.

Refer to 9-MI-27-51-01 SFCC Flap Channel

27-54-03	Flap Pressure-Off Brake

Ident.: 9-MI-27-54-00004055.0000001 / 28 JUN 2022
Applicable to: ALL

27-54-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

27-64-01	Spoiler 5

Ident.: 9-MI-27-64-00004056.0000001 / 28 JUN 2022
Applicable to: ALL

27-64-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) (m) The pair of spoilers 5 may be inoperative provided that:

1) The affected spoiler is deactivated in the retracted position, and

2) The pairs of spoilers 1, 2, 3, and 4 are operative.

Reference(s)

(o) *Refer to OpsProc 27-64-01A Spoiler 5*
(m) *Refer to AMM Task 27-64-00-040-001*

27-64-02	Spoiler 1 or 3

Ident.: 9-MI-27-64-00004057.0000001 / 28 JUN 2022
Applicable to: ALL

27-64-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**H**

(o) (m) One pair of spoilers 1 or 3 may be inoperative provided that:

1) The affected spoiler is deactivated in the retracted position, and

2) The pairs of spoilers 2, 4, and 5 are operative, and

3) Performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 27-64-02A Spoiler 1 or 3*
(m) *Refer to AMM Task 27-64-00-040-001*

27-64-03	Spoiler 2 or 4

Ident.: 9-MI-27-64-00004058.0000001 / 28 JUN 2022
Applicable to: ALL

27-64-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**H**

(o) (m) One pair of spoilers 2 or 4 may be inoperative in the retracted position provided that:

1) The affected spoiler is deactivated in the retracted position, and

2) The pairs of spoilers 1, 3, and 5 are operative, and

3) The SFCC 2 flap channel is operative, and

4) The Flight Manual performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 27-64-03A Spoiler 2 or 4*
(m) *Refer to AMM Task 27-64-00-040-001*

27-64-04	Spoilers 1 and 2

Ident.: 9-MI-27-64-00004059.0000100 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

27-64-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H / LVO**

(o) (m) The pairs of spoilers 1 and 2 may be inoperative in the retracted position provided that:

1) The affected spoilers are deactivated in the retracted position, and

2) The pairs of spoilers 3, 4, and 5 are operative, and

3) The SFCC 2 flap channel is operative, and

4) Performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 27-64-04A Spoilers 1 and 2*
(m) *Refer to AMM Task 27-64-00-040-002*

27-64-04	Spoilers 1 and 2

Ident.: 9-MI-27-64-00004059.0000200 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

27-64-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H / LVO**

(o) (m) One pair of spoilers 1 and 2 may be inoperative provided that:

1) The affected spoilers are deactivated in the retracted position, and

2) The pairs of spoilers 3, 4, and 5 are operative, and

3) The SFCC 2 flap channel is operative, and

4) Performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 27-64-04A Spoilers 1 and 2*
(m) *Refer to AMM Task 27-64-00-040-002*

27-64-05	Spoilers 3 and 4

Ident.: 9-MI-27-64-00004060.0000001 / 28 JUN 2022
Applicable to: ALL

27-64-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

(o) (m) The pairs of spoilers 3 and 4 may be inoperative in the retracted position provided that:

1) The affected spoilers are deactivated in the retracted position, and

2) The pairs of spoilers 1, 2, and 5 are operative, and

3) The TR 1 and TR 2 are operative, and

4) The DC TIE contactor 1PC1 is checked closed, and

5) The SFCC 2 flap channel is operative, and

6) The Flight Manual performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 27-64-05A Spoilers 3 and 4*
(m) *Refer to AMM Task 27-64-00-040-001*

27-81-01 SFCC Slat Channel

Ident.: 9-MI-27-81-00004063.0000001 / 28 JUN 2022
Applicable to: ALL

27-81-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) (m) SFCC 2 slat channel may be inoperative provided that:

1) It is deactivated, and

2) The slats and flaps are checked operative on SFCC 1, and

3) The SFCC 1 slat WTB is checked operative before the first MEL dispatch and then every day, and

4) All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and

5) Takeoff is not performed in CONF 1+F.

Reference(s)

(o) *Refer to OpsProc 27-81-01A SFCC Slat Channel*
(m) *Refer to AMM Task 27-51-00-040-005*

27-81-02 Slat Wing Tip Brakes Solenoid

Ident.: 9-MI-27-81-00004064.0000001 / 28 JUN 2022
Applicable to: ALL

27-81-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**H**

(o) (m) One or two solenoids associated with the SFCC 2 may be inoperative provided that the SFCC 1 slat WTB is checked operative before the first MEL dispatch and then every day.

Reference(s)

(o) *Refer to OpsProc 27-81-02A Slat Wing Tip Brakes Solenoid*
(m) *Refer to AMM Task 27-81-00-040-001*

27-84-01	Slats Hydraulic Motor

Ident.: 9-MI-27-84-00004065.0000001 / 28 JUN 2022
Applicable to: ALL

27-84-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

27-84-02	Slat PCU Valve Block

Ident.: 9-MI-27-84-00004066.0000001 / 28 JUN 2022
Applicable to: ALL

27-84-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

The valve block associated with SFCC 2 may be inoperative provided that the SFCC 2 slat channel is considered inoperative.

Refer to 9-MI-27-81-01 SFCC Slat Channel

27-84-03	Slat Pressure-Off Brake

Ident.: 9-MI-27-84-00004067.0000001 / 28 JUN 2022
Applicable to: ALL

27-84-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

27-92-01 Speedbrake Control System

Ident.: 9-MI-27-92-00004068.0000001 / 18 DEC 2024
Applicable to: ALL

27-92-01A Speedbrake control system inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) Speedbrake control system may be inoperative provided that the performance penalties associated with the ground spoiler control system inoperative are applied.

Reference(s)

(o) *Refer to OpsProc 27-92-01A Speedbrake Control System (speedbrake control system inoperative)*

27-92-01B Speedbrake 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**H**

(o) Speedbrake 2 may be inoperative provided that the performance penalties associated with one pair of spoilers inoperative are applied.

Reference(s)

(o) *Refer to OpsProc 27-92-01B Speedbrake Control System (speedbrake 2 inoperative)*

27-92-01C Speedbrakes 3 and 4 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**H**

(o) Speedbrakes 3 and 4 may be inoperative provided that the performance penalties associated with two pairs of spoilers inoperative are applied.

Reference(s)

(o) *Refer to OpsProc 27-92-01C Speedbrake Control System (speedbrakes 3 and 4 inoperative)*

27-92-02 Ground Spoiler Control System

Ident.: 9-MI-27-92-00004069.0000001 / 28 JUN 2022
Applicable to: ALL

27-92-02A Ground spoiler control system inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) May be inoperative provided that:

1) Both thrust reversers are not taken into account for performance computation, and

2) The autobrake function is not used, and

3) The performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 27-92-02A Ground Spoiler Control System (ground spoiler control system inoperative)*

27-92-02B Spoilers 5 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**-**

(o) The pair of spoilers 5 may be inoperative.

Reference(s)

(o) *Refer to OpsProc 27-92-02B Ground Spoiler Control System (pair of spoilers 5 inoperative)*

27-92-02C Spoilers 1 and 2, or spoilers 3 and 4 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**H**

(o) The pairs of spoilers 1 and 2 or the pairs of spoilers 3 and 4 may be inoperative provided that the performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 27-92-02C Ground Spoiler Control System (pairs of spoilers 1 and 2 or pairs of spoilers 3 and 4 inoperative)*

27-92-03	SIDESTICK PRIORITY light

Ident.: 9-MI-27-92-00004070.0000001 / 28 JUN 2022
Applicable to: ALL

27-92-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**4**	**4**	**No**	**-**

All must be operative.

27-92-04	Sidestick Dual Input Visual Warnings

Ident.: 9-MI-27-92-00004071.0000001 / 28 JUN 2022
Applicable to: ALL

27-92-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

One or both may be inoperative.

27-92-05	Sidestick Dual Input Aural Warning

Ident.: 9-MI-27-92-00004072.0000001 / 28 JUN 2022
Applicable to: ALL

27-92-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative.

27-93-01	ELAC 1

Ident.: 9-MI-27-93-00004073.0000001 / 14 MAY 2024
Applicable to: ALL

27-93-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H / LVO / ETOPS

(o) (m) ELAC 1 or any ELAC 1 function may be inoperative provided that:

1) ETOPS is not conducted, and

2) All SECs, SFCCs, LGCIUs, RAs, ADIRS and FACs are operative, and

3) The pairs of spoilers 2, 3, 4, and 5 are operative, and

4) The TR 1 and the TR 2 are operative, and

5) Both accelerometers associated with the ELAC 2 are checked operative before each flight, and

6) All sidesticks transducers associated with the ELAC 2 and the three SECs are checked operative before each flight, and

7) The DC TIE contactor 1PC1 is checked closed, before each flight, and

8) The elevators and roll spoilers control is checked operative through the SECs before each flight, and

9) The ailerons control is checked operative through the ELAC 2 before each flight.

Note: *F/O take-over pb cannot disengage AP 1.*

Reference(s)

(o) *Refer to OpsProc 27-93-01A ELAC 1*
(m) *Refer to AMM Task 27-93-00-040-001*

27-93-02	ELAC 2

Ident.: 9-MI-27-93-00004074.0000001 / 28 JUN 2022
Applicable to: ALL

27-93-02A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

27-93-03	Pitch Normal Law

Ident.: 9-MI-27-93-00004075.0000001 / 28 JUN 2022
Applicable to: ALL

27-93-03A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

27-94-01	SEC 1

Ident.: 9-MI-27-94-00004076.0000004 / 28 JUN 2022
Applicable to: ALL

27-94-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H / ETOPS

(o) (m) May be inoperative provided that:

1) ETOPS is not conducted, and

2) It is deactivated, and

3) The SEC 2 and the SEC 3 are operative, and

4) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and

5) The SFCC 2 flap channel is operative, and

6) All aileron servo-controls are operative, and

7) The TR 1 and TR 2 are operative, and

8) The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and

9) The DC TIE contactor 1PC1 is checked closed, before each flight, and

10) The elevators control through the SEC 2 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight, and

11) The Flight Manual performance penalties for the pairs of spoilers 3 and 4 inoperative are applied.

Reference(s)

(o) *Refer to OpsProc 27-94-01A SEC 1*
(m) *Refer to AMM Task 27-94-00-040-002*

27-94-02	SEC 2

Ident.: 9-MI-27-94-00004078.0000002 / 28 JUN 2022
Applicable to: ALL

27-94-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) **(m)** May be inoperative provided that:

1) It is deactivated, and

2) The SEC 1 and the SEC 3 are operative, and

3) All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and

4) All aileron servo-controls are operative, and

5) The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and

6) The elevators control through the SEC 1 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 27-94-02A SEC 2*
(m) *Refer to AMM Task 27-94-00-040-002*

27-94-03	SEC 3

Ident.: 9-MI-27-94-00004079.0000001 / 28 JUN 2022
Applicable to: ALL

27-94-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) May be inoperative provided that:

1) It is deactivated, and

2) The SEC 1 and SEC 2 are operative, and

3) The SFCC 2 flap channel is operative, and

4) All aileron servo-controls are operative, and

5) All roll spoilers associated with the operative SECs are operative, and

6) Performance penalties for the pairs of spoilers 1 and 2 inoperative are applied.

Reference(s)

(o) *Refer to OpsProc 27-94-03A SEC 3*

27-95-01	FCDC 1

Ident.: 9-MI-27-95-00004080.0000001 / 28 JUN 2022
Applicable to: ALL

27-95-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

27-95-02	FCDC 2

Ident.: 9-MI-27-95-00004081.0000001 / 28 JUN 2022
Applicable to: ALL

27-95-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 27-95-02A FCDC 2*

28-00-01	**FUEL** MAINTENANCE **Message**

Ident.: 9-MI-28-00-00004082.0000001 / 28 JUN 2022
Applicable to: ALL

28-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**-**	**No**

COMPANY NOTES OPS affected
M

FUEL MAINTENANCE message may be displayed on the STATUS SD page.

FUEL OVERHEAD PANEL

28-01-01-01	Wing TK PUMP pb-sw FAULT light

Ident.: 9-MI-28-01-01-00004083.0000001 / 28 JUN 2022
Applicable to: ALL

28-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**Yes**	**-**

One or more may be inoperative provided that the corresponding pump is set to OFF when the associated tank is empty.

28-01-01-02	Wing TK PUMP pb-sw OFF light

Ident.: 9-MI-28-01-01-00004084.0000001 / 28 JUN 2022
Applicable to: ALL

28-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**Yes**	**-**

One or more may be inoperative provided that the corresponding pump indication is operative on the FUEL SD page.

28-01-01-03	X FEED pb-sw ON light

Ident.: 9-MI-28-01-01-00004085.0000001 / 28 JUN 2022
Applicable to: ALL

28-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the X FEED indication is operative on the FUEL SD page.

28-01-01-04	X FEED pb-sw OPEN light

Ident.: 9-MI-28-01-01-00004086.0000001 / 28 JUN 2022
Applicable to: ALL

28-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the X FEED indication is operative on the FUEL SD page.

28-01-01-05	CTR TK PUMP pb-sw FAULT light

Ident.: 9-MI-28-01-01-00004087.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

28-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the corresponding pump is set to OFF when there is no fuel in the center tank.

28-01-01-05	CTR TK XFR pb-sw FAULT light

Ident.: 9-MI-28-01-01-00004087.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

28-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the corresponding transfer valve is set to OFF when there is no fuel in the center tank.

28-01-01-06	CTR TK PUMP pb-sw OFF light

Ident.: 9-MI-28-01-01-00004088.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

28-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the corresponding pump indication is operative on the FUEL SD page.

28-01-01-06	CTR TK XFR pb-sw OFF light

Ident.: 9-MI-28-01-01-00004088.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

28-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the corresponding transfer valve indication is operative on the FUEL SD page.

28-01-01-07	FUEL MODE SEL pb-sw FAULT light

Ident.: 9-MI-28-01-01-00004089.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

28-01-01-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that all tank pumps indications are operative on the FUEL SD page.

Reference(s)

(o) *Refer to OpsProc 28-01-01-07A CTR TK MODE SEL pb-sw FAULT light*

28-01-01-07	FUEL MODE SEL pb-sw FAULT light

Ident.: 9-MI-28-01-01-00004089.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

28-01-01-07B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that all wing tank pumps and center tank transfer valves indications are operative on the FUEL SD page.

28-01-01-08	ACT pb-sw FAULT light

Ident.: 9-MI-28-01-01-00004090.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-01-01-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that the fuel quantity indications of the ACT(s) and of the center tank are operative on the FUEL SD page.

Reference(s)

(o) *Refer to OpsProc 28-01-01-08A ACT pb-sw FAULT light*

28-01-01-09	ACT pb-sw FWD light

Ident.: 9-MI-28-01-01-00004091.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-01-01-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

FUEL QUANTITY INDICATIONS ON THE FUEL SD PAGE

28-07-01-01	Fuel On Board (FOB) Indication on the FUEL SD page

Ident.: 9-MI-28-07-01-00004092.0000001 / 28 JUN 2022
Applicable to: ALL

28-07-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 28-07-01-01A Fuel On Board (FOB) Indication on the FUEL SD page*

28-07-01-02	Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page

Ident.: 9-MI-28-07-01-00004093.0000001 / 28 JUN 2022
Applicable to: ALL

28-07-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(o) One or more FQI may be in the degraded mode (with dashes on the two last digits) provided that the loss of accuracy is taken into account for the fuel planning for each affected tank.

Note: *The Fuel On Board indication is also in the degraded mode.*

Reference(s)

(o) *Refer to OpsProc 28-07-01-02A Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page*

28-07-01-03	Outer Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MI-28-07-01-00004094.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-07-01-03A Check of fuel quantity in the associated tank after refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) (m) One may be inoperative provided that:

1) The fuel quantity in the associated tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on refuel/defuel control panel, and

2) The associated fuel used indication is operative, and

3) The associated inner tank indication is operative.

Reference(s)

(o) *Refer to OpsProc 28-07-01-03A Outer Tank Fuel Quantity Indication on the FUEL SD page*
(m) *Refer to AMM Task 28-40-00-040-003*

28-07-01-03B High level fuel detection system checked operative before refueling and associated inner tank indication operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be inoperative provided that:

1) The high level fuel detection system is checked operative before refueling, and

2) The tanks in both wings are full, and

3) The associated fuel used indication is operative, and

4) The associated inner tank indication is operative.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-802*

28-07-01-03C Check of fuel quantity in the associated wing after refueling/defueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**1**	**No**	**H**

(o) (m) One may be inoperative provided that:

1) The fuel quantity in the associated wing (inner and outer tanks) is checked after each refueling/defueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and

2) The associated fuel used indication is operative.

Reference(s)

(o) *Refer to OpsProc 28-07-01-03C Outer Tank Fuel Quantity Indication on the FUEL SD page*
(m) *Refer to AMM Task 28-40-00-040-003*

28-07-01-03D High level fuel detection system checked operative before refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**1**	**No**	**H**

(m) One may be inoperative provided that:

1) The high level fuel detection system is checked operative before refueling, and

2) The tanks in both wings are full, and

3) The associated fuel used indication is operative.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-802*

28-07-01-04	Inner Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MI-28-07-01-00004095.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-07-01-04A Check of fuel quantity in the associated tank after refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) (m) One may be inoperative provided that:

1) The fuel quantity in the associated tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and

2) The associated fuel used indication is operative.

Reference(s)

(o) *Refer to OpsProc 28-07-01-04A Inner/Wing Tank Fuel Quantity Indication on the FUEL SD page*
(m) *Refer to AMM Task 28-40-00-040-005*

28-07-01-04B High level fuel detection system checked operative before refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be inoperative provided that:

1) The high level fuel detection system is checked operative before refueling, and

2) The tanks in both wings are full, and

3) The associated fuel used indication is operative.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-803*
Refer to AMM Task 28-40-00-040-804

28-07-01-04	Wing Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MI-28-07-01-00004095.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

28-07-01-04A Check of fuel quantity in the associated tank after refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) (m) One may be inoperative provided that:

1) The fuel quantity in the associated tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and

2) The associated fuel used indication is operative.

Reference(s)

(o) *Refer to OpsProc 28-07-01-04A Inner/Wing Tank Fuel Quantity Indication on the FUEL SD page*
(m) *Refer to AMM Task 28-40-00-040-005*

28-07-01-05	Center Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MI-28-07-01-00004096.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

28-07-01-05A Check of fuel quantity after refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The fuel quantity in the center tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and

2) All wing tanks fuel quantity indications are operative, and

3) Both fuel used indications are operative.

Reference(s)

(o) *Refer to OpsProc 28-07-01-05A Center Tank Fuel Quantity Indication on the FUEL SD page*

(m) *Refer to AMM Task 28-40-00-040-006*

28-07-01-05B Fuel in the center tank not usable

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that there is no fuel in the center tank or the fuel in this tank is considered as not usable and as part of the ZFW and is taken into account for CG determination.

28-07-01-05	Center Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MI-28-07-01-00004096.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

Note: *This failure will result in the display of the FUEL ACT XFR FAULT alert while the automatic transfer is still operative.*
Refer to 9-MI-28-09-03 FUEL ACT XFR FAULT Alert

28-07-01-05A Check of fuel quantity after refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The fuel quantity in the center tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and

2) All wing tanks and ACT(s) fuel quantity indications are operative, and

3) Both fuel used indications are operative, and

4) The forward transfer from ACT(s) to the center tank is monitored during the flight.

Reference(s)

(o) *Refer to OpsProc 28-07-01-05A Center Tank Fuel Quantity Indication on the FUEL SD page*
(m) *Refer to AMM Task 28-40-00-040-006*

28-07-01-05B Fuel in the center tank not usable

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that:

1) There is no fuel in the center tank or the fuel in this tank is considered as not usable and as part of the ZFW and is taken into account for CG determination, and

2) There is no fuel in any ACT.

28-07-01-06	**ACT Fuel Quantity Indication on the FUEL SD page**

Ident.: 9-MI-28-07-01-00004097.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

Note: *This failure will result in the inhibition of the FUEL ACT XFR FAULT alert.*
Refer to 9-MI-28-09-03 FUEL ACT XFR FAULT Alert

28-07-01-06B Fuel in the ACT

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) One fuel quantity indication may be inoperative provided that:

1) All wing tanks and center tank and the other ACT (if two ACTs are installed) fuel quantity indications are operative, and

2) Both fuel used indications are operative, and

3) The forward transfer from ACT(s) to the center tank is monitored during the flight.

Reference(s)

(o) *Refer to OpsProc 28-07-01-06B ACT Fuel Quantity Indication on the FUEL SD page*

28-07-01-06C ACT empty

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative provided that there is no fuel in any ACT.

FUEL TEMPERATURE INDICATIONS ON THE FUEL SD PAGE

28-07-02-01	Fuel Temperature Indication on the FUEL SD page

Ident.: 9-MI-28-07-02-00004098.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-07-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**-**

One in each wing or both in one wing may be inoperative.

28-07-02-01	Fuel Temperature Indication on the FUEL SD page

Ident.: 9-MI-28-07-02-00004098.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

28-07-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

TANK PUMP INDICATIONS ON THE FUEL SD PAGE

28-07-03-01	Wing Tank Pump Indication on the FUEL SD page

Ident.: 9-MI-28-07-03-00004099.0000001 / 28 JUN 2022
Applicable to: ALL

28-07-03-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

One or more may be inoperative.

28-07-03-02	Center Tank Pump Indication on the FUEL SD page

Ident.: 9-MI-28-07-03-00004100.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

28-07-03-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

VALVE INDICATIONS ON THE FUEL SD PAGE

28-07-04-01	Engine LP Fuel Valve Indication on the FUEL SD page

Ident.: 9-MI-28-07-04-00004101.0000001 / 28 JUN 2022
Applicable to: ALL

28-07-04-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(m) One or both may be inoperative provided that the associated LP valve is checked operative before each flight.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-009*

28-07-04-02	APU LP Fuel Valve Indication on the FUEL SD page

Ident.: 9-MI-28-07-04-00004102.0000001 / 28 JUN 2022
Applicable to: ALL

28-07-04-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that:

1) The APU LP valve is secured in the closed position and,

2) The APU is considered inoperative.

Refer to 9-MI-49-10-01 Power Plant (APU)

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-001*

28-07-04-03	Crossfeed Valve Indication on the FUEL SD page

Ident.: 9-MI-28-07-04-00004103.0000001 / 28 JUN 2022
Applicable to: ALL

28-07-04-03A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(m) May be inoperative provided that:

1) ETOPS is not conducted, and

2) Operation of the crossfeed valve is checked before the first flight of each day.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-002*

28-07-04-03B ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(m) For ETOPS, may be inoperative provided that the operation of crossfeed valve is checked before each flight.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-002*

28-07-04-04	Wing Transfer Valve Indication on the FUEL SD page

Ident.: 9-MI-28-07-04-00004104.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-07-04-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) (m) One or both may be inoperative provided that:

1) The fuel quantity indications of the associated inner and outer tanks are operative, and

2) The transfer valve operation is checked before each flight and when used in flight.

Reference(s)

(o) *Refer to OpsProc 28-07-04-04A Wing Transfer Valve Indication on the FUEL SD page*
(m) *Refer to AMM Task 28-40-00-040-004*

28-07-04-05	Center Tank Transfer Valve Indication on the FUEL SD page

Ident.: 9-MI-28-07-04-00004105.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

28-07-04-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

28-07-04-06	ACT to CTR TK Transfer (Arrow) Indication on the FUEL SD page

Ident.: 9-MI-28-07-04-00004106.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-07-04-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the fuel quantity indications (both FQI if both ACTs installed) of the ACT(s) and of the center tank are operative on the FUEL SD page.

FUEL FLOW INDICATION ON THE FUEL SD PAGE

28-07-05-01	Fuel Flow 1+2 Indication on the FUEL SD page

Ident.: 9-MI-28-07-05-00004107.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

28-07-05-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative.

FUEL USED INDICATION ON THE FUEL SD PAGE

28-07-06-01	Fuel Used Indication on the FUEL SD page

Ident.: 9-MI-28-07-06-00004108.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

28-07-06-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to 9-MI-73-07-01 F. USED Indication on the ENGINE SD PAGE

28-07-06-01	Fuel Used Indication on the FUEL SD page

Ident.: 9-MI-28-07-06-00004108.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

28-07-06-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to 9-MI-73-07-01 Fuel Used Indication on the ENGINE SD PAGE

28-07-06-02	Fuel Used 1+2 Indication on the FUEL SD page

Ident.: 9-MI-28-07-06-00004109.0000003 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

28-07-06-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

28-09-01	FUELL(R) INNER(OUTER) TK HI TEMP **Alert**

Ident.: 9-MI-28-09-00004110.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-09-01A One or two inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**-**

(o) One in each wing or both in one wing may be displayed provided that:

1) The fuel temperature indications of the non affected tanks are operative on the FUEL SD page, and

2) The fuel temperature is monitored before takeoff and during the flight.

Note: *For fuel temperature limitations, Refer to 1-FUEL Fuel Temperature.*
For fuel temperature limits when JP4 and JET B fuels are used, Refer to 1-FUEL Fuel Temperature

Reference(s)

(o) *Refer to OpsProc 28-09-01A FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

28-09-01B One or more inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

(o) One or more may be displayed provided that:

1) The fuel temperature indications are operative on the FUEL SD page, and

2) The fuel temperature is monitored before takeoff and during the flight.

Note: *For fuel temperature limitations, Refer to 1-FUEL Fuel Temperature.*
For fuel temperature limits when JP4 and JET B fuels are used, Refer to 1-FUEL Fuel Temperature

Reference(s)

(o) *Refer to OpsProc 28-09-01B FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

28-09-01	FUELL(R) WING TK HI TEMP **Alert**

Ident.: 9-MI-28-09-00004110.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

28-09-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be displayed provided that:

1) The fuel temperature indications of the opposite wing are operative on the FUEL SD page, and

2) The fuel temperature is monitored before takeoff and during the flight.

Note: *For fuel temperature limitations, Refer to 1-FUEL Fuel Temperature.*

Reference(s)

(o) *Refer to OpsProc 28-09-01A FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

28-09-01B Two inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be displayed provided that:

1) The fuel temperature indications are operative on the FUEL SD page, and

2) The fuel temperature is monitored before takeoff and during the flight.

Note: *For fuel temperature limitations, Refer to 1-FUEL Fuel Temperature.*

Reference(s)

(o) *Refer to OpsProc 28-09-01B FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

28-09-02	FUELL(R) INNER(OUTER) TK LO TEMP **Alert**

Ident.: 9-MI-28-09-00004111.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-09-02A One or two inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**-**

(o) One in each wing or both in one wing may be displayed provided that:

1) The fuel temperature indications of the non affected tanks are operative on the FUEL SD page, and

2) The fuel temperature is monitored before takeoff and during the flight.

Note: *For fuel temperature limitations, Refer to 1-FUEL Fuel Temperature.*
For fuel temperature limits when JP4 and JET B fuels are used, Refer to 1-FUEL Fuel Temperature Limits when JP4 and JET B Fuels are Used.

Reference(s)

(o) *Refer to OpsProc 28-09-02A FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert*

28-09-02B One or more inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

(o) One or more may be displayed provided that:

1) The fuel temperature indications are operative on the FUEL SD page, and

2) The fuel temperature is monitored before takeoff and during the flight.

Note: *For fuel temperature limitations, Refer to 1-FUEL Fuel Temperature.*
For fuel temperature limits when JP4 and JET B fuels are used, Refer to 1-FUEL Fuel Temperature Limits when JP4 and JET B Fuels are Used.

Reference(s)

(o) *Refer to OpsProc 28-09-02B FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert*

28-09-02	FUELL(R) WING TK LO TEMP **Alert**

Ident.: 9-MI-28-09-00004111.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

28-09-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be displayed provided that:

1) The fuel temperature indications of the opposite wing are operative on the FUEL SD page, and

2) The fuel temperature is monitored before takeoff and during the flight.

Note: *For fuel temperature limitations, Refer to 1-FUEL Fuel Temperature.*

Reference(s)

(o) *Refer to OpsProc 28-09-02A FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert*

28-09-02B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be displayed provided that:

1) The fuel temperature indications are operative on the FUEL SD page, and

2) The fuel temperature is monitored before takeoff and during the flight.

Note: *For fuel temperature limitations, Refer to 1-FUEL Fuel Temperature.*

Reference(s)

(o) *Refer to OpsProc 28-09-02B FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert*

28-09-03	FUELACT XFR FAULT **Alert**

Ident.: 9-MI-28-09-00004112.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-09-03A ACT empty

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be displayed provided that there is no fuel in any ACT.

28-09-03B ACT fuel transfer monitored

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be displayed provided that the forward transfer from the ACT(s) to the center tank is monitored during the flight.

Reference(s)

(o) *Refer to OpsProc 28-09-03B FUEL ACT XFR FAULT Alert*

28-09-04	FUELACT PUMP LO PR **Alert**

Ident.: 9-MI-28-09-00004113.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-09-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be displayed.

28-12-01	Overpressure Protector between the Inner and the Outer Tank

Ident.: 9-MI-28-12-00004114.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-12-01A Inner tank temperature monitored

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be broken or missing provided that the fuel temperature of the inner tank is monitored.

Reference(s)

(o) *Refer to OpsProc 28-12-01A Overpressure Protector Between the Inner and the Outer Tank (Inner tank fuel temperature monitored)*

28-12-01B Transfer valves secured open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) **(m)** One or both may be broken or missing provided that the associated transfer valves are secured in the open position after each refueling, or after each aircraft repowering.

Reference(s)

(o) *Refer to OpsProc 28-12-01B Overpressure Protector Between the Inner and the Outer Tank (Transfer valves opened)*
(m) *Refer to AMM Task 28-12-00-040-003*

28-12-02	Overpressure Protector in the Vent Surge Tank

Ident.: 9-MI-28-12-00004115.0000001 / 28 JUN 2022
Applicable to: ALL

28-12-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be broken or missing.

Reference(s)

(o) *Refer to OpsProc 28-12-02A Overpressure Protector in the Vent Surge Tank*

28-12-03	Overpressure Protector in the Inner Tank

Ident.: 9-MI-28-12-00004116.0000002 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-12-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

28-12-03	Overpressure Protector in the Wing Tank

Ident.: 9-MI-28-12-00004116.0000003 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

28-12-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

28-12-04	Overpressure Protector between the Center and the Inner Tank

Ident.: 9-MI-28-12-00004117.0000002 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-12-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

28-12-04	Overpressure Protector between the Center and the Wing Tank

Ident.: 9-MI-28-12-00004117.0000001 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

28-12-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

28-12-05	Overpressure Protector in the ACT ⏪

Ident.: 9-MI-28-12-00004118.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-12-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

All may be broken or missing provided that the ACT auto transfer system is considered inoperative.

Refer to 9-MI-28-28-01 ACT Auto Transfer System

28-15-01	LH Wing Transfer Valve

Ident.: 9-MI-28-15-00004119.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-15-01A One or both inoperative open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be inoperative in the open position.

Reference(s)

(o) *Refer to OpsProc 28-15-01A LH Wing Transfer Valve (At least one transfer valve open)*

28-15-01B One or both inoperative with not usable fuel

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) One or both may be inoperative in the closed position provided that the fuel in the LH outer tank is considered as not usable and as part of the ZFW.

Reference(s)

(o) *Refer to OpsProc 28-15-01B LH Wing Transfer Valve (At least one transfer valve failed closed)*

28-15-01C One inoperative closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) **(m)** One may be inoperative in the closed position provided that the remaining LH wing transfer valve is secured in the open position after each refueling, or after each aircraft repowering.

Reference(s)

(o) *Refer to OpsProc 28-15-01C LH Wing Transfer Valve (At least one transfer valve open)*
(m) *Refer to AMM Task 28-15-00-040-001*

28-15-02	RH Wing Transfer Valve

Ident.: 9-MI-28-15-00004120.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-15-02A One or both inoperative open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be inoperative in the open position.

Reference(s)

(o) *Refer to OpsProc 28-15-02A RH Wing Transfer Valve (At least one transfer valve open)*

28-15-02B One or both inoperative with not usable fuel

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) One or both may be inoperative in the closed position provided that the fuel in the RH outer tank is considered as not usable and as part of the ZFW.

Reference(s)

(o) *Refer to OpsProc 28-15-02B RH Wing Transfer Valve (At least one transfer valve failed closed)*

28-15-02C One inoperative closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) **(m)** One may be inoperative in the closed position provided that the remaining RH wing transfer valve is secured in the open position after each refueling, or after each aircraft repowering.

Reference(s)

(o) *Refer to OpsProc 28-15-02C RH Wing Transfer Valve (At least one transfer valve open)*
(m) *Refer to AMM Task 28-15-00-040-002*

28-20-01	Automatic Fuel Feed System

Ident.: 9-MI-28-20-00004121.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

28-20-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 28-20-01A Automatic Fuel Feed System*

28-21-01	Wing Tank Pump

Ident.: 9-MI-28-21-00004122.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

28-21-01A JP4/JET B not used

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**3**	**Yes**	**H**

(o) One pump may be inoperative provided that JP4/JET B is not used.

Reference(s)

(o) *Refer to OpsProc 28-21-01A Wing Tank Pump*

28-21-01B Use of JP4/JET B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**3**	**Yes**	**H**

(o) Pump 2 LH or pump 2 RH may be inoperative when JP4/JET B is used provided that the fuel temperature is less than 30 °C.

Reference(s)

(o) *Refer to OpsProc 28-21-01B Wing Tank Pump*

28-21-01	Wing Tank Pump

Ident.: 9-MI-28-21-00004122.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

28-21-01A JP4/JET B not used

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**3**	**Yes**	**H**

(o) One pump may be inoperative provided that JP4/JET B is not used.

Reference(s)

(o) *Refer to OpsProc 28-21-01A Wing Tank Pump*

28-21-01	Wing Tank Pump

Ident.: 9-MI-28-21-00004122.0000300 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

28-21-01A JP4/JET B not used

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**3**	**Yes**	**H**

(o) One pump may be inoperative provided that JP4/JET B is not used.

Reference(s)

(o) *Refer to OpsProc 28-21-01A Wing Tank Pump*

28-21-01B Use of JP4/JET B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**3**	**Yes**	**H**

(o) **(m)** Pump 2 LH or pump 2 RH may be inoperative when JP4/JET B is used provided that:

1) The fuel return valve is checked operative before each flight, and

2) The fuel temperature is less than 30 °C.

Reference(s)

(o) *Refer to OpsProc 28-21-01B Wing Tank Pump*
(m) *Refer to AMM 28-21-00-040-001*

28-21-02	Center Tank Pump

Ident.: 9-MI-28-21-00004123.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

28-21-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H**

(o) One may be inoperative provided that the flight routes permit a landing at a suitable airport if the remaining center tank pump fails with fuel in the center tank.

Reference(s)

(o) *Refer to OpsProc 28-21-02A Center Tank Pump (One inoperative)*

28-21-02D Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

(o) Both may be inoperative provided that:

1) There is no fuel in the center tank or the fuel in the center tank is considered as not usable and as part of the ZFW and is taken into account for CG determination, and

2) The center tank pumps are set to OFF.

Reference(s)

(o) *Refer to OpsProc 28-21-02D Center Tank Pump (Both inoperative)*

28-21-03	Wing Tank Pump Sequence Valve

Ident.: 9-MI-28-21-00004124.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

28-21-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**3**	**No**

COMPANY NOTES OPS affected
-

One may be inoperative provided that the associated pump is set to OFF when the center tank is feeding.

28-22-01	APU Fuel Pump

Ident.: 9-MI-28-22-00004125.0000001 / 28 JUN 2022
Applicable to: ALL

28-22-01A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that ETOPS is not conducted.

Reference(s)

(o) *Refer to OpsProc 28-22-01A APU Fuel Pump*

28-22-01B ETOPS120 min flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**Yes**	**ETOPS**

(o) May be inoperative for four flights provided that ETOPS beyond 120 min is not conducted.

Reference(s)

(o) *Refer to OpsProc 28-22-01B APU Fuel Pump*

28-23-01	Crossfeed Valve

Ident.: 9-MI-28-23-00004126.0000001 / 28 JUN 2022
Applicable to: ALL

28-23-01A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

28-24-01	Engine LP Fuel Valve Electrical Motor

Ident.: 9-MI-28-24-00004127.0000001 / 28 JUN 2022
Applicable to: ALL

28-24-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**3**	**No**

COMPANY NOTES OPS affected
-

(m) One may be inoperative on one engine provided that:

1) The affected motor is deactivated, and

2) The remaining motor is checked operative.

Reference(s)

(m) *Refer to AMM Task 28-24-00-040-002*

28-25-01	Fuel Quantity Preselector

Ident.: 9-MI-28-25-00004128.0000001 / 28 JUN 2022
Applicable to: ALL

28-25-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**-**

One or more may be inoperative.

28-25-02	Fuel Quantity on the Refuel/Defuel Control Panel

Ident.: 9-MI-28-25-00004129.0000001 / 28 JUN 2022
Applicable to: ALL

28-25-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**-**

One or more indications may be inoperative provided that the fuel quantity is continuously monitored on the FUEL SD page during refueling and defueling.

28-25-03	Refuel Valve

Ident.: 9-MI-28-25-00004130.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

28-25-03A Manual refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**H**

(m) One or more may be inoperative provided that the aircraft is manually refueled.

Reference(s)

(m) *Refer to AMM Task 28-25-00-040-005*

28-25-03B Gravity refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative provided that overwing gravity refueling is performed.

28-25-03	**Refuel Valve**

Ident.: 9-MI-28-25-00004130.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

28-25-03A Manual refueling

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**H**

(m) One or more may be inoperative provided that the aircraft is manually refueled.

Reference(s)

(m) *Refer to AMM Task 28-25-00-040-005*

28-25-04	**Transfer Defuel Valve**

Ident.: 9-MI-28-25-00004131.0000001 / 28 JUN 2022
Applicable to: ALL

28-25-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(m) May be inoperative provided that the valve is secured in the closed position.

Reference(s)

(m) *Refer to AMM 28-25-00-040-004*

28-25-05	Exterior Refuel/Defuel Control Panel

Ident.: 9-MI-28-25-00004132.0000100 / 14 MAY 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH

28-25-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that the aircraft is manually refueled.

Reference(s)

(m) *Refer to AMM Task 28-25-00-040-008*

28-25-05	Exterior Refuel/Defuel Control Panel

Ident.: 9-MI-28-25-00004132.0000200 / 14 MAY 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

28-25-05A Cockpit Fuel Quantity pre-selector operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the cockpit fuel quantity pre-selector is operative.

28-25-05B Cockpit Fuel Quantity pre-selector inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that the aircraft is manually refueled.

Reference(s)

(m) *Refer to AMM Task 28-25-00-040-008*

28-25-06	Cockpit Refuel/Defuel Control Panel

Ident.: 9-MI-28-25-00004133.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

28-25-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative.

28-26-01	Center Tank Transfer Valve

Ident.: 9-MI-28-26-00004134.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

28-26-01B One inoperative closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H**

(o) One may be inoperative in the closed position provided that the flight routes permit a landing at a suitable airport if the remaining center tank transfer valve fails with fuel in the center tank.

Reference(s)

(o) *Refer to OpsProc 28-26-01B Center Tank Transfer Valve*

28-26-01E Both inoperative closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

Both may be inoperative in the closed position provided that there is no fuel in the center tank or the fuel in the center tank is considered as not usable and as part of the ZFW and is taken into account for CG determination.

28-26-01F One or both inoperative open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

One or both may be inoperative in the open position provided that there is no fuel in the center tank.

28-26-01	Center Tank Transfer Valve

Ident.: 9-MI-28-26-00004134.0000200 / 28 JUN 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-26-01B One inoperative closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H**

(o) One may be inoperative in the closed position provided that the flight routes permit a landing at a suitable airport if the remaining center tank transfer valve fails with fuel in the center tank and in any ACT.

Reference(s)

(o) *Refer to OpsProc 28-26-01B Center Tank Transfer Valve*

28-26-01E Both inoperative closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

Both may be inoperative in the closed position provided that there is no fuel in any ACT and the center tank or the fuel in any ACT and the center tank is considered as not usable and as part of the ZFW and is taken into account for CG determination.

28-26-01F One or both inoperative open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

One or both may be inoperative in the open position provided that there is no fuel in the center tank and in any ACT.

28-28-01	ACT Auto Transfer System

Ident.: 9-MI-28-28-00004135.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-28-01A ACT empty

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that there is no fuel in any ACT.

28-28-01B Manual fuel transfer operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that:

1) The manual transfer from the ACT(s) to the center tank is operative, and

2) The fuel quantity indications of the ACT(s) and of the center tank are operative on the FUEL SD page.

Reference(s)

(o) *Refer to OpsProc 28-28-01B ACT Auto Transfer System (Manual transfer from the ACT(s) to the center tank operative)*

28-28-01C ACT fuel not usable

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) **(m)** May be inoperative provided that:

1) The fuel in the ACT(s) is considered as not usable and as part of the ZFW and is taken into account for CG determination, and

2) The ACT transfer valve is secured in the closed position.

Reference(s)

(o) *Refer to OpsProc 28-28-01C ACT Auto Transfer System (Fuel in the ACT(s) considered as not usable)*
(m) *Refer to AMM Task 28-28-00-040-009*

28-28-02	ACT Transfer Valve

Ident.: 9-MI-28-28-00004136.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-28-02A Valve closed with the ACT empty

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative in the closed position provided that there is no fuel in any ACT.

28-28-02B Valve open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(m) May be inoperative in the open position provided that a special procedure is applied for refueling the ACT(s).

Reference(s)

(m) *Refer to AMM Task 28-28-00-040-001*

28-28-02C Valve closed with the ACT fuel not usable

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be inoperative provided that:

1) It is secured in the closed position, and

2) The fuel in the ACT(s) is considered as not usable and as part of the ZFW and is taken into account for CG determination.

Reference(s)

(o) *Refer to OpsProc 28-28-02C ACT Transfer Valve*
(m) *Refer to AMM Task 28-28-00-040-010*

28-28-03	ACT Transfer Pump

Ident.: 9-MI-28-28-00004137.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-28-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

28-28-04	ACT Air Shutoff Valve

Ident.: 9-MI-28-28-00004138.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-28-04B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the ACT auto transfer system is considered inoperative.

Refer to 9-MI-28-28-01 ACT Auto Transfer System

28-28-05	ACT Inward Pressure Relief Valve

Ident.: 9-MI-28-28-00004139.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-28-05A Valve open with fuel in the ACT

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

(o) One or more may be inoperative in the open position provided that:

1) The manual transfer from the ACT(s) to the center tank is operative, and

2) The fuel quantity indications of the ACT(s) and of the center tank are operative on the FUEL SD page.

Reference(s)

(o) *Refer to OpsProc 28-28-05A ACT Inward Pressure Relief Valve*

28-28-05B ACT empty

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative provided that there is no fuel in any ACT.

28-28-06	**ACT Vent Valve**

Ident.: 9-MI-28-28-00004140.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-28-06A Use of ACT fuel

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

(o) (m) One or more may be inoperative in the open position provided that:

1) The manual transfer from the ACT(s) to the center tank is operative, and

2) The fuel quantity indications of the ACT(s) and of the center tank are operative on the FUEL SD page.

Reference(s)

(o) *Refer to OpsProc 28-28-06A ACT Vent Valve (Manual transfer from the ACT(s) to the center tank operative)*
(m) *Refer to AMM Task 28-28-00-040-003*

28-28-06B ACT fuel not usable

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

(o) (m) One or more may be inoperative provided that:

1) The fuel in the ACT(s) is considered as not usable and as part of the ZFW and is taken into account for CG determination, and

2) The ACT transfer valve is secured in the closed position.

Reference(s)

(o) *Refer to OpsProc 28-28-06B ACT Vent Valve (Fuel in the ACT(s) considered as not usable)*
(m) *Refer to AMM Task 28-28-00-040-011*

28-28-06E ACT empty

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative provided that there is no fuel in any ACT.

28-28-07	**ACT Refuel Valve**

Ident.: 9-MI-28-28-00004141.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-28-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

Note: *If the refuel valve is inoperative in the closed position, the ACT can be manually refueled. Refer to AMM task 28-25-00-040-005.*

28-28-08	ACT Integrated Impact Wall

Ident.: 9-MI-28-28-00004142.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-28-08A Heat shield not damaged

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**-**

(m) The protection cover of the ACT integrated impact wall may be damaged provided that the heat shield is not damaged.

Reference(s)

(m) *Refer to AMM Task 28-28-00-040-006*

28-28-08B AFT cargo compartment empty

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be damaged or missing provided that the AFT cargo compartment is empty.

28-28-09	ACT 1 Inlet Valve

Ident.: 9-MI-28-28-00004143.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-28-09B All ACTs empty

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative in the closed position provided that there is no fuel in any ACT.

28-28-09C ACTs fuel not usable

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be inoperative in the closed position provided that:

1) The fuel quantity in the ACTs is considered as not usable and as part of the ZFW and is taken into account for CG determination, and

2) The ACT transfer valve is secured in the closed position.

Reference(s)

(o) *Refer to OpsProc 28-28-09C ACT 1 Inlet Valve*
(m) *Refer to AMM Task 28-28-00-040-008*

28-28-09D Use of ACT 1 fuel

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(m) May be inoperative in the open position provided that:

1) The ACT 2 ◁ is empty, and

2) The ACT transfer valve is checked operative before each flight when the ACT 1 is used.

Reference(s)

(m) *Refer to AMM Task 28-28-00-040-004*

28-29-01	APULP Fuel Valve

Ident.: 9-MI-28-29-00004144.0000001 / 28 JUN 2022
Applicable to: ALL

28-29-01A Checked closed on FUEL SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) May be inoperative provided that:

1) It is checked closed on the FUEL SD page, and

2) The APU is not used.

Reference(s)

(o) *Refer to OpsProc 28-29-01A APU LP Fuel Valve*

28-29-01B Secured closed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that:

1) It is secured in the closed position, and

2) The APU is considered inoperative.

Refer to 9-MI-49-10-01 Power Plant (APU)

Reference(s)

(m) *Refer to AMM Task 28-29-00-040-002*

28-43-01	Manual Magnetic Indicators

Ident.: 9-MI-28-43-00004145.0000005 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

28-43-01A Associated fuel quantity indication operative on the FUEL SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**11**	**0**	**No**	**-**

One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page.

28-43-01B High level fuel detection and fuel used indication operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**11**	**0**	**No**	**H**

(m) One or more may be inoperative provided that:

1) The high level fuel detection system is checked operative before refueling, and

2) The tanks in both wings are full, and

3) The associated fuel used indication is operative.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-012*

28-43-01	Manual Magnetic Indicators

Ident.: 9-MI-28-43-00004145.0000006 / 28 JUN 2022
Criteria: A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIRN

28-43-01A Associated fuel quantity indication operative on the FUEL SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**15**	**0**	**No**	**-**

One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page.

28-43-01B High level fuel detection and fuel used indication operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**15**	**0**	**No**	**H**

(m) One or more may be inoperative provided that:

1) The high level fuel detection system is checked operative before refueling, and

2) The tanks in both wings are full, and

3) The associated fuel used indication is operative.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-012*

28-43-01	**Manual Magnetic Indicators**

Ident.: 9-MI-28-43-00004145.0000007 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

28-43-01A Associated fuel quantity indication operative on the FUEL SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**9**	**0**	**No**	**-**

One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page.

28-43-01B High level fuel detection and fuel used indication operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**9**	**0**	**No**	**H**

(m) One or more may be inoperative provided that:

1) The high level fuel detection system is checked operative before refueling, and

2) The tanks in both wings are full, and

3) The associated fuel used indication is operative.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-012*

28-43-01	Manual Magnetic Indicators

Ident.: 9-MI-28-43-00004145.0000008 / 28 JUN 2022
Criteria: A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ

28-43-01A Associated fuel quantity indication operative on the FUEL SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**7**	**0**	**No**	**-**

One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page.

28-43-01B High level fuel detection and fuel used indication operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**7**	**0**	**No**	**-**

(m) One or more may be inoperative provided that:

1) The high level fuel detection system is checked operative before refueling, and

2) The tanks in both wings are full, and

3) The associated fuel used indication is operative.

Reference(s)

(m) *Refer to AMM Task 28-40-00-040-012*

28-43-02	Fuel Quantity Attitude Monitor

Ident.: 9-MI-28-43-00004146.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

28-43-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**M**

May be inoperative provided that it is not required for refueling and defueling procedures.

28-46-01	High Level Detection System in the Inner Tank

Ident.: 9-MI-28-46-00004147.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-46-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the fuel quantity is continuously monitored during refueling.

28-46-01	High Level Detection System in the Wing Tank

Ident.: 9-MI-28-46-00004147.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

28-46-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the fuel quantity is continuously monitored during refueling.

28-46-02	High Level Detection System in the Center Tank

Ident.: 9-MI-28-46-00004148.0000100 / 28 JUN 2022
Criteria: A319 / A320 / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

28-46-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the fuel quantity is continuously monitored during refueling.

28-46-02	High Level Detection System in the Center Tank

Ident.: 9-MI-28-46-00004148.0000200 / 28 JUN 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-46-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that:

1) The fuel quantity is continuously monitored during refueling, and

2) The ACT auto transfer system is considered inoperative.

Refer to 9-MI-28-28-01 ACT Auto Transfer System

28-46-03	High Level Detection System in the ACT ⩤

Ident.: 9-MI-28-46-00004149.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-46-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative provided that the fuel quantity is continuously monitored during refueling.

28-46-04	Low Level Detection System in the Inner Tank

Ident.: 9-MI-28-46-00004150.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

28-46-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

28-46-04	Low Level Detection System in the Wing Tank

Ident.: 9-MI-28-46-00004150.0000002 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

28-46-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

28-46-05	Low Level Detection System in the ACT ⏪

Ident.: 9-MI-28-46-00004151.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

28-46-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative provided that the ACT auto transfer system is considered inoperative.

Refer to 9-MI-28-28-01 ACT Auto Transfer System

28-50-01	Fuel Quantity Indicating Computer (FQIC) Channel

Ident.: 9-MI-28-50-00004152.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

28-50-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**ETOPS**

(o) One may be inoperative for 10 calendar days provided that ETOPS is not conducted.

Reference(s)

(o) *Refer to OpsProc 28-50-01A Fuel Quantity Indicating Computer (FQIC) Channel*

28-50-01	Fuel Quantity Indicating Computer (FQIC) Channel

Ident.: 9-MI-28-50-00004152.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

28-50-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H / ETOPS**

(o) (m) One may be inoperative for 10 calendar days provided that:

1) ETOPS is not conducted, and

2) The aircraft is manually refueled.

Reference(s)

(o) *Refer to OpsProc 28-50-01A Fuel Quantity Indicating Computer (FQIC) Channel*
(m) *Refer to MMP ----*

HYD OVERHEAD PANEL

29-01-01-01	B(Y) ELEC PUMP pb-sw FAULT light

Ident.: 9-MI-29-01-01-00004154.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

29-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the associated reservoir quantity indication is operative on the HYD SD page.

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative.*
Refer to 9-MI-79-09-01 ENG 1(2) OIL LO PR Alert

29-01-01-01	B(Y) ELEC PUMP pb-sw FAULT light

Ident.: 9-MI-29-01-01-00004154.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

29-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the associated reservoir quantity indication is operative on the HYD SD page.

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative and the dispatch is not permitted.*

29-01-01-02	B ELEC PUMP pb-sw OFF light

Ident.: 9-MI-29-01-01-00004155.0000001 / 28 JUN 2022
Applicable to: ALL

29-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

29-01-01-03	Y ELEC PUMP pb-sw ON light

Ident.: 9-MI-29-01-01-00004156.0000001 / 28 JUN 2022
Applicable to: ALL

29-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

29-01-01-04	G(Y) ENG 1(2) PUMP pb-sw FAULT light

Ident.: 9-MI-29-01-01-00004157.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

29-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the associated reservoir quantity indication is operative on the HYD SD page.

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative and the dispatch is not permitted.*

29-01-01-04	G(Y) ENG 1(2) PUMP pb-sw FAULT light

Ident.: 9-MI-29-01-01-00004157.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

29-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the associated reservoir quantity indication is operative on the HYD SD page.

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative.*
Refer to 9-MI-79-09-01 ENG 1(2) OIL LO PR Alert

29-01-01-05	G(Y) ENG 1(2) PUMP pb-sw OFF light

Ident.: 9-MI-29-01-01-00004158.0000001 / 28 JUN 2022
Applicable to: ALL

29-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

29-01-01-06	PTU pb-sw FAULT light

Ident.: 9-MI-29-01-01-00004159.0000001 / 28 JUN 2022
Applicable to: ALL

29-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative provided that the quantity indications of the yellow and green reservoir are operative on the HYD SD page.

29-01-01-07	PTU pb-sw OFF light

Ident.: 9-MI-29-01-01-00004160.0000001 / 28 JUN 2022
Applicable to: ALL

29-01-01-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

MAINTENANCE HYD OVERHEAD PANEL

29-01-02-01	G(B)(Y) LEAK MEASUREMENT VALVES pb-sw OFF light

Ident.: 9-MI-29-01-02-00004161.0000001 / 28 JUN 2022
Applicable to: ALL

29-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

COMPANY NOTES OPS affected
-

One or more may be inoperative.

29-07-01	Yellow ELEC Pump Indication on the HYD SD page

Ident.: 9-MI-29-07-00004162.0000001 / 28 JUN 2022
Applicable to: ALL

29-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

29-07-02	Pump Indication on the HYD SD page

Ident.: 9-MI-29-07-00004163.0000001 / 28 JUN 2022
Applicable to: ALL

29-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

One or more may be inoperative.

29-07-03	Fire Valve Indication on the HYD SD page

Ident.: 9-MI-29-07-00004164.0000001 / 28 JUN 2022
Applicable to: ALL

29-07-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

29-07-04 PTU Indication on the HYD SD page

Ident.: 9-MI-29-07-00004165.0000001 / 28 JUN 2022
Applicable to: ALL

29-07-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

29-07-05 Reservoir Quantity Indication on the HYD SD page

Ident.: 9-MI-29-07-00004166.0000001 / 28 JUN 2022
Applicable to: ALL

29-07-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(m) One may be inoperative provided that:

1) The associated HYD B(G)(Y) RSVR LO LVL alert is checked operative, and

2) The associated reservoir quantity is checked before each flight.

Reference(s)

(m) *Refer to AMM Task 29-31-00-040-001*
Refer to AMM Task 29-31-00-040-002

29-07-06 RAT Indication on the HYD SD page

Ident.: 9-MI-29-07-00004167.0000001 / 28 JUN 2022
Applicable to: ALL

29-07-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the RAT is visually checked to be stowed before each flight.

29-07-07	System Label Indication on the HYD SD page

Ident.: 9-MI-29-07-00004168.0000001 / 28 JUN 2022
Applicable to: ALL

29-07-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the associated system pressure is checked available before each flight.

Reference(s)

(o) *Refer to OpsProc 29-07-07A System Label Indication on the HYD SD page*

29-07-08	System Pressure Indication on the HYD SD page

Ident.: 9-MI-29-07-00004169.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

29-07-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**-**

(o) **(m)** One may be inoperative provided that :

1) The affected pressure transmitter is deactivated, and

2) The associated system label indication is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 29-07-08A System Pressure Indication on the HYD SD page*
(m) *Refer to AMM Task 29-30-00-040-802*

29-07-08	System Pressure Indication on the HYD SD page

Ident.: 9-MI-29-07-00004169.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

29-07-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**-**

(o) One may be inoperative provided that the associated system label indication is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 29-07-08A System Pressure Indication on the HYD SD page*

29-07-09	Vertical Link Indication (G/B/Y) on the HYD SD page

Ident.: 9-MI-29-07-00004170.0000001 / 23 FEB 2023
Applicable to: ALL

29-07-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**12**	**0**	**No**	**-**

One or more vertical link indication maybe erroneous or missing.

29-09-01	HYD B(Y) ELEC PUMP LO PR **Alert**

Ident.: 9-MI-29-09-00004171.0000001 / 28 JUN 2022
Applicable to: ALL

29-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be displayed provided that the associated system pressure indication is operative.

29-09-02	HYD B(Y) ELEC PUMP OVHT **Alert**

Ident.: 9-MI-29-09-00004172.0000001 / 28 JUN 2022
Applicable to: ALL

29-09-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be displayed.

29-09-03	HYD G(Y) ENG 1(2) PUMP LO PR **Alert**

Ident.: 9-MI-29-09-00004173.0000001 / 28 JUN 2022
Applicable to: ALL

29-09-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be displayed provided that:

1) The associated system pressure indications are operative, and

2) The engine pumps are checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 29-09-03A HYD G(Y) ENG 1(2) PUMP LO PR Alert*

29-09-04	HYD G(B)(Y) RSVR LO AIR PR **Alert**

Ident.: 9-MI-29-09-00004174.0000001 / 28 JUN 2022
Applicable to: ALL

29-09-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(m) One may be inoperative provided that the air pressure is checked on the associated reservoir before each flight.

Reference(s)

(m) *Refer to AMM 29-34-00-040-001*
Refer to AMM 29-34-00-040-002

29-09-05	HYD G(B)(Y) RSVR LO LVL **Alert**

Ident.: 9-MI-29-09-00004175.0000001 / 28 JUN 2022
Applicable to: ALL

29-09-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**-**

One may be displayed provided that the associated reservoir quantity is checked on the HYD SD page before each flight.

Note:
1. *When the alert is displayed on the EWD, the associated PUMP pb-sw FAULT light and the PTU pb-sw FAULT light (if the green or the yellow system is affected) may simultaneously come on.*
   Refer to 9-MI-29-01-01-01 B(Y) ELEC PUMP pb-sw FAULT light, and
   Refer to 9-MI-29-01-01-04 G(Y) ENG 1(2) PUMP pb-sw FAULT light, and
   Refer to 9-MI-29-01-01-06 PTU pb-sw FAULT light
2. *If the blue reservoir is affected, EMER GEN may appear in the INOP SYS column on the STATUS SD page before engine start.*

29-09-06	HYD G(B)(Y) RSVR OVHT **Alert**

Ident.: 9-MI-29-09-00004176.0000001 / 28 JUN 2022
Applicable to: ALL

29-09-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**-**

The HYD G RSVR OVHT alert or the HYD Y RSVR OVHT alert may be displayed.

29-09-07	HYD PTU FAULT **Alert**

Ident.: 9-MI-29-09-00004177.0000001 / 28 JUN 2022
Applicable to: ALL

29-09-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be displayed provided that the PTU is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 29-09-07A HYD PTU FAULT Alert*

29-09-08	HYD RAT FAULT **Alert**

Ident.: 9-MI-29-09-00004178.0000001 / 28 JUN 2022
Applicable to: ALL

29-09-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(m) May be displayed provided that the RAT integrity is checked before each flight.

Reference(s)

(m) *Refer to AMM Task 29-30-00-040-001*

29-09-09	HYD G(B)(Y) SYS LO PR **Alert**

Ident.: 9-MI-29-09-00004179.0000001 / 28 JUN 2022
Applicable to: ALL

29-09-09A

Repair interval	Nbr installed	Nbr required	Placard
-	**3**	**3**	**No**

COMPANY NOTES OPS affected
-

All must be operative.

29-10-01	Engine Driven Pump

Ident.: 9-MI-29-10-00004180.0000001 / 28 JUN 2022
Applicable to: ALL

29-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

29-10-02	Engine Driven Pump Depressurization Function

Ident.: 9-MI-29-10-00004181.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

29-10-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

29-10-02	Engine Driven Pump Depressurization Function

Ident.: 9-MI-29-10-00004181.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

29-10-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(m) One may be inoperative provided that:

1) The remaining EDP depressurization function is checked operative, and

2) The APU is operative, and

3) The start valve of the associated side is operative.

Reference(s)

(m) *Refer to AMM Task 29-10-00-710-004*

29-10-03	Blue System Electric Pump

Ident.: 9-MI-29-10-00004182.0000001 / 28 JUN 2022
Applicable to: ALL

29-10-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**-**

(o) The automatic control may be inoperative provided that the pump is manually operated.

Reference(s)

(o) *Refer to OpsProc 29-10-03A Blue System Electric Pump*

29-10-04	Hydraulic System Accumulator

Ident.: 9-MI-29-10-00004183.0000001 / 28 JUN 2022
Applicable to: ALL

29-10-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

(m) One or more may be inoperative provided that the affected accumulator is deactivated.

Reference(s)

(m) *Refer to AMM Task 29-10-00-040-004*
Refer to AMM Task 29-10-00-040-005
Refer to AMM Task 29-10-00-040-006

29-10-05	Yellow Brake Accumulator

Ident.: 9-MI-29-10-00004184.0000001 / 28 JUN 2022
Applicable to: ALL

29-10-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

29-10-07	Engine Pump Fire Valve

Ident.: 9-MI-29-10-00004186.0000001 / 28 JUN 2022
Applicable to: ALL

29-10-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

29-10-08	Hydraulic System Filter

Ident.: 9-MI-29-10-00004187.0000001 / 28 JUN 2022
Applicable to: ALL

29-10-08A One LP filter inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**7**	**No**	**-**

One LP filter may be inoperative.

29-10-08B Reservoir filling filter inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**7**	**No**	**-**

The reservoir filling filter may be inoperative.

29-10-09 Hydraulic Case Drain Filter

Ident.: 9-MI-29-10-00004188.0000001 / 28 JUN 2022
Applicable to: ALL

29-10-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**-**

(m) One may be inoperative provided that it is removed.

Reference(s)

(m) *Refer to AMM 29-10-00-040-001*
Refer to AMM 29-10-00-040-002
Refer to AMM 29-10-00-040-003

29-10-10 Hydraulic Reservoir Drain Valve

Ident.: 9-MI-29-10-00004189.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *Apply the Hydraulic Reservoir Drain Valve MEL item only in the case of hydraulic fluid leak at the Hydraulic Reservoir Drain Valve without any other structural leaks. For other cases, Operator must request technical support and assistance from AIRBUS.*

29-10-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

(m) One or more may be inoperative provided that the associated reservoir drain circuit is secured with a cap.

Reference(s)

(m) *Refer to AMM Task 29-10-00-040-007*

29-22-01	Ram Air Turbine

Ident.: 9-MI-29-22-00004190.0000001 / 28 JUN 2022
Applicable to: ALL

29-22-01A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

29-23-01	Power Transfer Unit (PTU)

Ident.: 9-MI-29-23-00004191.0000001 / 28 JUN 2022
Applicable to: ALL

29-23-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

(o) PTU may continuously run when set to AUTO provided that the operation of the PTU in both directions is checked before the first flight of each day.

Reference(s)

(o) *Refer to OpsProc 29-23-01A Power Transfer Unit (PTU)*

29-24-01	Yellow System Electric Pump

Ident.: 9-MI-29-24-00004192.0000001 / 18 SEP 2024
Applicable to: ALL

29-24-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H

(o) May be inoperative provided that the associated pb-sw is set to off.

Note: *The AFT and FWD cargo doors must be operated manually.*

Note: *Refer to Manual Cargo Door Operation (add. info)*

Reference(s)

(o) *Refer to OpsProc 29-24-01A Yellow System Electric Pump*

30-00-02	**ENG 1(2) A.ICE** MAINTENANCE **Message**

Ident.: 9-MI-30-00-00004193.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

30-00-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**-**	**No**

COMPANY NOTES OPS affected
-

ENG 1(2) A.ICE MAINTENANCE message may be displayed on the STATUS SD page.

ANTI ICE OVERHEAD PANEL

30-01-01-01	ANTI ICE ENG 1(2) pb-sw FAULT light

Ident.: 9-MI-30-01-01-00004194.0000001 / 28 JUN 2022
Applicable to: ALL

30-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

30-01-01-02	ANTI ICE ENG 1(2) pb-sw ON light

Ident.: 9-MI-30-01-01-00004195.0000001 / 28 JUN 2022
Applicable to: ALL

30-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

30-01-01-03	ANTI ICE WING pb-sw FAULT light

Ident.: 9-MI-30-01-01-00004196.0000001 / 28 JUN 2022
Applicable to: ALL

30-01-01-03A Anti-ice "arrow" symbols operative on the BLEED SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that the anti-ice "arrow" symbols are operative on the BLEED SD page .

Reference(s)

(o) *Refer to OpsProc 30-01-01-03A ANTI ICE WING pb-sw FAULT light*

30-01-01-03B Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / ETOPS**

(m) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The wing anti-ice control valves are deactivated in the closed position and considered inoperative.

Refer to 9-MI-30-11-01 Wing Anti-Ice Control Valve

Reference(s)

(m) *Refer to AMM Task 30-11-00-040-002*

30-01-01-04	**ANTI ICE WING pb-sw ON light**

Ident.: 9-MI-30-01-01-00004197.0000001 / 28 JUN 2022
Applicable to: ALL

30-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

WIPER OVERHEAD PANEL

30-01-02-01	Wiper High Speed Function (FAST Position)

Ident.: 9-MI-30-01-02-00004198.0000001 / 28 JUN 2022
Applicable to: ALL

30-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the associated low speed function is operative.

30-01-02-02	Wiper Low Speed Function (SLOW Position)

Ident.: 9-MI-30-01-02-00004199.0000001 / 28 JUN 2022
Applicable to: ALL

30-01-02-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

30-07-01	ANTI ICE Indication on the BLEED SD page

Ident.: 9-MI-30-07-00004200.0000001 / 28 JUN 2022
Applicable to: ALL

30-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

One or both may be inoperative.

30-07-02	Arrow Indication on the BLEED SD page

Ident.: 9-MI-30-07-00004201.0000001 / 28 JUN 2022
Applicable to: ALL

30-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

One or both may be inoperative.

30-09-01	ANTI-ICE ENG 1(2) CTL FAULT **Alert**

Ident.: 9-MI-30-09-00004202.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

30-09-01A Associated ENG 1(2) A.ICE VALVE OPEN subtitle displayed on the EWD

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) One or both may be displayed provided that:

1) The associated ENG 1(2) A.ICE VALVE OPEN subtitle is displayed on the EWD, and

2) The Flight Manual performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 30-09-01A ANTI ICE ENG 1(2) CTL FAULT Alert*

30-09-01B Associated ENG 1(2) A.ICE MON FAULT subtitle displayed on the EWD

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

One may be displayed provided that:

1) ETOPS is not conducted, and

2) The associated ENG 1(2) A.ICE MON FAULT subtitle is displayed on the EWD, and

3) The aircraft is not operated in known or forecast icing conditions along the intended route.

30-11-01	Wing Anti-Ice Control Valve

Ident.: 9-MI-30-11-00004203.0000100 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

30-11-01A Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) (m) The RH valve may be inoperative in the open position provided that the associated ECAM procedure is applied.

Reference(s)

(o) *Refer to OpsProc 30-11-01A Wing Anti-Ice Control Valve*
(m) *Refer to AMM Task 30-11-00-040-004*

30-11-01B Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / ETOPS**

(m) One or both may be inoperative in the closed position provided that:

1) ETOPS is not conducted, and

2) The aircraft is not operated in known or forecast icing conditions.

Reference(s)

(m) *Refer to AMM Task 30-11-00-040-001*

30-11-01	Wing Anti-Ice Control Valve

Ident.: 9-MI-30-11-00004203.0000200 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

30-11-01B Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / ETOPS**

(m) One or both may be inoperative in the closed position provided that:

1) ETOPS is not conducted, and

2) The aircraft is not operated in known or forecast icing conditions.

Reference(s)

(m) *Refer to AMM Task 30-11-00-040-001*

30-21-01	Engine Anti-Ice Valve

Ident.: 9-MI-30-21-00004204.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

30-21-01A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(m) One may be inoperative in the closed position provided that:

1) ETOPS is not conducted, and

2) The aircraft is not operated in known or forecast icing conditions.

Reference(s)

(m) *Refer to AMM Task 30-21-00-040-020*

30-21-01C Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

(o) (m) One or both may be inoperative in the open position provided that:

1) Performance penalties are applied, and

2) The OAT is below ISA+35 °C.

Reference(s)

(o) *Refer to OpsProc 30-21-01C Engine Anti-Ice Valve*
(m) *Refer to AMM Task 30-21-00-040-010*

30-21-01	Engine Anti-Ice Valve

Ident.: 9-MI-30-21-00004204.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

30-21-01A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(m) One may be inoperative in the closed position provided that:

1) ETOPS is not conducted, and

2) The aircraft is not operated in known or forecast icing conditions.

Reference(s)

(m) *Refer to AMM Task 30-21-00-040-001*

30-21-01B Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

(o) (m) One or both may be inoperative in the open position provided that performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 30-21-01B Engine Anti-Ice Valve*
(m) *Refer to AMM Task 30-21-00-040-002*

30-21-01	Engine Anti-Ice Valve

Ident.: 9-MI-30-21-00004204.0000002 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

30-21-01A One or two inoperative in the closed position on the same engine

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**Yes**	**H / ETOPS**

(o) One or two PRSOVs on the same engine may be inoperative in the closed position provided that:

1) ETOPS is not conducted, and

2) The aircraft is not operated in known or forecast icing conditions along the intended route.

Reference(s)

(o) *Refer to OpsProc 30-21-01A Engine Anti-Ice Valve (Inop in the closed position)*

30-21-01B One deactivated in the open position per engine

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

COMPANY NOTES OPS affected
-

(m) One PRSOV per engine may be inoperative provided that it is deactivated in the open position.

Reference(s)

(m) *Refer to AMM Task 30-21-00-040-803*
Refer to AMM Task 30-21-00-040-804
Refer to AMM Task 30-21-00-040-809

30-31-01	Probe Heat Computer (PHC)

Ident.: 9-MI-30-31-00004205.0000100 / 14 JUN 2023
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

30-31-01A Associated probe heating operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) (m) One may be inoperative provided that the associated probe heating is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 30-31-01A PHC (associated probe heating operative)*
(m) *Refer to AMM Task 30-31-00-040-001*

30-31-01B F/O PHC inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) (m) The F/O PHC may be inoperative provided that the ADRs, heaters and failure alerts associated with the operative computers are checked operative every day.

Note: *OPS affected: LVO / RVSM*

Reference(s)

(o) *Refer to OpsProc 30-31-01B PHC (F/O PHC inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-01C STBYPHC inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) (m) The STBY PHC may be inoperative provided that:

1) The ADRs, heaters and failure alerts associated with the operative computers are checked operative every day, and

2) The aircraft is not operated in visible moisture or in known or forecast icing conditions, and

3) The OAT at the departure airport is above 5 °C when the taxiway or the runway are contaminated with water or slush.

Reference(s)

(o) *Refer to OpsProc 30-31-01C PHC (STBY PHC inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-01	Probe Heat Computer (PHC)

Ident.: 9-MI-30-31-00004205.0000200 / 14 JUN 2023
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

30-31-01A Associated probe heating operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) (m) One may be inoperative provided that the associated probe heating is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 30-31-01A PHC (associated probe heating operative)*
(m) *Refer to AMM Task 30-31-00-040-001*

30-31-01B F/O PHC inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) (m) The F/O PHC may be inoperative provided that the ADRs, heaters and failure alerts associated with the operative computers are checked operative every day.

Reference(s)

(o) *Refer to OpsProc 30-31-01B PHC (F/O PHC inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-01C STBYPHC inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) (m) The STBY PHC may be inoperative provided that:

1) The ADRs, heaters and failure alerts associated with the operative computers are checked operative every day, and

2) The aircraft is not operated in visible moisture or in known or forecast icing conditions, and

3) The OAT at the departure airport is above 5 °C when the taxiway or the runway are contaminated with water or slush.

Reference(s)

(o) *Refer to OpsProc 30-31-01C PHC (STBY PHC inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-02 Pitot Heater

Ident.: 9-MI-30-31-00004206.0000001 / 28 JUN 2022
Applicable to: ALL

30-31-02A F/O pitot heater inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(o) (m) The F/O pitot heater may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day.

Reference(s)

(o) *Refer to OpsProc 30-31-02A Pitot Heater*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-02B CAPT pitot heater inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(m) The CAPT pitot heater may be inoperative provided that:

1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and

2) The aircraft is not operated in visible moisture or in known or forecast icing conditions.

Reference(s)

(m) *Refer to AMM Task 30-31-00-040-002*

30-31-02C STBY pitot heater inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H**

(m) The STBY pitot heater may be inoperative provided that:

1) The ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day, and

2) The aircraft is not operated in visible moisture or in known or forecast icing conditions.

Reference(s)

(m) *Refer to AMM Task 30-31-00-040-002*

30-31-03	**Static Ports Heater**

Ident.: 9-MI-30-31-00004207.0000001 / 28 JUN 2022
Applicable to: ALL

30-31-03A One STBY static port heater inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**5**	**No**	**-**

One STBY static ports heater may be inoperative.

30-31-03B Both STBY static port heater inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**4**	**No**	**H**

(m) Both STBY static ports heaters may be inoperative provided that:

1) The ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day, and

2) The OAT at the departure airport is above 5 °C when the runway is contaminated with water or slush.

Reference(s)

(m) *Refer to AMM Task 30-31-00-040-002*

30-31-03C One or both F/O static port heater inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**4**	**No**	**H**

(o) (m) One or both F/O static ports heaters may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day.

Reference(s)

(o) *Refer to OpsProc 30-31-03C F/O Static Ports Heater*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-03D One or both CAPT static port heater inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**4**	**No**	**H**

(o) (m) One or both CAPT static ports heaters may be inoperative provided that:

1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and

2) The OAT at the departure airport is above 5 °C when the runway is contaminated with water or slush.

Reference(s)

(o) *Refer to OpsProc 30-31-03D CAPT Static Ports Heater*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-04	Angle of Attack (AOA) Probes Heating

Ident.: 9-MI-30-31-00007080.0000100 / 14 JUN 2023
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

30-31-04A F/O AOA inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H / LVO**

(o) (m) The F/O AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day

Note: *OPS affected: RVSM*

Reference(s)

(o) *Refer to OpsProc 30-31-04A Angle of Attack (AOA) Probes Heating (F/O inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-04B STBY AOA inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H / LVO**

(o) (m) The STBY AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day

Reference(s)

(o) *Refer to OpsProc 30-31-04B Angle of Attack (AOA) Probes Heating (STBY inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-04C CAPT AOA inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H / LVO**

(o) (m) The CAPT AOA probes heating may be inoperative provided that:

1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and

2) The aircraft is not operated in visible moisture or in known or forecast icing conditions

Reference(s)

(o) *Refer to OpsProc 30-31-04C Angle of Attack (AOA) Probes Heating (CAPT inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-04	Angle of Attack (AOA) Probes Heating

Ident.: 9-MI-30-31-00007080.0000200 / 14 JUN 2023
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

30-31-04A F/O AOA inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H / LVO**

(o) (m) The F/O AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day

Reference(s)

(o) *Refer to OpsProc 30-31-04A Angle of Attack (AOA) Probes Heating (F/O inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-04B STBY AOA inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H / LVO**

(o) (m) The STBY AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day

Reference(s)

(o) *Refer to OpsProc 30-31-04B Angle of Attack (AOA) Probes Heating (STBY inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-04C CAPT AOA inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**No**	**H / LVO**

(o) (m) The CAPT AOA probes heating may be inoperative provided that:

1) The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and

2) The aircraft is not operated in visible moisture or in known or forecast icing conditions

Reference(s)

(o) *Refer to OpsProc 30-31-04C Angle of Attack (AOA) Probes Heating (CAPT inoperative)*
(m) *Refer to AMM Task 30-31-00-040-002*

30-31-05	**TAT Probes Heating**

Ident.: 9-MI-30-31-00004209.0000001 / 28 JUN 2022
Applicable to: ALL

30-31-05A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

30-31-05B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that the aircraft is not operated in visible moisture or in known or forecast icing conditions.

30-42-01 Window Heat Computer

Ident.: 9-MI-30-42-00004210.0000001 / 28 JUN 2022
Applicable to: ALL

30-42-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

COMPANY NOTES OPS affected
H / LVO

(o) (m) One may be inoperative provided that:

1) The aircraft is not operated in known or forecast icing conditions, and

2) All heaters and failure alerts on the front and sliding windows associated with the operative computer are checked operative every day.

Reference(s)

(o) *Refer to OpsProc 30-42-01A Window Heat Computer*
(m) *Refer to AMM Task 30-42-00-040-001*

30-42-02 Fixed Lateral Window and Sliding Window Heating

Ident.: 9-MI-30-42-00004211.0000001 / 28 JUN 2022
Applicable to: ALL

30-42-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

COMPANY NOTES OPS affected
-

One or more may be inoperative.

30-42-03	Windshield Heating

Ident.: 9-MI-30-42-00004212.0000001 / 28 JUN 2022
Applicable to: ALL

30-42-03A No icing conditions

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) One may be inoperative provided that the aircraft is not operated in known or forecast icing conditions, along the intended route.

Reference(s)

(o) *Refer to OpsProc 30-42-03A Windshield Heating*

30-42-03B For SGS Windshield: ISB (ref. 56-1022 or 56-1023) findings - Degradation out of allowance

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

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.

30-42-04	PROBES/WINDOW HEAT pb-sw AUTO Control

Ident.: 9-MI-30-42-00004213.0000001 / 28 JUN 2022
Applicable to: ALL

30-42-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

Automatic control may be inoperative provided that the PROBES/WINDOW HEAT system is manually selected.

30-42-05	PROBES/WINDOW HEAT pb-sw ON light

Ident.: 9-MI-30-42-00004214.0000001 / 28 JUN 2022
Applicable to: ALL

30-42-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

30-45-01	Windshield Wiper

Ident.: 9-MI-30-45-00004215.0000001 / 28 JUN 2022
Applicable to: ALL

30-45-01A One inoperative on the PM side

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**-**

One may be inoperative on the PM side for three flights.

30-45-01B One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / LVO**

(o) One or both may be inoperative provided that:

1) The aircraft is not operated in precipitation within departure and arrival areas, and

2) The approach minima do not require their use.

Reference(s)

(o) *Refer to OpsProc 30-45-01B Windshield Wiper*

30-45-01C One or both continuously running

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / LVO**

(o) One or both may be inoperative provided that:

1) The affected wiper is deactivated, and

2) The aircraft is not operated in precipitation within departure and arrival areas, and

3) The approach minima do not require their use.

Reference(s)

(o) *Refer to OpsProc 30-45-01C Windshield Wiper continuously running*

30-45-01D Rain repellent system operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative provided that the associated rain repellent system is installed and operative.

30-45-02	**Windshield Wiper PARK Function**

Ident.: 9-MI-30-45-00004216.0000001 / 28 JUN 2022
Applicable to: ALL

30-45-02A One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the associated wipers can be positioned in a location that will not obstruct forward vision.

30-45-02B One or both inoperative and removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**0**	**No**	**-**

(m) One or both may be inoperative provided that the associated wipers are removed.

Refer to 9-MI-30-45-01 Windshield Wiper

Reference(s)

(m) *Refer to AMM 30-45-00-040-003*

30-45-03	Rain Repellent System

Ident.: 9-MI-30-45-00004217.0000001 / 28 JUN 2022
Applicable to: ALL

30-45-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

COMPANY NOTES OPS affected
-

One or both may be inoperative.

Note: *No entry in the logbook is required when it is installed but intentionally deactivated.*

30-71-01	Waste Water Drain Mast Heating System

Ident.: 9-MI-30-71-00004218.0000001 / 28 JUN 2022
Applicable to: ALL

30-71-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
H

(m) One or both may be inoperative provided that:

1) The associated galleys and lavatories are not used, and

2) The associated lavatory water supplies are closed.

Reference(s)

(m) *Refer to AMM Task 30-71-00-040-001*

30-81-02 External Visual Icing Indicator

Ident.: 9-MI-30-81-00004219.0000001 / 28 JUN 2022
Applicable to: ALL

30-81-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to CDL 8-30-01 Icing Indicator

30-81-03 Lighting of External Visual Icing Indicator

Ident.: 9-MI-30-81-00004220.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

30-81-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 30-81-03A Lighting of External Visual Icing Indicator*

31-00-01	**QAR** MAINTENANCE **Message** ⋖

Ident.: 9-MI-31-00-00004221.0000001 / 28 JUN 2022
Applicable to: ALL

31-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**M**

QAR MAINTENANCE message may be displayed on the STATUS SD page .

31-00-02	**ACMS**MAINTENANCE **Message**

Ident.: 9-MI-31-00-00004222.0000001 / 28 JUN 2022
Applicable to: ALL

31-00-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**M**

ACMS MAINTENANCE message may be displayed on the STATUS SD page.

31-00-03	**DAR** MAINTENANCE **Message** ⋖

Ident.: 9-MI-31-00-00004223.0000001 / 28 JUN 2022
Applicable to: ALL

31-00-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**M**

DAR MAINTENANCE message may be displayed on the STATUS SD page.

31-00-04	**CFDIU**MAINTENANCE **Message**

Ident.: 9-MI-31-00-00004224.0000001 / 28 JUN 2022
Applicable to: ALL

31-00-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

CFDIU MAINTENANCE message may be displayed on the STATUS SD page.

31-00-05	**DMC 1/3 MAINTENANCE Message**

Ident.: 9-MI-31-00-00004225.0000001 / 28 JUN 2022
Applicable to: ALL

31-00-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

DMC 1/3 MAINTENANCE message may be displayed on the STATUS SD page.

31-00-06	**DMC 2/3** MAINTENANCE **Message**

Ident.: 9-MI-31-00-00004226.0000001 / 28 JUN 2022
Applicable to: ALL

31-00-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**M**

DMC 2/3 MAINTENANCE message may be displayed on the STATUS SD page.

31-00-07	**DFDR ACCEL** MAINTENANCE **Message** ⋖

Ident.: 9-MI-31-00-00004227.0000001 / 28 JUN 2022
Applicable to: ALL

31-00-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

DFDR ACCEL MAINTENANCE message may be displayed on the STATUS SD page .

31-00-08	**CVDR2** MAINTENANCE **message**

Ident.: 9-MI-31-00-00004228.0000001 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

31-00-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

CVDR2 MAINTENANCE message may be displayed on the STATUS SD page.

RCDR OVERHEAD PANEL

31-01-01-01	RCDR GND CTL pb-sw ON light

Ident.: 9-MI-31-01-01-00004229.0000001 / 28 JUN 2022
Applicable to: ALL

31-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

31-01-01-02	RCDR GND CTL pb-sw

Ident.: 9-MI-31-01-01-00004230.0000001 / 28 JUN 2022
Applicable to: ALL

31-01-01-02A AUTO position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative in the AUTO position.

Reference(s)

(o) *Refer to OpsProc 31-01-01-02A RCDR GND CTL pb-sw (Inoperative in the AUTO position)*

31-01-01-02B ON position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative in the ON position.

Reference(s)

(o) *Refer to OpsProc 31-01-01-02B RCDR GND CTL pb-sw (Inoperative in the ON position)*

31-01-01-02C CVR considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative provided that the CVR is considered inoperative.

Refer to 9-MI-23-71-01 Cockpit Voice Recorder (CVR)

31-05-01 AP Related Indications on the FMA

Ident.: 9-MI-31-05-00004231.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-22-05-01 AP Related Indications on the FMA

31-05-02 A/THR Related Indications on the FMA

Ident.: 9-MI-31-05-00004232.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-22-05-02 A/THR Related Indications on the FMA

31-05-03 Approach and Landing Capabilities on the FMA

Ident.: 9-MI-31-05-00004233.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-22-05-03 Approach and Landing Capabilities on the FMA

31-05-04	Special Messages on the FMA

Ident.: 9-MI-31-05-00004234.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-22-05-04 Special Messages on the FMA

31-05-05	Actual Airspeed Reference Line and Scale Indications on the PFD

Ident.: 9-MI-31-05-00004235.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-05-01 Actual Airspeed Reference Line and Scale Indication on the PFD

31-05-06	Mach Number Indication on the PFD

Ident.: 9-MI-31-05-00004236.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-05-02 Mach Number Indication on the PFD

31-05-07	VMO/MMO Characteristic Speed Indication on the PFD

Ident.: 9-MI-31-05-00004237.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-05-03 VMO/MMO Characteristic Speed Indication on the PFD

31-05-08	Altitude Indication on the PFD

Ident.: 9-MI-31-05-00004238.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-05-04 Altitude Indication on the PFD

31-05-09	Vertical Speed Indication on the PFD

Ident.: 9-MI-31-05-00004239.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-05-06 Vertical Speed in Inertial Mode Indication on the PFD

31-05-10	Other Air Data Related Indications on the PFD

Ident.: 9-MI-31-05-00004240.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-05-07 Other Air Data Related Indications on the PFD

31-05-11	Attitude Indication on the PFD

Ident.: 9-MI-31-05-00004241.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-05-08 Attitude Indication on the PFD

31-05-12	Heading Indication on the PFD

Ident.: 9-MI-31-05-00004242.0000001 / 28 JUN 2022
Applicable to: ALL

31-05-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-05-09 Heading Indication on the PFD

31-06-01	Ground Speed Indication on the ND

Ident.: 9-MI-31-06-00004243.0000001 / 28 JUN 2022
Applicable to: ALL

31-06-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-06-01 Ground Speed Indication on the ND

31-06-02	True Air Speed Indication on the ND

Ident.: 9-MI-31-06-00004244.0000001 / 28 JUN 2022
Applicable to: ALL

31-06-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-06-02 True Air Speed Indication on the ND

31-06-03	Wind Indication on the ND

Ident.: 9-MI-31-06-00004245.0000001 / 28 JUN 2022
Applicable to: ALL

31-06-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-06-03 Wind Indication on the ND

31-06-04	Heading Indication on the ND

Ident.: 9-MI-31-06-00004246.0000001 / 28 JUN 2022
Applicable to: ALL

31-06-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-06-04 Heading Indication on the ND

31-06-05	Position (Aircraft Symbol) Indication on the ND

Ident.: 9-MI-31-06-00004247.0000001 / 28 JUN 2022
Applicable to: ALL

31-06-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-06-05 Position (Aircraft Symbol) Indication on the ND

31-06-06	Navigation Station Information on the ND

Ident.: 9-MI-31-06-00004248.0000001 / 28 JUN 2022
Applicable to: ALL

31-06-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-34-06-06 Radio Navaids Indications on the ND

31-06-07	Chrono Indication on the ND

Ident.: 9-MI-31-06-00004249.0000001 / 28 JUN 2022
Applicable to: ALL

31-06-07A

Repair interval	Nbr installed	Nbr required	Placard
–	-	–	–

COMPANY NOTES OPS affected
-

Refer to 9-MI-34-06-07 Chrono Indication on the ND

31-07-01	Indications on the System Display pages

Ident.: 9-MI-31-07-00004250.0000001 / 28 JUN 2022
Applicable to: ALL

31-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to corresponding item in the associated ATA chapter.

31-07-02	Permanent Data (TAT, SAT, GLOAD - ALT SEL, UTC, GW) Indications on the SD

Ident.: 9-MI-31-07-00004251.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

31-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**1**	**No**	**-**

(o) TAT indication must be available.

Reference(s)

(o) *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*

31-07-02	Permanent Data (TAT, SAT, GLOAD, UTC, GW) Indications on the SD

Ident.: 9-MI-31-07-00004251.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW

31-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**5**	**1**	**No**	**-**

(o) TAT indication must be available.

Reference(s)

(o) *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*

31-07-02	Permanent Data (TAT, SAT, ISA, GLOAD - ALT SEL, UTC, GW) Indications on the SD

Ident.: 9-MI-31-07-00004251.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

31-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**7**	**1**	**No**	**-**

(o) TAT indication must be available.

Reference(s)

(o) *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*

31-07-02	Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW) Indications on the SD

Ident.: 9-MI-31-07-00004251.0000004 / 28 JUN 2022
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

31-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**1**	**No**	**-**

(o) TAT indication must be available.

Reference(s)

(o) *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*

31-08-01	Engine Parameter Indications on the EWD

Ident.: 9-MI-31-08-00004254.0000001 / 28 JUN 2022
Applicable to: ALL

31-08-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to 9-77-08 Indications on the EWD, subsystems

31-08-02	Fuel On Board (FOB) Indication on the EWD

Ident.: 9-MI-31-08-00004255.0000001 / 28 JUN 2022
Applicable to: ALL

31-08-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	**-**	**–**	**–**	**-**

Refer to 9-MI-28-07-01-01 Fuel On Board (FOB) Indication on the FUEL SD page

31-08-03	MEMO Messages on the EWD

Ident.: 9-MI-31-08-00004256.0000001 / 28 JUN 2022
Applicable to: ALL

31-08-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative provided that the affected MEMO message is confirmed to be false or missing by troubleshooting.

31-08-04	Slats/Flaps Position Indications on the EWD

Ident.: 9-MI-31-08-00004257.0000001 / 28 JUN 2022
Applicable to: ALL

31-08-04A

Repair interval	Nbr installed	Nbr required	Placard
-	**-**	**-**	**No**

COMPANY NOTES OPS affected
-

1) *Refer to 9-MI-27-08-01 Flap Position Indication on the EWD*

2) *Refer to 9-MI-27-08-02 Slat Position Indication on the EWD*

Note: *Apply both MEL Items.*

31-20-01	Electrical Clock Indicator

Ident.: 9-MI-31-20-00004258.0000001 / 28 JUN 2022
Applicable to: ALL

31-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that:

1) The UTC indication from the CFDIU is operative on the permanent data of the SD, and

2) A chrono indication is operative on at least one ND.

Note: *During the entire month of February, intermittent erroneous indications (wrong, over-range or missing digits) of the elapsed time and chronometer functions may occur if the clock is in GPS mode.*
In that case, the flight crew must set the clock selector to internal (INT) mode in order to recover the elapsed time and chronometer functions. The clock is considered operative.
When the clock is in INT mode, the flight crew must synchronize the clock with the GPS at least one time per day to comply with the time precision required for ATC datalink communication.

Reference(s)

(o) *Refer to OpsProc 31-20-01A Electrical Clock Indicator*

31-30-01 Centralized Fault Display System (CFDS)

Ident.: 9-MI-31-30-00004259.0000001 / 28 JUN 2022
Applicable to: ALL

31-30-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

31-30-02 Digital AIDS Recorder (DAR) ⩤

Ident.: 9-MI-31-30-00004260.0000001 / 28 JUN 2022
Applicable to: ALL

31-30-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	**-**	**–**	**–**	**-**

Refer to 9-MI-31-00-03 DAR MAINTENANCE Message (If Installed)

Note: Failure of DAR is indicated by a MAINTENANCE *message on the STATUS SD page.*

31-30-03 Digital Flight Data Recorder (DFDR)

Ident.: 9-MI-31-30-00004261.0000001 / 3 FEB 2023
Applicable to: ALL

31-30-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

May be inoperative for 8 flights or 3 consecutive calendar days, whichever occurs first, provided that the CVR is operative.

31-30-04 Data Management (DMU or FDIMU Data Management function)

Ident.: 9-MI-31-30-00004263.0000001 / 28 JUN 2022
Applicable to: ALL

31-30-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

May be inoperative.

31-30-05 Flight Data Interface (FDIU or FDIMU Flight Data Interface function)

Ident.: 9-MI-31-30-00004264.0000001 / 28 JUN 2022
Applicable to: ALL

31-30-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**-**	**No**	**-**

May be inoperative provided that the DFDR and the QAR ⏪ are considered inoperative.

Refer to 9-MI-31-30-03 Digital Flight Data Recorder (DFDR)

Refer to 9-MI-31-30-06 Quick Access Recorder (QAR) (If Installed)

31-30-06 Quick Access Recorder (QAR) ⏪

Ident.: 9-MI-31-30-00004265.0000001 / 28 JUN 2022
Applicable to: ALL

31-30-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	**-**	**–**	**–**	**-**

Refer to 9-MI-31-00-01 QAR MAINTENANCE Message (If Installed)

Note: Failure of QAR is indicated by a MAINTENANCE *message on the STATUS SD page.*

31-30-07	**Printer** ⋖

Ident.: 9-MI-31-30-00004266.0000001 / 28 JUN 2022
Applicable to: ALL

31-30-07A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative.

Note: *Some ACARS functions are not available.*

31-38-01	DATA LOADING selector

Ident.: 9-MI-31-38-00004267.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ, -AILW to -AILY) / A320 (all ex. -AIJH, -AIJJ) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

31-38-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**M**

May be inoperative.

31-38-02	Data Loading Routing Box (DLRB or eDLRB)

Ident.: 9-MI-31-38-00004268.0000001 / 31 AUG 2023
Criteria: A319 (-AIBK to -AIBQ, -AILW to -AILY) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

31-38-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**M**

May be inoperative.

31-38-03	Multipurpose Disk Drive Unit (MDDU)

Ident.: 9-MI-31-38-00004269.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW, -AIZJ) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW, D-AIZJ

31-38-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**M**

May be inoperative.

31-38-05	Data Loading Selector Unit (DLSU)

Ident.: 9-MI-31-38-00009360.0000001 / 31 AUG 2023
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

31-38-05A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative.

31-53-01	Flight Warning Computer (FWC)

Ident.: 9-MI-31-53-00004270.0000001 / 28 JUN 2022
Applicable to: ALL

31-53-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) FWC 2 may be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-53-01A Flight Warning Computer (FWC)*

31-53-02	MASTER CAUT Cancel Function

Ident.: 9-MI-31-53-00004271.0000001 / 28 JUN 2022
Applicable to: ALL

31-53-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative.

31-53-03	MASTER WARN Cancel Function

Ident.: 9-MI-31-53-00004272.0000001 / 28 JUN 2022
Applicable to: ALL

31-53-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative.

31-53-04	MASTER CAUT light

Ident.: 9-MI-31-53-00004273.0000001 / 28 JUN 2022
Applicable to: ALL

31-53-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative.

31-53-05	MASTER WARN light

Ident.: 9-MI-31-53-00004274.0000001 / 28 JUN 2022
Applicable to: ALL

31-53-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative.

31-53-06	Altitude Alert

Ident.: 9-MI-31-53-00004275.0000001 / 28 JUN 2022
Applicable to: ALL

31-53-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H / RVSM**

(o) One or both may be inoperative provided that one autopilot is operative.

Reference(s)

(o) *Refer to OpsProc 31-53-06A Altitude Alert*

31-55-01	System Data Acquisition Concentrator (SDAC)

Ident.: 9-MI-31-55-00004276.0000001 / 28 JUN 2022
Applicable to: ALL

31-55-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

COMPANY NOTES OPS affected
-

SDAC 2 may be inoperative.

31-56-01	System Page Manual Call pb on the ECP

Ident.: 9-MI-31-56-00004277.0000001 / 28 JUN 2022
Applicable to: ALL

31-56-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**11**	**0**	**Yes**	**-**

One or more may be inoperative.

31-56-02	ALL pb on the ECP

Ident.: 9-MI-31-56-00004278.0000001 / 28 JUN 2022
Applicable to: ALL

31-56-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

31-56-03	CLR pb on the ECP

Ident.: 9-MI-31-56-00004279.0000001 / 28 JUN 2022
Applicable to: ALL

31-56-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative.

31-56-04 EMER CANC pb on the ECP

Ident.: 9-MI-31-56-00004280.0000001 / 28 JUN 2022
Applicable to: ALL

31-56-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

31-56-05 RCL pb on the ECP

Ident.: 9-MI-31-56-00004281.0000001 / 28 JUN 2022
Applicable to: ALL

31-56-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

31-56-06 STS pb on the ECP

Ident.: 9-MI-31-56-00004282.0000001 / 28 JUN 2022
Applicable to: ALL

31-56-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-56-06A STS pb on the ECP*

31-56-07	T.O CONFIG pb on the ECP

Ident.: 9-MI-31-56-00004283.0000001 / 28 JUN 2022
Applicable to: ALL

31-56-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-56-07A T.O CONFIG pb on the ECP*

31-62-01	DMC 1

Ident.: 9-MI-31-62-00004284.0000100 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

31-62-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that:

1) The DMC 2 and DMC 3 are operative, and

2) The standby IAS indicator is operative, and

3) The standby altimeter is operative, and

4) The standby horizon is operative, and

5) The standby compass is operative, and

6) The EIS DMC SWITCHING selector is set to CAPT 3.

31-62-01	DMC 1

Ident.: 9-MI-31-62-00004284.0000200 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

31-62-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that:

1) The DMC 2 and DMC 3 are operative, and

2) The ISIS airspeed indication is operative, and

3) The ISIS altitude indication is operative, and

4) The ISIS attitude indication is operative, and

5) The standby compass is operative, and

6) The EIS DMC SWITCHING selector is set to CAPT 3.

31-62-02	DMC 2

Ident.: 9-MI-31-62-00004285.0000100 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

31-62-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(m) May be inoperative provided that:

1) The DMC 1 and DMC 3 are operative, and

2) The standby IAS indicator is operative, and

3) The standby altimeter is operative, and

4) The standby horizon is operative, and

5) The standby compass is operative, and

6) The EIS DMC SWITCHING selector is set to F/O 3, and

7) The AC ESS FEED control is checked operative every day, and

8) The AC ESS FEED pb-sw FAULT light is checked operative every day.

Reference(s)

(m) *Refer to AMM Task 31-68-00-040-005*

31-62-02	DMC 2

Ident.: 9-MI-31-62-00004285.0000200 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

31-62-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
H

(m) May be inoperative provided that:

1) The DMC 1 and DMC 3 are operative, and

2) The ISIS airspeed indication is operative, and

3) The ISIS altitude indication is operative, and

4) The ISIS attitude indication is operative, and

5) The standby compass is operative, and

6) The EIS DMC SWITCHING selector is set to F/O 3, and

7) The AC ESS FEED control is checked operative every day, and

8) The AC ESS FEED pb-sw FAULT light is checked operative every day.

Reference(s)

(m) *Refer to AMM Task 31-68-00-040-005*

31-62-03	DMC 3

Ident.: 9-MI-31-62-00004286.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

31-62-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative provided that:

1) The DMC 1 and DMC 2 are operative, and

2) The ISIS airspeed indication is operative, and

3) The ISIS altitude indication is operative, and

4) The ISIS attitude indication is operative, and

5) The standby compass is operative.

31-62-03	DMC 3

Ident.: 9-MI-31-62-00004286.0000200 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

31-62-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative provided that:

1) The DMC 1 and DMC 2 are operative, and

2) The standby IAS indicator is operative, and

3) The standby altimeter is operative, and

4) The standby horizon is operative, and

5) The standby compass is operative.

31-63-01	PFDU 1

Ident.: 9-MI-31-63-00004287.0000001 / 28 JUN 2022
Applicable to: ALL

31-63-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

31-63-02	PFDU 2

Ident.: 9-MI-31-63-00004288.0000001 / 28 JUN 2022
Applicable to: ALL

31-63-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO / RNAV/RNP**

(o) May be inoperative provided that PFDU 1, NDU 1, NDU 2, EWDU and SDU are operative.

Reference(s)

(o) *Refer to OpsProc 31-63-02A PFDU 2*

31-63-03	NDU 1

Ident.: 9-MI-31-63-00004289.0000001 / 28 JUN 2022
Applicable to: ALL

31-63-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO / RNAV/RNP**

(o) May be inoperative provided that PFDU 1, PFDU 2, NDU 2, EWDU and SDU are operative.

Reference(s)

(o) *Refer to OpsProc 31-63-03A NDU 1*

31-63-04	NDU 2

Ident.: 9-MI-31-63-00004290.0000001 / 28 JUN 2022
Applicable to: ALL

31-63-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H / LVO / RNAV/RNP

(o) May be inoperative provided that PFDU 1, PFDU 2, NDU 1, EWDU and SDU are operative.

Reference(s)

(o) *Refer to OpsProc 31-63-04A NDU 2*

31-63-05	SDU

Ident.: 9-MI-31-63-00004291.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

31-63-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H

(o) (m) May be inoperative provided that:

1) The PFDU 1, PFDU 2, NDU 1, NDU 2 and EWDU are operative, and

2) The AC ESS FEED control is checked operative every day, and

3) The AC ESS FEED pb-sw FAULT light is checked operative every day, and

4) The CDSS is considered inoperative.

Refer to 9-MI-23-72-01 Cockpit Door Surveillance System (CDSS)

Reference(s)

(o) *Refer to OpsProc 31-63-05A SDU*
(m) *Refer to AMM Task 31-68-00-040-006*

31-63-05	SDU

Ident.: 9-MI-31-63-00004291.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

31-63-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) (m) May be inoperative provided that:

1) The PFDU 1, PFDU 2, NDU 1, NDU 2 and EWDU are operative, and

2) The AC ESS FEED control is checked operative every day, and

3) The AC ESS FEED pb-sw FAULT light is checked operative every day.

Reference(s)

(o) *Refer to OpsProc 31-63-05A SDU*
(m) *Refer to AMM Task 31-68-00-040-006*

31-63-06	EWDU

Ident.: 9-MI-31-63-00004292.0000001 / 28 JUN 2022
Applicable to: ALL

31-63-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

31-68-01	AIR DATA SWITCHING selector on the Center Pedestal

Ident.: 9-MI-31-68-00004293.0000001 / 28 JUN 2022
Applicable to: ALL

31-68-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the AIR DATA SWITCHING selector is set to NORM.

31-68-02	ATT HDG SWITCHING selector on the Center Pedestal

Ident.: 9-MI-31-68-00004294.0000001 / 28 JUN 2022
Applicable to: ALL

31-68-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the ATT HDG SWITCHING selector is set to NORM.

31-68-03	ECAM/ND XFR SWITCHING selector on the Center Pedestal

Ident.: 9-MI-31-68-00004295.0000001 / 28 JUN 2022
Applicable to: ALL

31-68-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that:

1) Both ECAM DU are operative, and

2) The ECAM/ND XFR SWITCHING selector is set to NORM.

31-68-04	EIS DMC SWITCHING selector on the Center Pedestal

Ident.: 9-MI-31-68-00004296.0000001 / 28 JUN 2022
Applicable to: ALL

31-68-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the EIS DMC SWITCHING selector is set to NORM.

31-68-05	PFD/ND XFR pb on the Lateral Instrument Panel

Ident.: 9-MI-31-68-00004297.0000001 / 28 JUN 2022
Applicable to: ALL

31-68-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative provided that:

1) The PFD and ND units are operative, and

2) The PFD to ND automatic switching is checked operative on the PF side before each flight.

Reference(s)

(o) *Refer to OpsProc 31-68-05A PFD/ND XFR pb on the Lateral Instrument Panel*

32-07-01 Brakes Temperature Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004298.0000001 / 28 JUN 2022
Applicable to: ALL

32-07-01A BRAKES HOT alert not displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	0	No	H

(o) One or more may be inoperative provided that the ground brake cooling time is applied.

Reference(s)

(o) *Refer to OpsProc 32-07-01A Brakes Temperature Indication on the WHEEL SD page*

32-07-01B BRAKES HOT alert displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	0	No	H

(o) **(m)** One or more may be inoperative provided that:

1) The associated sensor is deactivated if the BRAKES HOT alert is displayed on the EWD, and

2) The ground brake cooling time is applied.

Reference(s)

(o) *Refer to OpsProc 32-07-01B Brakes Temperature Indication on the WHEEL SD page*
(m) *Refer to AMM Task 32-47-00-040-001*

32-07-02 L/G Position Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004299.0000001 / 28 JUN 2022
Applicable to: ALL

32-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	6	0	No	-

One or more may be inoperative provided that the L/G gear position indications are operative on the LDG GEAR indicator panel.

32-07-03 L/G Doors Position Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004300.0000001 / 28 JUN 2022
Applicable to: ALL

32-07-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**H**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 32-07-03A L/G Doors Position Indication on the WHEEL SD page*

32-07-04 L/G CTL Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004301.0000001 / 28 JUN 2022
Applicable to: ALL

32-07-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

32-07-05 UP LOCK Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004302.0000001 / 28 JUN 2022
Applicable to: ALL

32-07-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

One or more may be inoperative.

32-07-06	[Y] N/W STEERING Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004303.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

32-07-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

32-07-07	Tire Pressure Indication ◁ on the WHEEL SD page

Ident.: 9-MI-32-07-00004304.0000001 / 28 JUN 2022
Applicable to: ALL

32-07-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**6**	**0**	**No**	**-**

One or more may be inoperative.

32-07-08	ANTI SKID Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004305.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

32-07-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

32-07-08	ANTI SKID, [1], [2] Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004305.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

32-07-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**-**

One or more may be inoperative.

32-07-09	AUTO BRK Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004306.0000001 / 28 JUN 2022
Applicable to: ALL

32-07-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

32-07-10	[G] NORM BRK Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004307.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

32-07-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

32-07-11	Release Brake Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004308.0000001 / 28 JUN 2022
Applicable to: ALL

32-07-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

One or more may be inoperative.

32-07-12	ACCU PRESS/ACCU ONLY Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004309.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

32-07-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

32-07-13	[Y] ALTN BRK Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004310.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

32-07-13A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

32-09-01	BRAKES-N/WS MINOR FAULT **Alert**

Ident.: 9-MI-32-09-00004311.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

32-09-01A Fault on an alternate braking system pressure transducer

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

May be displayed provided that:

1) The alert is confirmed to be caused by a fault on an alternate braking system pressure transducer by troubleshooting, and

2) The associated BRAKES pressure indicator is considered inoperative.

Refer to 9-MI-32-44-03 BRAKES Pressure Indicator

32-09-01C Both BRAKES pressure indicators operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

(o) (m) May be displayed provided that:

1) Both BRAKES pressure indicators are operative, and

2) The alternate braking system is checked operative before the first flight of each day, and

3) It is checked before each flight that the CFDS failure message related to the BRAKES-N/WS MINOR FAULT alert do not report a fault on a normal or an alternate pressure transducer.

Reference(s)

(o) *Refer to OpsProc 32-09-01C BRAKES-N/WS MINOR FAULT Alert (Alternate braking checked operative)*
(m) *Refer to AMM Task 32-46-00-040-001*

32-11-01	Main Gear Torque Link Damper

Ident.: 9-MI-32-11-00004313.0000001 / 28 JUN 2022
Applicable to: ALL

32-11-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

One or both may be inoperative for 7 flights.

32-12-01	Main Gear Door Ground Opening Cable

Ident.: 9-MI-32-12-00004314.0000001 / 28 JUN 2022
Applicable to: ALL

32-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

(m) One or both may be broken or missing.

Reference(s)

(m) *Refer to AMM 32-12-00-040-006*

32-31-01	Landing Gear Control and Interface Unit (LGCIU)

Ident.: 9-MI-32-31-00004315.0000002 / 31 AUG 2023
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

32-31-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H / LVO**

(o) The LGCIU 2 may be inoperative for 7 flights provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) All ELACs, SECs, SFCCs, RAs, FACs, and ADIRSs are operative, and

3) Both air conditioning packs are operative, and

4) The FLEX Takeoff Mode is not used, and

5) The operation of avionics equipment is time limited on ground, and

6) The OAT is below ISA+35 °C.

Reference(s)

(o) *Refer to OpsProc 32-31-01A Landing Gear Control and Interface Unit (LGCIU)*

32-31-01	Landing Gear Control and Interface Unit (LGCIU)

Ident.: 9-MI-32-31-00004315.0000001 / 31 AUG 2023
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

32-31-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H / LVO**

(o) The LGCIU 2 may be inoperative for 7 flights provided that:

1) All ELACs, SECs, SFCCs, RAs, FACs, and ADIRSs are operative, and

2) Both air conditioning packs are operative, and

3) The FLEX Takeoff Mode is not used, and

4) The operation of avionics equipment is time limited on ground.

Reference(s)

(o) *Refer to OpsProc 32-31-01A Landing Gear Control and Interface Unit (LGCIU)*

32-31-01	Landing Gear Control and Interface Unit (LGCIU)

Ident.: 9-MI-32-31-00004315.0000003 / 31 AUG 2023
Criteria: A320 (-AIJC, -AINH)
Applicable to: D-AIJC, D-AINH

32-31-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H / LVO**

(o) The LGCIU 2 may be inoperative for 7 flights provided that:

1) All ELACs, SECs, SFCCs, RAs, FACs, and ADIRSs are operative, and

2) Both air conditioning packs are operative, and

3) The FLEX Takeoff Mode is not used, and

4) The operation of avionics equipment is time limited on ground, and

5) The OAT is below ISA+35 °C.

Reference(s)

(o) *Refer to OpsProc 32-31-01A Landing Gear Control and Interface Unit (LGCIU)*

32-31-02	Landing Gear Retracting System

Ident.: 9-MI-32-31-00004316.0000001 / 28 JUN 2022
Applicable to: ALL

32-31-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / ETOPS**

(o) (m) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The aircraft is operated in accordance with the supplement for the flight with landing gear down.

Reference(s)

(o) *Refer to OpsProc 32-31-02A Landing Gear Retracting System*

(m) *Refer to AMM Task 32-31-00-040-803*

32-32-01	LGCIU 1 Proximity Detector

Ident.: 9-MI-32-32-00004317.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**16**	**16**	**No**	**-**

All must be operative.

32-32-02	LGCIU 2 RH L/G Shock Absorber Proximity Detector

Ident.: 9-MI-32-32-00004318.0000004 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

32-32-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

(o) (m) May be inoperative for 7 flights provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) Both radio altimeters are operative, and

3) The other proximity detectors are operative, and

4) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-02A LGCIU 2 RH L/G Shock Absorber Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-02B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) The LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-02	LGCIU 2 RH L/G Shock Absorber Proximity Detector

Ident.: 9-MI-32-32-00004318.0000002 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

32-32-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

(o) (m) May be inoperative for 7 flights provided that:

1) Both radio altimeters are operative, and

2) The other proximity detectors are operative, and

3) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-02A LGCIU 2 RH L/G Shock Absorber Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-02B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-03	LGCIU 2 LH L/G Shock Absorber Proximity Detector

Ident.: 9-MI-32-32-00004319.0000004 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

32-32-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

(o) (m) May be inoperative for 7 flights provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) Both radio altimeters are operative, and

3) The other proximity detectors are operative, and

4) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-03A LGCIU 2 LH L/G Shock Absorber Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-03B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) The LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-03	LGCIU 2 LH L/G Shock Absorber Proximity Detector

Ident.: 9-MI-32-32-00004319.0000002 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

32-32-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

(o) (m) May be inoperative for 7 flights provided that:

1) Both radio altimeters are operative, and

2) The other proximity detectors are operative, and

3) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-03A LGCIU 2 LH L/G Shock Absorber Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-03B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-04	LGCIU 2 Nose L/G Shock Absorber Proximity Detector

Ident.: 9-MI-32-32-00004320.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

32-32-04A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical, and

3) The OAT is below ISA+35 °C.

Reference(s)

(o) *Refer to OpsProc 32-32-04A LGCIU 2 Nose L/G Shock Absorber Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-04B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-04	LGCIU 2 Nose L/G Shock Absorber Proximity Detector

Ident.: 9-MI-32-32-00004320.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

32-32-04A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-04A LGCIU 2 Nose L/G Shock Absorber Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-04B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-05	LGCIU 2 RHL/G Down Lock Proximity Detector

Ident.: 9-MI-32-32-00004321.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-05A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be inoperative provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-05A LGCIU 2 RH L/G Down Lock Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-05B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-06	**LGCIU 2 LHL/G Down Lock Proximity Detector**

Ident.: 9-MI-32-32-00004322.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-06A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be inoperative provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-06A LGCIU 2 LH L/G Down Lock Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-06B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-07	LGCIU 2 Nose L/G Down Lock Proximity Detector

Ident.: 9-MI-32-32-00004323.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-07A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be inoperative provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-07A LGCIU 2 Nose L/G Down Lock Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-07B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-08	LGCIU 2 RHL/G Up Lock Proximity Detector

Ident.: 9-MI-32-32-00004324.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-08A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-08A LGCIU 2 RH L/G Up Lock Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-08B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-09	LGCIU 2 LHL/G Up Lock Proximity Detector

Ident.: 9-MI-32-32-00004325.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-09A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-09A LGCIU 2 LH L/G Up Lock Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-09B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-10	**LGCIU 2 Nose L/G Up Lock Proximity Detector**

Ident.: 9-MI-32-32-00004326.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-10A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-10A LGCIU 2 Nose L/G Up Lock Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-10B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-11	LGCIU 2 RHL/G Doors Open Proximity Detector

Ident.: 9-MI-32-32-00004327.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-11A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-11A LGCIU 2 RH L/G Doors Open Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-11B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-12	LGCIU 2 LHL/G Doors Open Proximity Detector

Ident.: 9-MI-32-32-00004328.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-12A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-12A LGCIU 2 LH L/G Doors Open Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-12B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-13	LGCIU 2 Nose L/G Doors Open Proximity Detector

Ident.: 9-MI-32-32-00004329.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-13A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**0**	**No**	**-**

(o) (m) One or both may be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-13A LGCIU 2 Nose L/G Doors Open Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-13B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**0**	**No**	**H**

One or both may be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-14	LGCIU 2 RHL/G Doors Closed Proximity Detector

Ident.: 9-MI-32-32-00004330.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-14A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-14A LGCIU 2 RH L/G Doors Closed Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-14B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-15	LGCIU 2 LHL/G Doors Closed Proximity Detector

Ident.: 9-MI-32-32-00004331.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-15A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-15A LGCIU 2 LH L/G Doors Closed Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-15B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-32-16	**LGCIU 2 Nose L/G Doors Closed Proximity Detector**

Ident.: 9-MI-32-32-00004332.0000001 / 28 JUN 2022
Applicable to: ALL

32-32-16A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(o) (m) May be inoperative for 7 flights provided that:

1) The other proximity detectors are operative, and

2) The origin of the failure is checked to be electrical.

Reference(s)

(o) *Refer to OpsProc 32-32-16A LGCIU 2 Nose L/G Doors Closed Proximity Detector*
(m) *Refer to AMM Task 32-31-00-040-003*

32-32-16B LGCIU 2 considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)

32-33-01	Landing Gear Gravity Extension System

Ident.: 9-MI-32-33-00004333.0000001 / 28 JUN 2022
Applicable to: ALL

32-33-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H / ETOPS

(o) (m) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The aircraft is operated in accordance with the supplement for the flight with landing gear down.

Reference(s)

(o) *Refer to OpsProc 32-33-01A Landing Gear Gravity Extension System*
(m) *Refer to AMM Task 32-31-00-040-802*

32-41-01 Nose Wheel Tie Bolt

Ident.: 9-MI-32-41-00004334.0000001 / 28 JUN 2022
Applicable to: ALL

32-41-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**-**	**No**	**-**

(m) One tie bolt on one wheel may be broken or missing for 15 flights provided that:

1) The affected wheel tie bolt is removed, and

2) The affected wheel is checked for absence of damage.

Reference(s)

(m) *Refer to AMM 32-41-00-040-002*

32-41-02 Main Wheel Tie Bolt

Ident.: 9-MI-32-41-00004335.0000001 / 28 JUN 2022
Applicable to: ALL

32-41-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**-**	**-**	**No**	**-**

(m) One tie bolt on one wheel may be broken or missing for 15 flights provided that:

1) The affected wheel tie bolt is removed, and

2) The affected wheel and the associated brake are checked for absence of damage.

Reference(s)

(m) *Refer to AMM Task 32-41-00-040-003*

32-42-01	Main Wheel Brake

Ident.: 9-MI-32-42-00004336.0000001 / 28 JUN 2022
Applicable to: ALL

32-42-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**3**	**No**

COMPANY NOTES OPS affected
H / LVO

(o) (m) One may be inoperative provided that:

1) The nose wheel steering is operative, and

2) Both thrust reversers are operative, and

3) The green and yellow systems are operative on operative brakes, and

4) The affected brake is deactivated or removed, and

5) The runway width at departure and arrival airports is at least 45 m, and

6) The Flight Manual performance penalties are applied, and

7) The AUTO/BRK function is considered inoperative.

Refer to 9-MI-32-42-05 AUTO/BRK Function

Reference(s)

(o) *Refer to OpsProc 32-42-01A Main Wheel Brake*
(m) *Refer to AMM Task 32-42-00-040-003*

32-42-02	Green System Brake

Ident.: 9-MI-32-42-00004337.0000001 / 28 JUN 2022
Applicable to: ALL

32-42-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**1**	**No**

COMPANY NOTES OPS affected
H / LVO

(o) (m) Braking on one wheel may be inoperative provided that:

1) The nose wheel steering is operative, and

2) Both thrust reversers are operative, and

3) The green hydraulic supply of affected brake is deactivated, and

4) The runway width at departure and arrival airports is at least 45 m, and

5) The Flight Manual performance penalties are applied.

Note: *Maintenance Procedure required prior to each departure.*

Reference(s)

(o) *Refer to OpsProc 32-42-02A Green System Brake*
(m) *Refer to AMM Task 32-42-00-040-002*

32-42-03	Braking/Steering Control Unit (BSCU) System 1

Ident.: 9-MI-32-42-00004338.0000001 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

32-42-03A BSCU SW L4.11 not installed

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
H

(m) May be inoperative provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) The BSCU system 2 is operative, and

3) The affected system is deactivated, and

4) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight, and

5) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL light and the AUTO/BRK (LO, MED, MAX) pb-sw ON light are considered inoperative.

Refer to 9-MI-32-42-08 AUTO/BRK (LO, MED, MAX) pb-sw DECEL light, and

Refer to 9-MI-32-42-09 AUTO/BRK (LO, MED, MAX) pb-sw ON light

Reference(s)

(m) *Refer to AMM Task 32-42-00-040-007*

32-42-03A BSCU SW L4.11 installed (BSCU PNs E21327108, E21327308 or E21327408)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) The BSCU system 2 is operative, and

3) The affected system is deactivated, and

4) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight, and

5) The landing gear is kept extended for 1 minute after takeoff, and

6) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL light and the AUTO/BRK (LO, MED, MAX) pb-sw ON light are considered inoperative.

Refer to 9-MI-32-42-08 AUTO/BRK (LO, MED, MAX) pb-sw DECEL light, and

Refer to 9-MI-32-42-09 AUTO/BRK (LO, MED, MAX) pb-sw ON light

Reference(s)

(o) *Refer to OpsProc 32-42-03A Braking/Steering Control Unit (BSCU) System*
(m) *Refer to AMM Task 32-42-00-040-007*

32-42-03	Braking/Steering Control Unit (BSCU) System 1

Ident.: 9-MI-32-42-00004338.0000005 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

32-42-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(m) May be inoperative provided that:

1) The BSCU system 2 is operative, and

2) The affected system is deactivated, and

3) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight, and

4) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL light and the AUTO/BRK (LO, MED, MAX) pb-sw ON light are considered inoperative.

Refer to 9-MI-32-42-08 AUTO/BRK (LO, MED, MAX) pb-sw DECEL light, and

Refer to 9-MI-32-42-09 AUTO/BRK (LO, MED, MAX) pb-sw ON light

Reference(s)

(m) *Refer to AMM Task 32-42-00-040-007*

32-42-04	Braking/Steering Control Unit (BSCU) System 2

Ident.: 9-MI-32-42-00004339.0000001 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

32-42-04A BSCU SW L4.11 not installed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(m) May be inoperative provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) The affected system is deactivated, and

3) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight.

Reference(s)

(m) *Refer to AMM Task 32-42-00-040-007*

32-42-04A BSCU SW L4.11 installed (BSCU PNs E21327108, E21327308 or E21327408)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) The affected system is deactivated, and

3) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight, and

4) The landing gear is kept extended for 1 minute after takeoff.

Reference(s)

(o) *Refer to OpsProc 32-42-04A Braking/Steering Control Unit (BSCU) System*
(m) *Refer to AMM Task 32-42-00-040-007*

32-42-04	Braking/Steering Control Unit (BSCU) System 2

Ident.: 9-MI-32-42-00004339.0000002 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

32-42-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(m) May be inoperative provided that:

1) The affected system is deactivated, and

2) It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight.

Reference(s)

(m) *Refer to AMM 32-42-00-040-007*

32-42-05	AUTO/BRK Function

Ident.: 9-MI-32-42-00004340.0000001 / 28 JUN 2022
Applicable to: ALL

32-42-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 32-42-05A AUTO/BRK Function*

32-42-06	Tachometer

Ident.: 9-MI-32-42-00004341.0000001 / 3 FEB 2023
Applicable to: ALL

32-42-06B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**4**	**4**	**No**	**-**

Must be operative.

32-42-06C If BSCU Std. installed L4.10 (information given by trouble shooting)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**3**	**No**	**H**

(o) One may be inoperative provided that:

1) Both LGCIUs are operative, and

2) All SECs are operative, and

3) All ground spoilers are operative, and

4) The crosswind component is below 10 kt at departure airport and below 15 kt at arrival airport, and

5) The takeoff runway state is no more than wet, and

6) The performance penalties are applied, and

7) BSCU L4.9B (P/Ns E21327006 / E21327106) has not been installed by interchangeability, and

8) The affected brake is considered inoperative

Refer to 9-MI-32-42-01 Main Wheel Brake

Note: The BSCU standard P/N can be checked by AMM TASK 32-46-00-740-003-A BITE Test of the BSCU - LRU Identification.

Reference(s)

(o) *Refer to OpsProc 32-42-06C Tachometer*

32-42-07	Nose Landing Gear Wheel Brake Pad

Ident.: 9-MI-32-42-00004342.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

32-42-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(m) One or both may be inoperative provided that they are removed.

Reference(s)

(m) *Refer to AMM 32-42-00-040-006*

32-42-08	AUTO/BRK (LO, MED, MAX) pb-sw DECEL light

Ident.: 9-MI-32-42-00004343.0000001 / 28 JUN 2022
Applicable to: ALL

32-42-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative.

32-42-09	AUTO/BRK (LO, MED, MAX) pb-sw ON light

Ident.: 9-MI-32-42-00004344.0000001 / 28 JUN 2022
Applicable to: ALL

32-42-09A AUTO/BRK mode arming displayed on the WHEEL SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative provided that, when appropriate, the associated AUTO/BRK mode arming is displayed on the WHEEL SD page.

32-42-09B AUTO/BRK function considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**H / LVO**

One or more may be inoperative provided that the AUTO/BRK function is considered inoperative.

Refer to 9-MI-32-42-05 AUTO/BRK Function

32-44-01	Yellow System Brake

Ident.: 9-MI-32-44-00004345.0000100 / 18 SEP 2024
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

32-44-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**H**

(m) Braking on one wheel may be inoperative provided that:

1) Both thrust reversers are operative, and

2) The yellow hydraulic supply of the affected brake is deactivated.

Note: *Maintenance Procedure required prior to each departure.*

Reference(s)

(m) *Refer to AMM Task 32-43-00-040-001*

32-44-01	Yellow System Brake

Ident.: 9-MI-32-44-00004345.0000200 / 18 SEP 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

32-44-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**H**

(m) Braking on one wheel may be inoperative provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) Both thrust reversers are operative, and

3) The yellow hydraulic supply of the affected brake is deactivated.

Note: *Maintenance Procedure required prior to each departure.*

Reference(s)

(m) *Refer to AMM Task 32-43-00-040-001*

32-44-02	ACCU PRESS Indicator

Ident.: 9-MI-32-44-00004346.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

32-44-02A BRAKES pressure indicator operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) Both BRAKES pressure indicators are operative, and

2) The pressure on both BRAKES pressure indicators is checked with parking brake ON before each flight.

Reference(s)

(o) *Refer to OpsProc 32-44-02A ACCU PRESS Indicator (with Brakes Pressure Indicator Operative)*

32-44-02	ACCU PRESS Indicator

Ident.: 9-MI-32-44-00004346.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

32-44-02A BRAKES pressure indicator operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) Both BRAKES pressure indicators are operative, and

2) The pressure on both BRAKES pressure indicators is checked with parking brake ON before each flight.

Reference(s)

(o) *Refer to OpsProc 32-44-02A ACCU PRESS Indicator (with Brakes Pressure Indicator Operative)*

32-44-02B Checks on WHEEL SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) The ACCU PRESS/ACCU ONLY indication is operative on the WHEEL SD page, and

2) The hydraulic pressure of the brake accumulator is checked on the WHEEL SD page before each flight.

Reference(s)

(o) *Refer to OpsProc 32-44-02B ACCU PRESS Indicator (with WHEEL SD page)*

32-44-03	**BRAKES Pressure Indicator**

Ident.: 9-MI-32-44-00004347.0000100 / 31 AUG 2023
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

32-44-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the BSCU system 1 and the BSCU system 2 are operative.

32-44-03	**BRAKES Pressure Indicator**

Ident.: 9-MI-32-44-00004347.0000200 / 31 AUG 2023
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

32-44-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) The BSCU system 1 and the BSCU system 2 are operative.

32-44-04	Alternate Braking Control Unit (ABCU)

Ident.: 9-MI-32-44-00004348.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

32-44-04A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

32-45-01	Parking Brake Control Valve Electrical Motor

Ident.: 9-MI-32-45-00004349.0000001 / 18 SEP 2024
Applicable to: ALL

32-45-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

COMPANY NOTES OPS affected
-

(o) **(m)** One may be inoperative provided that:

1) Both thrust reversers are operative, and

2) The aircraft is not towed if the STBY motor is affected and when the batteries supply the aircraft.

Reference(s)

(o) *Refer to OpsProc 32-45-01A Parking Brake Control Valve Electrical Motor*
(m) *Refer to AMM Task 32-45-00-040-001*

32-47-01	Brake Temperature Monitoring Unit (BTMU)

Ident.: 9-MI-32-47-00004350.0000001 / 28 JUN 2022
Applicable to: ALL

32-47-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) One or both may be inoperative provided that the ground brake cooling time is applied.

Reference(s)

(o) *Refer to OpsProc 32-47-01A Brake Temperature Monitoring Unit (BTMU)*

32-48-01	Brake Fan System ◁

Ident.: 9-MI-32-48-00004351.0000001 / 28 JUN 2022
Applicable to: ALL

32-48-01A Brake Fan System not used

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**H**

May be inoperative.

32-48-01B Brake Fan System may be used if partially available

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H**

(o) One or more fans may be inoperative provided that the affected pair of fans is deactivated.

Reference(s)

(o) *Refer to OpsProc 32-48-01B Brake Fan System (partially available)*

32-48-02	BRK FAN pb-sw HOT ◁ light

Ident.: 9-MI-32-48-00004352.0000001 / 28 JUN 2022
Applicable to: ALL

32-48-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

May be inoperative.

32-48-03	BRK FAN pb-sw ON ◁ light

Ident.: 9-MI-32-48-00004353.0000001 / 28 JUN 2022
Applicable to: ALL

32-48-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

32-51-01 Nose Wheel Steering Control System

Ident.: 9-MI-32-51-00004354.0000001 / 28 JUN 2022
Applicable to: ALL

32-51-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

Note: *For nose wheel steering offset, Refer to NP-SUP-LG L/G Operation with Nosewheel Steering Offset.*

32-51-02 Rudder PEDALS DISC pb

Ident.: 9-MI-32-51-00004355.0000001 / 28 JUN 2022
Applicable to: ALL

32-51-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative (no disconnection is possible).

Reference(s)

(o) *Refer to OpsProc 32-51-02A Rudder PEDALS DISC pb*

32-51-03 NWS Electrical Deactivation Box

Ident.: 9-MI-32-51-00004356.0000001 / 28 JUN 2022
Applicable to: ALL

32-51-03A No towing mode when lever in the TOWING position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative.

Note: *The towing mode is not available when the lever is in the TOWING position.*

Reference(s)

(o) *Refer to OpsProc 32-51-03A NWS Electrical Deactivation Box (towing mode is not available when the lever is in the TOWING position)*

32-51-03B NWS electrical deactivation box deactivated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) **(m)** May be inoperative provided that the NWS electrical deactivation box is deactivated.

Reference(s)

(o) *Refer to OpsProc 32-51-03B NWS Electrical Deactivation Box (NWS Electrical Deactivation Box deactivated)*
(m) *Refer to AMM Task 32-51-00-040-002*

32-51-04	**PARKING BRAKE light on the NWS Electrical Deactivation Box**

Ident.: 9-MI-32-51-00004357.0000001 / 28 JUN 2022
Applicable to: ALL

32-51-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 32-51-04A PARKING BRAKE light on the NWS Electrical Deactivation Box*

32-61-01	LDG GEAR Indicator Panel

Ident.: 9-MI-32-61-00004360.0000001 / 28 JUN 2022
Applicable to: ALL

32-61-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

32-61-02	DOWN Red Arrow light on the Landing Gear lever

Ident.: 9-MI-32-61-00004361.0000001 / 28 JUN 2022
Applicable to: ALL

32-61-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(m) May be inoperative provided that the L/G GEAR NOT DOWN alert and the L/G GEAR NOT DOWN-LOCKED alert are checked operative.

Reference(s)

(m) *Refer to AMM 32-61-00-040-001*

ANN LT OVERHEAD PANEL

33-01-01-01	TEST Function of ANN LT sw

Ident.: 9-MI-33-01-01-00004362.0000001 / 28 JUN 2022
Applicable to: ALL

33-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

33-01-01-02	DIM Function of ANN LT sw

Ident.: 9-MI-33-01-01-00004363.0000001 / 28 JUN 2022
Applicable to: ALL

33-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

Dim lighting may be inoperative provided that the bright lighting is operative.

33-01-01-03	BRT Function of ANN LT sw

Ident.: 9-MI-33-01-01-00004364.0000001 / 28 JUN 2022
Applicable to: ALL

33-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

Bright lighting may be inoperative for night operation.

SIGNS OVERHEAD PANEL

33-01-02-01	EMER EXIT LT OFF light

Ident.: 9-MI-33-01-02-00004365.0000001 / 28 JUN 2022
Applicable to: ALL

33-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

33-01-02-02	AUTO Function of SEAT BELT SIGNS sw ⩤

Ident.: 9-MI-33-01-02-00004366.0000001 / 28 JUN 2022
Applicable to: ALL

33-01-02-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 33-01-02-02A AUTO Function of SEAT BELT SIGNS sw (If Installed)*

33-01-02-03	AUTO Function of NO SMOKING SIGNS sw

Ident.: 9-MI-33-01-02-00004367.0000001 / 28 JUN 2022
Applicable to: ALL

33-01-02-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 33-01-02-03A AUTO Function of NO SMOKING/EXIT/NO PORTABLE SIGNS sw*

33-01-02-04	**AUTO Function of RETURN TO SEAT sw** ⋖

Ident.: 9-MI-33-01-02-00004368.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

33-01-02-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 33-01-02-04A AUTO Function of RETURN TO SEAT selector (If Installed)*

33-01-02-05	**AUTO Function of DON OXYGEN MASK sw** ⋖

Ident.: 9-MI-33-01-02-00004369.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

33-01-02-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 33-01-02-05A AUTO Function of DON OXYGEN MASK selector*

33-10-01	**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)**

Ident.: 9-MI-33-10-00004370.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

33-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

May be inoperative provided that:

1) The lighting is sufficient for all instruments and controls, and

2) The RH dome light is operative.

33-10-01	**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)**

Ident.: 9-MI-33-10-00004370.0000200 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

33-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

May be inoperative provided that:

1) The lighting is sufficient for all instruments and controls, and

2) The RH dome light is operative, and

3) The left section of the center instrument panel flood lighting is operative.

33-20-01	Cabin General Illumination

Ident.: 9-MI-33-20-00004371.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-20-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) One or more lights may be inoperative provided that:

1) The lighting is sufficient for the cabin attendants to perform their duties, and

2) The lighting is sufficient to charge the photoluminescent Floor Path Marking System ⋖.

Reference(s)

(o) *Refer to OpsProc 33-20-01A Cabin General Illumination*

33-20-02	Cabin Signs (No Smoking/No Electronic Devices/Fasten Seat Belt/ Return to Seat)

Ident.: 9-MI-33-20-00004372.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-20-02A Affected seat occupied

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative and the affected passenger seat may be occupied provided that:

1) The passenger address system is operative, and can be heard throughout the cabin during the flight, and

2) The passenger address system is used to alert the passengers when return to seat is requested, seat belts should be fastened and smoking is prohibited.

33-20-02B Affected seat not occupied

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**H**

(m) One or more "No Smoking/No Electronic Devices/Fasten Seat Belt" sign may be inoperative provided that:

1) No passenger seat is occupied from which a passenger cannot see a readily legible "No smoking/No Electronic Devices/Fasten Seat Belt" sign, and

2) The affected seat is blocked and placarded inoperative.

Reference(s)

(m) *Refer to AMM Task 33-20-00-040-001*

33-20-03	**Lavatory Sign (Return to seat)**

Ident.: 9-MI-33-20-00004373.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-20-03A Lavatory used

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

(o) One or more may be inoperative provided that an alternate procedure is established and used to alert the occupant to return to their seat when necessary.

Reference(s)

(o) *Refer to OpsProc 33-20-03A Lavatory Sign (Return to seat)*

33-20-03B Lavatory not used

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**-**

One or more may be inoperative provided that the affected lavatory is locked closed and is placarded inoperative.

33-20-04	Lavatory Lighting

Ident.: 9-MI-33-20-00004374.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-20-04A Affected Lavatory Used

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**-**

One or more lights may be inoperative provided that the lighting is sufficient.

33-20-04B Affected Lavatory Not Used

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

One or more lights may be inoperative provided that the affected lavatory is locked closed and placarded inoperative.

33-20-01	Redefined Flight Deck (RFD) General Illumination

Ident.: 9-MI-33-20-00004375.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

33-20-01A Crew Entry Light

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that **t**here is sufficient lighting for crew to perform duties.

33-20-03	Lavatory Sign (Return to Seat/Don Oxygen)

Ident.: 9-MI-33-20-00004376.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

33-20-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that:

1) The passenger address system is checked operative in the lavatory, and

2) The passenger address system is used to alert the occupant to don oxygen mask and/or return to seat.

Reference(s)

(o) *Refer to OpsProc 33-20-03A Lavatory Sign (RETURN TO SEAT / DON OXYGEN MASK)*

33-30-01 Cargo and Service Compartment Lighting System

Ident.: 9-MI-33-30-00004377.0000001 / 28 JUN 2022
Applicable to: ALL

33-30-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative.

33-30-02 Main Deck Cargo Compartment (MDCC) Lighting

Ident.: 9-MI-33-30-00004378.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

33-30-02A Main deck cargo compartment lighting system

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative provided that the Main Deck Cargo Compartment is empty.

33-30-02B Main deck cargo compartment lights

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

One or more lights may be inoperative provided that:

1) The lighting is sufficient for operator to load and unload cargo.

33-30-03	Tarmac Light

Ident.: 9-MI-33-30-00004379.0000001 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

33-30-03A Day operation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for day operation provided repair is made before next flight ex. FRA or MUC.

33-30-03B Night operation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

May be inoperative for night operation provided that:

1) There is sufficient alternate lighting for the safe loading and unloading of Main Deck cargo, and

2) Repair is made before next flight ex. FRA or MUC.

33-40-01	NAV 1 Light

Ident.: 9-MI-33-40-00004380.0000002 / 28 JUN 2022
Applicable to: ALL

33-40-01A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**H**

One or more NAV 1 lights may be inoperative for daylight operations.

33-40-01B All NAV 2 lights operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more NAV 1 lights may be inoperative provided that all NAV 2 lights are operative.

33-40-02	NAV 2 Light

Ident.: 9-MI-33-40-00004381.0000001 / 28 JUN 2022
Applicable to: ALL

33-40-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more NAV 2 lights may be inoperative.

33-40-03	Landing light

Ident.: 9-MI-33-40-00004382.0000003 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

Note: *Each Landing light consists of a set of LEDs which are located on each Multi-Functional Runway Light unit.*

33-40-03A Takeoff lights operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative provided that takeoff lights are operative.

33-40-03B Daylight operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative for daylight operations.

33-40-03	**Landing light**

Ident.: 9-MI-33-40-00004382.0000004 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-40-03A Taxi and takeoff lights operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative provided that both taxi and takeoff lights are operative.

33-40-03B Daylight operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

One or both may be inoperative for daylight operations.

33-40-04	Landing light Extension/Retraction System

Ident.: 9-MI-33-40-00004383.0000001 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-40-04A Inoperative in extended position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) One or both may be inoperative in the extended position.

Reference(s)

(o) *Refer to OpsProc 33-40-04A Landing light Extension/Retraction System*

33-40-04B Inoperative in retracted position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative in the retracted position provided that the associated light is considered inoperative.

Refer to 9-MI-33-40-03 Landing light

33-40-05	Runway Turnoff light

Ident.: 9-MI-33-40-00004384.0000001 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

Note: *Each Runway Turnoff light consists of a set of LEDs which are located on each Multi-Functional Runway Light unit.*

33-40-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

33-40-05	Runway Turnoff light

Ident.: 9-MI-33-40-00004384.0000002 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-40-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

33-40-06	Taxi light

Ident.: 9-MI-33-40-00004385.0000001 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

Note: *Each Taxi light consists of a set of LEDs which are located on each Multi-Functional Runway Light unit.*

33-40-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

33-40-06	Taxi and Takeoff light

Ident.: 9-MI-33-40-00004385.0000002 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-40-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

33-40-07	Logo light

Ident.: 9-MI-33-40-00004386.0000001 / 28 JUN 2022
Applicable to: ALL

33-40-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

33-40-08	Beacon light

Ident.: 9-MI-33-40-00004387.0000001 / 28 JUN 2022
Applicable to: ALL

33-40-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative provided that the Strobe lights are operative.

Reference(s)

(o) *Refer to OpsProc 33-40-08A Beacon light*

33-40-09	Wing and Engine Scan light

Ident.: 9-MI-33-40-00004388.0000001 / 15 DEC 2023
Applicable to: ALL

33-40-09A One Inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

One may be inoperative.

33-40-09B Both Inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

Both may be inoperative for daylight operations.

33-40-10	**Strobe light**

Ident.: 9-MI-33-40-00004389.0000001 / 28 JUN 2022
Applicable to: ALL

33-40-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**3**	**0**	**Yes**	**-**

One or more may be inoperative.

33-40-11	**Takeoff light**

Ident.: 9-MI-33-40-00004390.0000001 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

Note: *Each Takeoff light consists of a set of LEDs which are located on each Multi-Functional Runway Light unit.*

33-40-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

33-51-01	Exit Marking Sign

Ident.: 9-MI-33-51-00004391.0000100 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

33-51-01A A maximum of three non-adjacent LEDs/bulbs inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**6**	**No**	**-**

A maximum of three non-adjacent LEDs/bulbs may be inoperative in one or more signs.

33-51-01B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**6**	**5**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door, or

Refer to 9-MI-52-10-02 Cabin Overwing Exit

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.*

33-51-01	Exit Marking Sign

Ident.: 9-MI-33-51-00004391.0000200 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

33-51-01A A maximum of three non-adjacent LEDs/bulbs inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**6**	**No**	**-**

A maximum of three non-adjacent LEDs/bulbs may be inoperative in one or more signs.

33-51-01B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**6**	**5**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door, or

Refer to 9-MI-52-10-02 Cabin Overwing Exit

33-51-01	**Exit Marking Sign**

Ident.: 9-MI-33-51-00004391.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

33-51-01A A maximum of three non-adjacent LEDs/bulbs inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**8**	**No**	**-**

A maximum of three non-adjacent LEDs/bulbs may be inoperative in one or more signs.

33-51-01B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

33-51-01	Exit Marking Sign

Ident.: 9-MI-33-51-00004392.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

33-51-01A A maximum of three non-adjacent LEDs/bulbs inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**-**

A maximum of three non-adjacent LEDs/bulbs may be inoperative in one or more signs.

33-51-01C

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

May be inoperative for 5 flights provided that all occupants are briefed.

33-51-02	Exit Location Sign in the Main Aisle

Ident.: 9-MI-33-51-00004393.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-51-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

A maximum of three non-adjacent bulbs or LEDs may be inoperative in one or more signs.

33-51-03	Overhead Emergency Lighting System in the Main Aisle

Ident.: 9-MI-33-51-00004394.0000100 / 28 JUN 2022
Criteria: A320 / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

33-51-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

A maximum of three non-adjacent overhead emergency lights may be inoperative.

33-51-03	Overhead Emergency Lighting System in the Main Aisle

Ident.: 9-MI-33-51-00004394.0000200 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

33-51-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

A maximum of two non-adjacent overhead emergency lights may be inoperative.

33-51-04	Overhead Emergency Lighting System in the Cabin Door Vicinity

Ident.: 9-MI-33-51-00004395.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

33-51-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

33-51-04	Overhead Emergency Lighting System in the Cabin Door Vicinity

Ident.: 9-MI-33-51-00004395.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

33-51-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

33-51-04	Overhead Emergency Lighting System in the Crew Entry Door (CED) Vicinity

Ident.: 9-MI-33-51-00004396.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

33-51-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

May be inoperative for day operation.

33-51-05	Floor Proximity Emergency Escape Path Marking System

Ident.: 9-MI-33-51-00004397.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

33-51-05B Aircraft equipped with Photo Luminescent Floor Path Marking System

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

May be inoperative or missing provided that:

1) The length of each affected section does not exceed 0.5 m, and

2) The affected sections are not opposite each other, and

3) The distance between each affected section is more than 2 m, and

4) No more than two sections per cabin zone are affected, and

5) The sections marking right angle intersections, including cross-aisles, are operative, and

6) All sections within one meter of the strips marking right angle intersections are operative.

33-51-05	Floor Proximity Emergency Escape Path Marking System

Ident.: 9-MI-33-51-00004397.0000200 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

33-51-05A Aircraft equipped with Photo Luminescent Floor Path Marking System

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**-**	**No**

COMPANY NOTES OPS affected
-

May be inoperative or missing provided that:

1) The length of each affected section does not exceed 0.5 m, and

2) The affected sections are not opposite each other, and

3) The distance between each affected section is more than 2 m, and

4) No more than two sections per cabin zone are affected, and

5) The sections marking right angle intersections, including cross-aisles and overwing exits, are operative, and

6) All sections within one meter of the strips marking right angle intersections are operative.

33-51-07	Floor Proximity Emergency Escape Path Marking System Exit Marker

Ident.: 9-MI-33-51-00004398.0000005 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

33-51-07A Associated cabin door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

One may be inoperative for 5 flights provided that the associated cabin door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

33-51-07B Associated cabin overwing exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**6**	**No**	**H**

One or two may be inoperative on the same side for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

33-51-07	Floor Proximity Emergency Escape Path Marking System Exit Marker

Ident.: 9-MI-33-51-00004398.0000006 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

33-51-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**6**	**5**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door, or

Refer to 9-MI-52-10-02 Cabin Overwing Exit

33-51-07	Floor Proximity Emergency Escape Path Marking System Exit Marker

Ident.: 9-MI-33-51-00004398.0000007 / 25 MAR 2025
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

33-51-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

33-51-08	Overwing Emergency light

Ident.: 9-MI-33-51-00004399.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

33-51-08A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

One or more may be inoperative for daylight operations.

33-51-08B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**2**	**No**	**H**

One or two may be inoperative on the same side for 5 flights provided that the associated cabin overwing exit is considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

Note: For aircraft equipped with two pairs of cabin overwing exits, both cabin overwing exits on the same side must be considered inoperative.

33-51-09	Overwing Exit Handle light

Ident.: 9-MI-33-51-00004400.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

33-51-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative.

33-51-10	Escape Slide Lighting

Ident.: 9-MI-33-51-00004401.0000100 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

33-51-10A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**0**	**No**	**H**

One or more may be inoperative for daylight operations.

33-51-10B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**6**	**5**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door, or

Refer to 9-MI-52-10-02 Cabin Overwing Exit

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.*

33-51-10	Escape Slide Lighting

Ident.: 9-MI-33-51-00004401.0000200 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

33-51-10A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**0**	**No**	**H**

One or more may be inoperative for daylight operations.

33-51-10B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**6**	**5**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door, or

Refer to 9-MI-52-10-02 Cabin Overwing Exit

33-51-10	Escape Slide Lighting

Ident.: 9-MI-33-51-00004401.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

33-51-10A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**0**	**No**	**H**

One or more may be inoperative for daylight operations.

33-51-10B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

33-51-11	Lavatory Auxiliary light

Ident.: 9-MI-33-51-00004402.0000001 / 28 JUN 2022
Applicable to: ALL

33-51-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

One or more may be inoperative.

33-51-12	BAT TEST pb on the PTP

Ident.: 9-MI-33-51-00004403.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

33-51-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the batteries are correctly charged.

33-51-13	SYS TEST pb on the PTP

Ident.: 9-MI-33-51-00004404.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

33-51-13A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(m) May be inoperative provided that the operational test of the emergency lighting system is performed as an alternative to this test.

Reference(s)

(m) *Refer to AMM 33-51-00-040-001*

33-51-14	Emergency Egress Light

Ident.: 9-MI-33-51-00004405.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

33-51-14A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative for daylight operation.

33-51-14A Night operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**-**

34-00-01	**ADR MAINTENANCE Message**

Ident.: 9-MI-34-00-00004406.0000001 / 28 JUN 2022
Applicable to: ALL

34-00-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**-**	**No**

COMPANY NOTES OPS affected
-

ADR MAINTENANCE message may be displayed on the STATUS SD page.

34-00-02	**IR MAINTENANCE Message**

Ident.: 9-MI-34-00-00004407.0000001 / 28 JUN 2022
Applicable to: ALL

34-00-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**-**	**No**

COMPANY NOTES OPS affected
M

IR MAINTENANCE message may be displayed on the STATUS SD page.

ADIRS OVERHEAD PANEL

34-01-01-01	ADR pb-sw FAULT light

Ident.: 9-MI-34-01-01-00004408.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative.

34-01-01-02	ADR pb-sw OFF light

Ident.: 9-MI-34-01-01-00004409.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative.

34-01-01-03	IR FAULT light

Ident.: 9-MI-34-01-01-00004410.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative.

34-01-01-03	IR pb-sw FAULT light

Ident.: 9-MI-34-01-01-00004410.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative.

34-01-01-04	IR ALIGN light

Ident.: 9-MI-34-01-01-00004411.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative.

34-01-01-04	IR pb-sw OFF light

Ident.: 9-MI-34-01-01-00004411.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

One or more may be inoperative.

34-01-01-05	ON BAT light

Ident.: 9-MI-34-01-01-00004412.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

34-01-01-31	ADR pb-sw

Ident.: 9-MI-34-01-01-00004413.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-01-31A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**Yes**

COMPANY NOTES OPS affected
-

(o) ADR 2 or ADR 3 pb-sw may be inoperative provided that:

1) The associated mode selector is operative, and

2) The two ADRs and the two IRs associated with the two operative ADRs pb-sw are operative.

Reference(s)

(o) *Refer to OpsProc 34-01-01-31A ADR pb-sw*

34-01-01-32	IR pb-sw

Ident.: 9-MI-34-01-01-00004414.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-01-01-32A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**Yes**	**-**

(o) IR 2 or IR 3 pb-sw may be inoperative provided that:

1) The associated mode selector is operative, and

2) The two ADRs and the two IRs associated with the two operative IRs pb-sw are operative.

Reference(s)

(o) *Refer to OpsProc 34-01-01-32A IR pb-sw*

34-01-01-33	IR Mode selector

Ident.: 9-MI-34-01-01-00004415.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-01-01-33A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**Yes**	**-**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-01-01-33A IR Mode Selector*

34-01-01-33	IR Mode selector

Ident.: 9-MI-34-01-01-00004415.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-01-01-33A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**2**	**Yes**	**H**

(o) IR 2 or IR 3 mode selector may be inoperative provided that the associated ADIRS is considered inoperative.

Refer to the associated Items.

Reference(s)

(o) *Refer to OpsProc 34-01-01-33A IR Mode Selector*

34-01-01-34	DATA DISPLAY selector of ADIRS CDU

Ident.: 9-MI-34-01-01-00004416.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-01-01-34A MCDU 1 and MCDU 2 operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

34-01-01-34B Navigation not planned on inertial data

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the navigation is not planned on inertial data.

34-01-01-35	SYS DISPLAY selector of ADIRS CDU

Ident.: 9-MI-34-01-01-00004417.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-01-01-35A MCDU 1 and MCDU 2 operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that:

1) The MCDU 1 and the MCDU 2 are operative, and

2) The IRS initialization is available through the FMGC.

34-01-01-35B Navigation not planned on inertial data

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the navigation is not planned on inertial data.

34-01-01-36	Display Unit of ADIRS CDU

Ident.: 9-MI-34-01-01-00004418.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-01-01-36A MCDU 1 and MCDU 2 operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

34-01-01-36B Navigation not planned on inertial data

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that the navigation is not planned on inertial data.

34-01-01-37	**Keyboard of ADIRS CDU**

Ident.: 9-MI-34-01-01-00004419.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-01-01-37A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

GPWS OVERHEAD PANEL

34-01-02-01	GPWS SYS pb-sw FAULT light

Ident.: 9-MI-34-01-02-00004420.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

34-01-02-02	GPWS SYS pb-sw OFF light

Ident.: 9-MI-34-01-02-00004421.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-02-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**0**	**Yes**	**-**

May be inoperative provided that:

1) The GPWS basic modes are considered inoperative, and

Refer to 9-MI-34-40-01 GPWS Basic Modes

2) The predictive GPWS functions are considered inoperative.

Refer to 9-MI-34-40-02 Predictive GPWS Functions

34-01-02-03	GPWS G/S MODE pb-sw OFF light

Ident.: 9-MI-34-01-02-00004422.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-02-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**0**	**Yes**	**-**

May be inoperative provided that the GPWS basic modes are considered inoperative.

Refer to 9-MI-34-40-01 GPWS Basic Modes

34-01-02-04	GPWS FLAP MODE pb-sw OFF light

Ident.: 9-MI-34-01-02-00004423.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-02-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

34-01-02-05	GPWS LDG FLAP 3 pb-sw ON light

Ident.: 9-MI-34-01-02-00004424.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-02-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

34-01-02-06	GPWS TERR pb-sw FAULT light

Ident.: 9-MI-34-01-02-00004425.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-02-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

34-01-02-07	GPWS TERR pb-sw OFF light

Ident.: 9-MI-34-01-02-00004426.0000001 / 28 JUN 2022
Applicable to: ALL

34-01-02-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

34-05-01 Actual Airspeed Reference Line and Scale Indication on the PFD

Ident.: 9-MI-34-05-00004427.0000001 / 28 JUN 2022
Applicable to: ALL

34-05-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

34-05-02 Mach Number Indication on the PFD

Ident.: 9-MI-34-05-00004428.0000100 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-05-02A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

34-05-02B Both indications inoperative - FCU operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

Both may be inoperative provided that the SPD/MACH selection window on the FCU is operative.

34-05-02C Both indications inoperative - FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that the flight altitude is limited to 25000 ft.

34-05-02	Mach Number Indication on the PFD

Ident.: 9-MI-34-05-00004428.0000200 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-05-02A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

34-05-02B Both indications inoperative - FCU operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

Both may be inoperative provided that the SPD/MACH selection window on the FCU is operative.

34-05-02C Both indications inoperative - FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

Both may be inoperative provided that the flight altitude is limited to 25000 ft.

34-05-02D Both indications inoperative - ISIS Mach Number Indication operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

Both may be inoperative provided that the ISIS Mach Number indication is operative.

34-05-03	VMO/MMO Characteristic Speed Indication on the PFD

Ident.: 9-MI-34-05-00004429.0000001 / 28 JUN 2022
Applicable to: ALL

34-05-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

34-05-04	Altitude Indication on the PFD

Ident.: 9-MI-34-05-00004430.0000001 / 28 JUN 2022
Applicable to: ALL

34-05-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

34-05-05	Baro Reference Indication on the PFD

Ident.: 9-MI-34-05-00004431.0000001 / 28 JUN 2022
Applicable to: ALL

34-05-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

34-05-06 Vertical Speed in Inertial Mode Indication on the PFD

Ident.: 9-MI-34-05-00004432.0000001 / 28 JUN 2022
Applicable to: ALL

34-05-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-05-06A Vertical Speed in Inertial Mode Indication on the PFD*

34-05-07 Other Air Data Related Indications on the PFD

Ident.: 9-MI-34-05-00004433.0000001 / 28 JUN 2022
Applicable to: ALL

34-05-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-05-07A Other Air Data Related Indications on the PFD*

34-05-08 Attitude Indication on the PFD

Ident.: 9-MI-34-05-00004434.0000001 / 28 JUN 2022
Applicable to: ALL

34-05-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The aircraft is operated in day VMC conditions.

Reference(s)

(o) *Refer to OpsProc 34-05-08A Attitude Indication on the PFD*

34-05-09	Heading Indication on the PFD

Ident.: 9-MI-34-05-00004435.0000001 / 28 JUN 2022
Applicable to: ALL

34-05-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-05-09A Heading Indication On the PFD*

34-05-10	Radio Navaids Indications on the PFD

Ident.: 9-MI-34-05-00004436.0000001 / 28 JUN 2022
Applicable to: ALL

34-05-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

May be inoperative provided that the affected system is considered inoperative.

Refer to MI-34-30 GNSS Landing System (GLS) ⋖ , or

Refer to 9-MI-34-30-04 Instrument Landing System (ILS), or

Refer to 9-MI-34-50-04 DME, or

Refer to 9-MI-34-50-06 MARKER.

34-06-01 Ground Speed Indication on the ND

Ident.: 9-MI-34-06-00004437.0000001 / 14 JUN 2023
Applicable to: ALL

34-06-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / RNAV/RNP**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-06-01A Ground Speed Indication on the ND*

34-06-02 True Air Speed Indication on the ND

Ident.: 9-MI-34-06-00004438.0000001 / 14 JUN 2023
Applicable to: ALL

34-06-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / RNAV/RNP**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-06-02A True Air Speed Indication on the ND*

34-06-03 Wind Indication on the ND

Ident.: 9-MI-34-06-00004439.0000001 / 14 JUN 2023
Applicable to: ALL

34-06-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H / RNAV/RNP**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-06-03A Wind Indication on the ND*

34-06-04 Heading Indication on the ND

Ident.: 9-MI-34-06-00004440.0000001 / 28 JUN 2022
Applicable to: ALL

34-06-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) One may be inoperative provided that the heading indications are operative on both PFDs.

Reference(s)

(o) *Refer to OpsProc 34-06-04A Heading Indication on the ND*

34-06-05 Position (Aircraft Symbol) Indication on the ND

Ident.: 9-MI-34-06-00004441.0000001 / 14 JUN 2023
Applicable to: ALL

34-06-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H / RNAV/RNP**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-06-05A Position (Aircraft Symbol) Indication on the ND*

34-06-06	Radio Navaids Indications on the ND

Ident.: 9-MI-34-06-00004442.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-06-06A Indication operative on one ND

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more indication may be inoperative on one ND provided that the affected indication is operative on the second ND.

34-06-06B Indication (except VOR, DME and ADF) operative on PFD

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more indication (except VOR, DME and ADF) may be inoperative provided that the affected indication is operative on the PFD.

34-06-06C VOR, DME or ADF indication operative on DDRMI

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more VOR, DME or ADF indication may be inoperative provided that the affected VOR, DME or ADF indication is operative on the DDRMI.

34-06-06E Affected system considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

One or more indication may be inoperative provided that the affected system is considered inoperative.

Refer to MI-34-30 GNSS Landing System (GLS) ◁, or

Refer to 9-MI-34-30-04 Instrument Landing System (ILS), or

Refer to MI-34-30 FLS ◁, or

Refer to 9-MI-34-50-04 DME, or

Refer to 9-MI-34-50-05 VOR, or

Refer to MI-34-50 ADF ◁, or

Refer to 9-MI-34-50-06 MARKER.

34-06-06	Radio Navaids Indications on the ND

Ident.: 9-MI-34-06-00004442.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-06-06A Indication operative on one ND

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more indication may be inoperative on one ND provided that the affected indication is operative on the second ND.

34-06-06B Indication (except VOR, DME and ADF) operative on PFD

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more indication (except VOR, DME and ADF) may be inoperative provided that the affected indication is operative on the PFD.

34-06-06E Affected system considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

One or more indication may be inoperative provided that the affected system is considered inoperative.

Refer to MI-34-30 GNSS Landing System (GLS) ◁, or

Refer to 9-MI-34-30-04 Instrument Landing System (ILS), or

Refer to MI-34-30 FLS ◁, or

Refer to 9-MI-34-50-04 DME, or

Refer to 9-MI-34-50-05 VOR, or

Refer to MI-34-50 ADF ◁, or

Refer to 9-MI-34-50-06 MARKER.

34-06-07	Chrono Indication on the ND

Ident.: 9-MI-34-06-00004443.0000001 / 28 JUN 2022
Applicable to: ALL

34-06-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

One or both may be inoperative.

34-10-01	ADR 1

Ident.: 9-MI-34-10-00004444.0000001 / 28 JUN 2022
Applicable to: ALL

34-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

34-10-02	ADR 2

Ident.: 9-MI-34-10-00004445.0000100 / 14 JUN 2023
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

34-10-02B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that:

1) The IR 1, IR 3, ADR 1 and ADR 3 are operative, and

2) The takeoff is not performed in CONF 1+F.

Note: *OPS affected: RVSM*

Reference(s)

(o) *Refer to OpsProc 34-10-02B ADR 2*

34-10-02	ADR 2

Ident.: 9-MI-34-10-00004445.0000200 / 14 JUN 2023
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

34-10-02B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that:

1) The IR 1, IR 3, ADR 1 and ADR 3 are operative, and

2) The takeoff is not performed in CONF 1+F.

Reference(s)

(o) *Refer to OpsProc 34-10-02B ADR 2*

34-10-03	ADR 3

Ident.: 9-MI-34-10-00004446.0000001 / 28 JUN 2022
Applicable to: ALL

34-10-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that the IR 1, IR 2, ADR 1 and ADR 2 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-03A ADR 3*

34-10-04	IR 1

Ident.: 9-MI-34-10-00004447.0000100 / 28 JUN 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

34-10-04B GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 1 is operated in ATT mode, and

2) The IR 2 and IR 3 are operative, and

3) The GPS 1 ⋖ is operative, and

4) The Predictive GPWS Functions are considered inoperative.

Refer to 9-MI-34-40-02 Predictive GPWS Functions

5) The FMGC 1 is considered inoperative.

Refer to 9-MI-22-83-01 Flight Management and Guidance Computer (FMGC)

Reference(s)

(o) *Refer to OpsProc 34-10-04B IR 1 (only NAV mode of IR 1 inoperative)*

34-10-04C GPS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 1 is operated in ATT mode, and

2) The IR 2 and IR 3 are operative, and

3) The Flight remains within radio navaids coverage, and

4) The Predictive GPWS Functions are considered inoperative.

Refer to 9-MI-34-40-02 Predictive GPWS Functions

5) The FMGC 1 is considered inoperative.

Refer to 9-MI-22-83-01 Flight Management and Guidance Computer (FMGC)

Reference(s)

(o) *Refer to OpsProc 34-10-04C IR 1 (only NAV mode of IR 1 inoperative)*

34-10-04	IR 1

Ident.: 9-MI-34-10-00004447.0000200 / 28 JUN 2022
Criteria: A319 / A320 / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

34-10-04B GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 1 is operated in ATT mode, and

2) The IR 2 and IR 3 are operative, and

3) The GPS 1 ◁ is operative, and

4) The Predictive GPWS Functions are considered inoperative.

Refer to 9-MI-34-40-02 Predictive GPWS Functions

Reference(s)

(o) *Refer to OpsProc 34-10-04B IR 1 (only NAV mode of IR 1 inoperative)*

34-10-04C GPS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 1 is operated in ATT mode, and

2) The IR 2 and IR 3 are operative, and

3) The Flight remains within radio navaids coverage, and

4) The Predictive GPWS Functions are considered inoperative.

Refer to 9-MI-34-40-02 Predictive GPWS Functions

Reference(s)

(o) *Refer to OpsProc 34-10-04C IR 1 (only NAV mode of IR 1 inoperative)*

34-10-05	IR 2

Ident.: 9-MI-34-10-00009238.0000100 / 14 JUN 2023
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-10-05B IR 2 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that:

1) The IR 2 pb-sw is set to OFF, and

2) The IR 1, the IR 3, the ADR 1 and the ADR 3 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-05B IR 2 (IR 2 totally inoperative)*

34-10-05C Only NAV mode of IR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 2 is operated in ATT mode, and

2) The IR 1 and the IR 3 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-05C IR 2 (only NAV mode of IR 2 inoperative)*

34-10-05	IR 2

Ident.: 9-MI-34-10-00009238.0000200 / 14 JUN 2023
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

34-10-05B IR 2 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that:

1) The IR 2 mode selector is set to OFF, and

2) The IR 1, the IR 3, the ADR 1 and the ADR 3 are operative, and

3) The takeoff is not performed in CONF 1+F, and

4) The FMGC 2 is considered inoperative.

Refer to 9-MI-22-83-01 Flight Management and Guidance Computer (FMGC)

Reference(s)

(o) *Refer to OpsProc 34-10-05B IR 2 (IR 2 totally inoperative)*

34-10-05C Only NAV mode of IR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 2 is operated in ATT mode, and

2) The IR 1 and the IR 3 are operative, and

3) The FMGC 2 is considered inoperative.

Refer to 9-MI-22-83-01 Flight Management and Guidance Computer (FMGC)

Reference(s)

(o) *Refer to OpsProc 34-10-05C IR 2 (only NAV mode of IR 2 inoperative)*

34-10-05	IR 2

Ident.: 9-MI-34-10-00009238.0000300 / 14 JUN 2023
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-10-05B IR 2 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO / RVSM**

(o) May be inoperative provided that:

1) The IR 2 mode selector is set to OFF, and

2) The IR 1, the IR 3, the ADR 1 and the ADR 3 are operative, and

3) The takeoff is not performed in CONF 1+F.

Reference(s)

(o) *Refer to OpsProc 34-10-05B IR 2 (IR 2 totally inoperative)*

34-10-05C Only NAV mode of IR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO / RVSM**

(o) The NAV mode may be inoperative provided that:

1) The IR 2 is operated in ATT mode, and

2) The IR 1 and the IR 3 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-05C IR 2 (only NAV mode of IR 2 inoperative)*

34-10-06	IR 3 (for aircraft without Honeywell 10 MCU ADIRU)

Ident.: 9-MI-34-10-00004449.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-10-06A IR 3 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that:

1) The IR 3 pb-sw is set to OFF, and

2) The IR 1, the IR 2, the ADR 1 and the ADR 2 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-06A IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative)*

34-10-06B Only NAV mode of IR 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 3 is operated in ATT mode, and

2) The IR 1 and the IR 2 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-06B IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)*

34-10-06	IR 3 (for aircraft without Honeywell 10 MCU ADIRU)

Ident.: 9-MI-34-10-00004449.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-10-06A IR 3 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that:

1) The IR 3 mode selector is set to OFF, and

2) The IR 1, the IR 2, the ADR 1, and the ADR 2 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-06A IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative)*

34-10-06B Only NAV mode of IR 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 3 is operated in ATT mode, and

2) The IR 1 and the IR 2 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-06B IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)*

34-10-07	IR 3 (for aircraft with Honeywell 10 MCU ADIRU)

Ident.: 9-MI-34-10-00004450.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-10-07A IR 3 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that:

1) The IR 3 mode selector is set to OFF, and

2) The IR 1, the IR 2, the ADR 1, and the ADR 2 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-07A IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)*

34-10-07B Only NAV mode of IR 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 3 is operated in ATT mode, and

2) The IR 1 and the IR 2 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-07B IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)*

34-10-07	IR 3 (for aircraft with Honeywell 10 MCU ADIRU)

Ident.: 9-MI-34-10-00004450.0000200 / 28 JUN 2022
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

34-10-07A IR 3 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that:

1) The IR 3 pb-sw is set to OFF, and

2) The IR 1, the IR 2, the ADR 1, and the ADR 2 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-07A IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)*

34-10-07B Only NAV mode of IR 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) The NAV mode may be inoperative provided that:

1) The IR 3 is operated in ATT mode, and

2) The IR 1 and the IR 2 are operative.

Reference(s)

(o) *Refer to OpsProc 34-10-07B IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)*

34-11-01 Angle of Attack (AOA) Sensor

Ident.: 9-MI-34-11-00004451.0000001 / 28 JUN 2022
Applicable to: ALL

34-11-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

COMPANY NOTES OPS affected
H

The F/O or the STBY Angle Of Attack sensor may be inoperative provided that the associated ADR is considered inoperative.

Refer to 9-MI-34-10-02 ADR 2, or

Refer to 9-MI-34-10-03 ADR 3

34-11-02 CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1

Ident.: 9-MI-34-11-00004452.0000001 / 28 JUN 2022
Applicable to: ALL

34-11-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that:

1) The CAPT sensor element connected to the ADR 3 is operative, and

2) The F/O sensor connected to the ADR 2 is operative, and

3) The ADR 2 and the ADR 3 are operative, and

4) The TAT indication on the SD is checked operative, and

5) The TAS indication on the ND 1 is considered inoperative.

Refer to 9-MI-34-06-02 True Air Speed Indication on the ND

Reference(s)

(o) *Refer to OpsProc 34-11-02A CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1*

34-11-03	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3

Ident.: 9-MI-34-11-00004453.0000001 / 28 JUN 2022
Applicable to: ALL

34-11-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that:

1) The CAPT sensor element connected to the ADR 1 is operative, and

2) The F/O sensor connected to the ADR 2 is operative, and

3) The ADR 1 and the ADR 2 are operative, and

4) The TAT indication on the SD is checked operative.

Reference(s)

(o) *Refer to OpsProc 34-11-03A CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3*

34-11-04	F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2

Ident.: 9-MI-34-11-00004454.0000001 / 28 JUN 2022
Applicable to: ALL

34-11-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that:

1) Both CAPT TAT sensor elements are operative, and

2) The ADR 1 and the ADR 3 are operative, and

3) The TAT indication on the SD is checked operative, and

4) The TAS indications on the ND 2 is considered inoperative.

Refer to 9-MI-34-06-02 True Air Speed Indication on the ND

Reference(s)

(o) *Refer to OpsProc 34-11-04A F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2*

34-13-01	BKUP SPD/ALT pb-sw ON light

Ident.: 9-MI-34-13-00004455.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

34-13-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

One or both may be inoperative.

34-13-02	BKUP SPD/ALT pb-sw

Ident.: 9-MI-34-13-00004456.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

34-13-02A One BKUP SPD/ALT pb-sw inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**1**	**Yes**	**-**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-13-02A BKUP SPD/ALT pb-sw (One inoperative)*

34-13-02B One or both BKUP SPD/ALT pb-sw inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative provided that the BackUp Speed is not used.

Reference(s)

(o) *Refer to OpsProc 34-13-02B BKUP SPD/ALT pb-sw (One or both inoperative)*

34-13-03	Digital Backup Speed (DBUS)

Ident.: 9-MI-34-13-00004457.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

34-13-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that the Digital BackUp Speed is not used.

Reference(s)

(o) *Refer to OpsProc 34-13-03A Digital Backup Speed (DBUS)*

34-21-01	Standby ALT Indicator

Ident.: 9-MI-34-21-00004458.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-21-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the aircraft is operated in day VMC conditions.

34-21-02	Bugs on the Standby ALT Indicator

Ident.: 9-MI-34-21-00004459.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-21-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

One or more may be inoperative.

34-21-03	Standby IAS Indicator

Ident.: 9-MI-34-21-00004460.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-21-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) The three ADRs are operative, and

2) The three Probe Heat Computers are operative, and

3) The Standby horizon is operative, and

4) The AIR DATA SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are checked operative.

Reference(s)

(o) *Refer to OpsProc 34-21-03A Standby IAS Indicator*

34-21-04	Bugs on the Standby IAS Indicator

Ident.: 9-MI-34-21-00004461.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-21-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

One or more may be inoperative.

34-21-05	Standby ALT Metric Indicator ⏿

Ident.: 9-MI-34-21-00004462.0000001 / 28 JUN 2022
Applicable to: ALL

34-21-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative.

34-22-01	Standby Compass Indicator

Ident.: 9-MI-34-22-00004463.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-22-01B DDRMI not installed or inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) The three IRs are operative, and

2) The ATT/HDG SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are checked operative.

Reference(s)

(o) *Refer to OpsProc 34-22-01B Standby Compass Indicator*

34-22-01C DDRMI operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that:

1) The three IRs are operative, and

2) The DDRMI is operative.

34-22-01	Standby Compass Indicator

Ident.: 9-MI-34-22-00004463.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-22-01B DDRMI not installed or inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that:

1) The three IRs are operative, and

2) The ATT/HDG SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are checked operative.

Reference(s)

(o) *Refer to OpsProc 34-22-01B Standby Compass Indicator*

34-22-02	Standby Compass Lighting

Ident.: 9-MI-34-22-00004464.0000001 / 28 JUN 2022
Applicable to: ALL

34-22-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

34-22-03	Standby Horizon Indicator

Ident.: 9-MI-34-22-00004465.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-22-03B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that the aircraft is operated in day VMC conditions.

Reference(s)

(o) *Refer to OpsProc 34-22-03B Standby Horizon Indicator*

34-23-01	ISIS Altitude Indication

Ident.: 9-MI-34-23-00004466.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-23-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**H / LVO**

May be inoperative provided that the aircraft is operated in day VMC conditions.

34-23-02	ISIS Airspeed Indication

Ident.: 9-MI-34-23-00004467.0000001 / 14 SEP 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-23-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that:

1) The ISIS attitude indication is operative, and

2) The ADRs, DMCs and probe heat computers are operative, and

3) The AIR DATA SWITCHING selector, the EIS DMC SWITCHING selector and the PFD/ND XFR pb are operative.

34-23-03	ISIS Bugs Indication

Ident.: 9-MI-34-23-00004468.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-23-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative.

34-23-04	ISIS Attitude Indication

Ident.: 9-MI-34-23-00004469.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-23-04B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**H / LVO**

(o) May be inoperative provided that the aircraft is operated in day VMC conditions.

Reference(s)

(o) *Refer to OpsProc 34-23-04B ISIS Attitude Indication*

34-23-05	ISIS ILS Indication

Ident.: 9-MI-34-23-00004470.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-23-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative.

34-23-06	ISIS Mach Number Indication

Ident.: 9-MI-34-23-00004471.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-23-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative.

34-30-04	Instrument Landing System (ILS)

Ident.: 9-MI-34-30-00004474.0000003 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-30-04A ILS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) ILS 1 may be inoperative provided that:

1) ETOPS requiring ILS is not conducted, and

2) The GPWS G/S basic mode (mode 5) is considered inoperative, and

Refer to 9-MI-34-40-01 GPWS Basic Modes

3) ISIS ILS indication is considered inoperative.

Refer to 9-MI-34-23-05 ISIS ILS Indication

Reference(s)

(o) *Refer to OpsProc 34-30-04A Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)*

34-30-04B ILS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) ILS 2 may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-30-04B Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)*

34-30-04C One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H / LVO**

One or both may be inoperative provided that:

1) ETOPS requiring ILS is not conducted, and

2) Approach and landing procedures are not based on the use of ILS, and

3) The GPWS G/S basic mode (mode 5) is considered inoperative, and

Refer to 9-MI-34-40-01 GPWS Basic Modes

4) ISIS ILS indication is considered inoperative.

Refer to 9-MI-34-23-05 ISIS ILS Indication

34-30-04	Instrument Landing System (ILS)

Ident.: 9-MI-34-30-00004474.0000004 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-30-04A ILS 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) ILS 1 may be inoperative provided that:

1) ETOPS requiring ILS is not conducted, and

2) The GPWS G/S basic mode (mode 5) is considered inoperative.

Refer to 9-MI-34-40-01 GPWS Basic Modes

Reference(s)

(o) *Refer to OpsProc 34-30-04A Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)*

34-30-04B ILS 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) ILS 2 may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-30-04B Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)*

34-30-04C One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H / LVO**

One or both may be inoperative provided that:

1) ETOPS requiring ILS is not conducted, and

2) Approach and landing procedures are not based on the use of ILS, and

3) The GPWS G/S basic mode (mode 5) is considered inoperative.

Refer to 9-MI-34-40-01 GPWS Basic Modes

34-40-01 GPWS basic modes

Ident.: 9-MI-34-40-00004476.0000001 / 28 JUN 2022
Applicable to: ALL

34-40-01A Predictive GPWS Functions inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**Yes**	**-**

May be inoperative for 6 flights or two consecutive calendar days, whichever occurs first.

34-40-01B Predictive GPWS Functions operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**-**

May be inoperative provided that the Predictive GPWS Functions are operative.

34-40-02 Predictive GPWS Functions

Ident.: 9-MI-34-40-00004477.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

34-40-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-40-02A Predictive GPWS Functions*

34-40-02 Predictive GPWS Functions

Ident.: 9-MI-34-40-00004477.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

34-40-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that ROW/ROP is considered inoperative.

Refer to 9-MI-34-40-10 ROW/ROP Function.

Reference(s)

(o) *Refer to OpsProc 34-40-02A Predictive GPWS Functions*

34-40-03 Radio Altimeter Automatic Callout

Ident.: 9-MI-34-40-00004478.0000001 / 28 JUN 2022
Applicable to: ALL

34-40-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / LVO**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-40-03A Radio Altimeter Automatic Callout*

34-40-04	Radio Altimeter System

Ident.: 9-MI-34-40-00004479.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

34-40-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) One may be inoperative provided that both FCU channels, all ELACs, SECs, ADIRUs, SFCCs, LGCIUs and FACs are operative.

Note: *When the radio altimeter 1 is inoperative, the GPWS basic modes are considered inoperative.*
Refer to 9-MI-34-40-01 GPWS Basic Modes

Reference(s)

(o) *Refer to OpsProc 34-40-04A Radio Altimeter System*

34-40-04	Radio Altimeter System

Ident.: 9-MI-34-40-00004479.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH

34-40-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / LVO**

(o) One may be inoperative provided that both FCU channels, all ELACs, SECs, ADIRUs, SFCCs, LGCIUs and FACs are operative.

Reference(s)

(o) *Refer to OpsProc 34-40-04A Radio Altimeter System*

34-40-05 Traffic Collision Avoidance System (TCAS)

Ident.: 9-MI-34-40-00004480.0000001 / 18 DEC 2024
Applicable to: ALL

34-40-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**Yes**	**H**

May be inoperative provided that:

1) not required by operational regulations for the intended route, and

2) rectifications are made within three calendar days.

Note: *A/C routing may be affected.*

34-40-06 Weather Radar System

Ident.: 9-MI-34-40-00004481.0000001 / 28 JUN 2022
Applicable to: ALL

34-40-06A Day VMC Conditions

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) May be inoperative provided that:

1) The aircraft is operated in day VMC conditions, and

2) The Predictive Windshear Detection System ⩤ is considered inoperative.

Refer to 9-MI-34-40-07 Predictive Windshear Detection System (if installed).

Reference(s)

(o) *Refer to OpsProc 34-40-06A Weather Radar System*

34-40-06B No Hazardous Weather Conditions Forecasted

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) May be inoperative provided that:

1) No hazardous weather conditions (e.g. thunderstorm) are forecasted along the intended route, and

2) The Predictive Windshear Detection System ⩤ is considered inoperative.

Refer to 9-MI-34-40-07 Predictive Windshear Detection System (if installed).

Reference(s)

(o) *Refer to OpsProc 34-40-06B Weather Radar System*

34-40-07	Predictive Windshear Detection System ⩤

Ident.: 9-MI-34-40-00004482.0000001 / 28 JUN 2022
Applicable to: ALL

34-40-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

Note: *For Reactive Windshear Detection Function: Refer to 9-MI-22-60-03 Reactive Windshear Detection Function*

34-40-08	GPWS-G/S pb-sw

Ident.: 9-MI-34-40-00004483.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-40-08A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

(o) One may be inoperative provided that the aural and visual warnings associated with the GPWS basic modes and the predictive GPWS functions are checked operative.

Reference(s)

(o) *Refer to OpsProc 34-40-08A GPWS/PULL UP-G/S pb-sw*

34-40-08B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the GPWS basic modes and the predictive GPWS functions are considered inoperative.

Refer to 9-MI-34-40-01 GPWS Basic Modes, and

Refer to 9-MI-34-40-02 Predictive GPWS Functions.

34-40-08	PULL UP-GPWS pb-sw

Ident.: 9-MI-34-40-00004483.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

34-40-08A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

(o) One may be inoperative provided that the aural and visual warnings associated with the GPWS basic modes and the predictive GPWS functions are checked operative.

Reference(s)

(o) *Refer to OpsProc 34-40-08A GPWS/PULL UP-G/S pb-sw*

34-40-08B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the GPWS basic modes and the predictive GPWS functions are considered inoperative.

Refer to 9-MI-34-40-01 GPWS Basic Modes, and

Refer to 9-MI-34-40-02 Predictive GPWS Functions.

34-40-10	**ROW/ROP**

Ident.: 9-MI-34-40-00004484.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

34-40-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative.

34-40-12	**TERR on ND pb-sw ON light**

Ident.: 9-MI-34-40-00004485.0000001 / 28 JUN 2022
Applicable to: ALL

34-40-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

34-50-01	ATC

Ident.: 9-MI-34-50-00004486.0000001 / 28 JUN 2022
Applicable to: ALL

34-50-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

(o) One may be inoperative.

Note: *Elementary Surveillance (ELS) Capability and Enhanced Surveillance (EHS) Capability are required. Otherwise the affected transponder must be considerd inoperative.*

Reference(s)

(o) *Refer to OpsProc 34-50-01A ATC*

34-50-03	ADF ⋖

Ident.: 9-MI-34-50-00004487.0000001 / 28 JUN 2022
Applicable to: ALL

34-50-03A Two ADFs installed and ADF 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**1**	**No**	**ETOPS**

ADF1 may be inoperative provided that ETOPS flight requiring ADF is not conducted.

34-50-03B Two ADFs installed and ADF 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**1**	**No**	**-**

ADF 2 may be inoperative.

34-50-03C One or two ADFs installed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

One or both may be inoperative provided that navigation and approach procedures are not based on the use of the ADF.

34-50-04	**DME**

Ident.: 9-MI-34-50-00004488.0000001 / 28 JUN 2022
Applicable to: ALL

34-50-04A DME 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

DME 1 may be inoperative provided that ETOPS requiring DME is not conducted.

34-50-04B DME 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

DME 2 may be inoperative.

34-50-05	**VOR**

Ident.: 9-MI-34-50-00004489.0000001 / 28 JUN 2022
Applicable to: ALL

34-50-05A VOR 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

VOR 1 may be inoperative provided that:

1) ETOPS requiring VOR is not conducted, and

2) The MARKER is considered inoperative.

Refer to 9-MI-34-50-06 MARKER.

34-50-05B VOR 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

VOR 2 may be inoperative.

34-50-06	**MARKER**

Ident.: 9-MI-34-50-00004490.0000001 / 28 JUN 2022
Applicable to: ALL

34-50-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that approach procedures do not require marker fixes.

34-50-07	**DDRMI**

Ident.: 9-MI-34-50-00004491.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

34-50-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**-**

May be inoperative.

Note: *This item still applies if DDRMI is deactivated by AMM task 34-57-00-040-801-A. AMM task 34-57-00-040-801-A allows cooling down of the DDRMI for maintenance purposes, even if aircraft is in operation.*

34-50-09	Global Positioning System (GPS) ⋖

Ident.: 9-MI-34-50-00012595.0000001 / 18 DEC 2024
Applicable to: ALL

34-50-09D One inoperative for aircraft with ATC standard including ADS-B OUT function DO260 or DO260B compliant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / RNAV/RNP**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-50-09D Global Positioning System (GPS) (If Installed)*

34-50-09F One or both inoperative for aircraft with ATC standard including ADS-B OUT function DO260 or DO260B compliant

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**0**	**No**	**H / RNAV/RNP**

(o) One or both may be inoperative provided that:

1) One DME is operative, and

2) Navigation, departure, approach and landing procedures are not based on the use of GPS.

Note: *If GPS 1 and GPS 2 are inoperative, the ADS-B OUT Function is considered inoperative.* *Refer to 9-MI-34-50-10 ADS-B OUT Function*

Reference(s)

(o) *Refer to OpsProc 34-50-09F Global Positioning System (GPS) (If Installed)*

34-50-10 ADS-B OUT Function

Ident.: 9-MI-34-50-00004494.0000001 / 15 DEC 2023
Applicable to: ALL

34-50-10A Not required for the intended route

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative provided that it is not required for the intended route.

34-50-10B Required for the intended route out of Single European Sky

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) May be inoperative provided that:

1) Permission is obtained from the Air Navigation Service Provider(s) when required for the intended route, and

2) Operations are not conducted in the Single European Sky.

Reference(s)

(o) *Refer to OpsProc 34-50-10B ADS-B OUT Function (Required for the intended route out of Single European Sky)*

34-50-10C Required for the intended route in Single European Sky

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

(o) May be inoperative for three consecutive calendar days provided that permission is obtained from the Air Navigation Service Provider(s) when required for the intended route.

Reference(s)

(o) *Refer to OpsProc 34-50-10C ADS-B OUT Function (Required for the intended route in Single European Sky)*

OXYGEN OVERHEAD PANEL

35-01-01-01	CREW SUPPLY pb-sw OFF light

Ident.: 9-MI-35-01-01-00004495.0000001 / 28 JUN 2022
Applicable to: ALL

35-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

35-01-01-02	PASSENGER SYS ON light

Ident.: 9-MI-35-01-01-00004496.0000001 / 28 JUN 2022
Applicable to: ALL

35-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

35-01-01-31	MANUAL Control of the MASK MAN ON pb

Ident.: 9-MI-35-01-01-00004497.0000001 / 28 JUN 2022
Applicable to: ALL

35-01-01-31A AUTO control function checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(m) May be inoperative provided that the AUTO control function is checked operative.

Reference(s)

(m) *Refer to AMM Task 35-23-00-040-008*

35-01-01-31B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

May be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

35-01-01-32	**AUTO Control of the MASK MAN ON pb**

Ident.: 9-MI-35-01-01-00004498.0000001 / 28 JUN 2022
Applicable to: ALL

35-01-01-32A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that:

1) The MANUAL Control of the passengers oxygen masks is checked operative, and

2) The operating altitude is limited to FL 300.

Reference(s)

(m) *Refer to AMM Task 35-23-00-040-802*

35-07-01	Crew OXY High Pressure Indication on the DOOR/OXY SD page

Ident.: 9-MI-35-07-00004499.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

35-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that the oxygen pressure is checked by direct reading before each flight.

Reference(s)

(o) *Refer to OpsProc 35-07-01A Crew OXY High Pressure Indication on the DOOR/OXY SD page*
(m) *Refer to AMM Task 35-10-00-040-001*

35-07-01	Crew OXY High Pressure Indication on the DOOR/OXY SD page

Ident.: 9-MI-35-07-00004499.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

35-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) (m) One or both may be inoperative provided that the oxygen pressure is checked by direct reading before each flight.

Reference(s)

(o) *Refer to OpsProc 35-07-01A Crew OXY High Pressure Indication on the DOOR/OXY SD page*
(m) *Refer to AMM Task 35-10-00-040-001*

35-07-02	Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page

Ident.: 9-MI-35-07-00004500.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

35-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that the oxygen pressure is checked before the first flight of each day.

Reference(s)

(o) *Refer to OpsProc 35-07-02A Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page*
(m) *Refer to AMM 35-10-00-040-002*

35-07-02	Crew Oxygen REGUL 1(2)(1+2) LO PR Indication on the DOOR/OXY SD page

Ident.: 9-MI-35-07-00004500.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

35-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**No**	**H**

(o) (m) One or more may be inoperative provided that the oxygen pressure is checked before the first flight of each day.

Reference(s)

(o) *Refer to OpsProc OpsProc 35-07-02A Crew Oxygen REGUL (1)(2)(1+2) LO PR Indication on the DOOR/OXY SD page*
(m) *Refer to AMM Task 35-10-00-040-002*

35-10-01	Crew Oxygen Mask

Ident.: 9-MI-35-10-00004501.0000001 / 28 JUN 2022
Applicable to: ALL

35-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**-**

Each occupant of the cockpit must have his assigned mask operative.

35-10-02	Crew Oxygen Mask Microphone

Ident.: 9-MI-35-10-00004502.0000001 / 28 JUN 2022
Applicable to: ALL

35-10-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**2**	**Yes**	**-**

One must be operative for each pilot.

35-10-03	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)

Ident.: 9-MI-35-10-00004503.0000001 / 28 JUN 2022
Applicable to: ALL

35-10-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(o) May be missing or damaged.

Reference(s)

(o) *Refer to OpsProc 35-10-03A Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)*

35-20-01	Passenger Oxygen Unit

Ident.: 9-MI-35-20-00004504.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

35-20-01A Associated seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

One or more may be inoperative provided that the associated seats are considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

35-20-01B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

35-20-02	Cabin Attendant Oxygen Unit

Ident.: 9-MI-35-20-00004505.0000100 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

35-20-02A Associated seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more may be inoperative provided that the associated seats are considered inoperative.

Note: *If oxygen is supplied for two adjacent cabin attendant stations (e.g. 1L+1R) by one single oxygen unit, both stations have to be considered inoperative.*

Refer to 9-MI-25-20-09 Cabin Attendant Seat A319

35-20-02B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

35-20-02	**Cabin Attendant Oxygen Unit**

Ident.: 9-MI-35-20-00004505.0000200 / 28 JUN 2022
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

35-20-02A Associated seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more may be inoperative provided that the associated seats are considered inoperative.

Note: *If oxygen is supplied for two adjacent cabin attendant stations (e.g. 1L+1R) by one single oxygen unit, both stations have to be considered inoperative.*

Refer to 9-MI-25-20-09 Cabin Attendant Seat

35-20-02B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

35-20-02	Cabin Attendant Oxygen Unit

Ident.: 9-MI-35-20-00004505.0000300 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

35-20-02A Associated seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more may be inoperative provided that the associated seats are considered inoperative.

Note: *If oxygen is supplied for two adjacent cabin attendant stations (e.g. 1L+1R) by one single oxygen unit, both stations have to be considered inoperative.*

Refer to 9-MI-25-20-09 Cabin Attendant Seat

35-20-02B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

35-20-02	Cabin Attendant Oxygen Unit

Ident.: 9-MI-35-20-00004505.0000400 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

35-20-02A Associated seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

One or more may be inoperative provided that the associated seats are considered inoperative.

Note: *If oxygen is supplied for two adjacent cabin attendant stations (e.g. 1L+1R) by one single oxygen unit, both stations have to be considered inoperative.*

Refer to 9-MI-25-20-09 Cabin Attendant Seat

35-20-02B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

35-20-03	**Lavatory Oxygen Unit**

Ident.: 9-MI-35-20-00004506.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

35-20-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**H**

One or more may be inoperative provided that:

1) The associated lavatory door is placarded inoperative and locked closed, and

2) The lavatory is not used for storage or any other purpose.

35-20-04	**Galley Oxygen Unit**

Ident.: 9-MI-35-20-00004507.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Note: *For an inoperative cabin attendant oxygen unit located within the galley area:*
Refer to 9-MI-35-20-02 Cabin Attendant Oxygen Unit

35-20-04A Adjacent cabin attendant oxygen unit available

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

(o) One or more may be inoperative and the associated galley area may be occupied provided that an adjacent cabin attendant individual oxygen unit is available for each occupants of the associated galley area.

Reference(s)

(o) *Refer to OpsProc 35-20-04A Galley Oxygen Unit (cabin attendant oxygen unit available near the galley)*

35-20-04B Portable oxygen available in the associated galley area

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

(o) One or more may be inoperative and the associated galley area may be occupied provided that a cabin attendant portable oxygen device is available for each occupants of the associated galley area.

Reference(s)

(o) *Refer to OpsProc 35-20-04B Galley Oxygen Unit (cabin attendant portable oxygen device available near the galley)*

35-20-04D Associated galley area not occupied

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**H**

One or more may be inoperative provided that the associated galley area is not occupied.

35-20-05	Manual Release Tool ⋖

Ident.: 9-MI-35-20-00004508.0000001 / 24 APR 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

35-20-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

One must be available.

35-20-06	Buzzer

Ident.: 9-MI-35-20-00004509.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

35-20-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that:

1) The passenger address system is checked operative in the lavatory, and

2) The passenger address system is used to alert the occupant to don oxygen.

Reference(s)

(o) *Refer to OpsProc 35-20-06A Buzzer*

35-30-01	Portable Oxygen Unit

Ident.: 9-MI-35-30-00004510.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

35-30-01A Non-required Portable oxygen unit inoperative or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**Yes**	**-**

(o) One or more non-required units may be inoperative and removed, or missing provided that the required distribution of the operative units is maintained throughout the cabin.

Note: *Inoperative portable oxygen units may be subject to dangerous goods requirements.*

Reference(s)

(o) *Refer to OpsProc 35-30-01A Portable Oxygen Unit (non-required units inoperative or missing)*

35-30-01B Portable oxygen unit partially filled

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**Yes**	**-**

(o) One or more may be partially filled provided that the oxygen quantity is checked sufficient before each flight.

Reference(s)

(o) *Refer to OpsProc 35-30-01B Portable Oxygen Units (partially filled)*

35-30-01	Lavatory Portable Oxygen Unit

Ident.: 9-MI-35-30-00004510.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

35-30-01A Portable oxygen unit inoperative or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

Portable oxygen unit in Lavatory W may be inoperative provided that:

1) The lavatory door is placarded inoperative due to lack of supplemental oxygen and locked closed, and

2) The lavatory is not used for storage or any other purpose.

Note: *Inoperative portable oxygen units may be subject to dangerous goods requirements.*

35-30-01B Portable oxygen unit partially filled

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**-**

(o) May be partially filled provided that the oxygen quantity is checked sufficient before each flight.

Reference(s)

(o) *Refer to OpsProc 35-30-01B Portable Oxygen Units (partially filled)*

35-30-02	Flight Crew Portable Protective Breathing Equipment

Ident.: 9-MI-35-30-00004511.0000001 / 28 JUN 2022
Applicable to: ALL

35-30-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**1**	**Yes**	**-**

One or more may be inoperative and removed, or missing provided that one flight crew portable protective breathing equipment is operative.

Note: *Inoperative portable protective breathing equipment units may be subject to dangerous goods requirements.*

35-30-03 Cabin Crew Portable Protective Breathing Equipment - PBE

Ident.: 9-MI-35-30-00004512.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

35-30-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**Yes**	**-**

One or more may be inoperative and removed, or missing provided that one cabin crew portable protective breathing equipment is operative for each required cabin crewmember.

Note: *Inoperative portable protective breathing equipment units may be subject to dangerous goods requirement.*

Note: *Number of minimum required cabin attendants are listed under* *Refer to OM-A/ OM-A 4.1.2 CABIN CREW*

35-30-04 Supernumerary Portable Oxygen Unit

Ident.: 9-MI-35-30-00004513.0000001 / 14 JUN 2023
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

35-30-04A Portable oxygen unit inoperative or missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

Portable oxygen unit in Redefined Flight Deck may be inoperative provided that Supernumerary seat is considered inoperative.

Refer to Item*Refer to 9-MI-25-20-10 Supernumerary Seat*.

35-30-04B Portable oxygen unit partially filled

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**1**	**No**	**-**

(o) May be partially filled provided that the oxygen quantity is checked sufficient before each flight.

Reference(s)

(o) *Refer to OpsProc 35-30-04B Portable Oxygen Units (partially filled)*

36-00-01	AIR BLEED MAINTENANCE Message

Ident.: 9-MI-36-00-00004514.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AEUC, -AIRN)
Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

36-00-01A No fault on a BMC, on a pylon leak detection loop or on the APU leak detection loop

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

(m) AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that it is checked that the CFDS does not report any fault on a BMC, on a pylon leak detection loop or on the APU leak detection loop.

Reference(s)

(m) *Refer to AMM Task 36-11-00-040-004*

36-00-01B Only RH side affected

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H / ETOPS**

(m) AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that:

1) The CFDS does not report any fault on the BMC 1, on the LH pylon leak detection loop or on the APU leak detection loop, and

2) If the CFDS reports a fault on the BMC 2, the BMC 2 is inoperative

Refer to 9-MI-36-11-08 Bleed Monitoring Computer (BMC), and

3) If the CFDS reports a fault on the RH pylon leak detection loop, the RH pylon leak detection loop is inoperative.

Refer to 9-MI-36-22-01 Pylon Leak Detection System

Reference(s)

(m) *Refer to AMM Task 36-11-00-040-807*

36-00-01C Only LH side and/or APU leak detection loop affected

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H / ETOPS**

(m) AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that:

1) The CFDS does not report any fault on the BMC 2 or on the RH pylon leak detection loop, and

2) If the CFDS reports a fault on the BMC 1, the BMC 1 is inoperative

Refer to 9-MI-36-11-08 Bleed Monitoring Computer (BMC), and

3) If the CFDS reports a fault on the LH pylon leak detection loop, the LH pylon leak detection loop is inoperative

Refer to 9-MI-36-22-01 Pylon Leak Detection System, and

4) If the CFDS reports a fault on the APU leak detection loop, the APU leak detection loop is inoperative.

Refer to 9-MI-36-22-03 APU Leak Detection Loop

Reference(s)

(m) *Refer to AMM Task 36-11-00-040-808*

36-00-01	**AIR BLEED** MAINTENANCE **Message**

Ident.: 9-MI-36-00-00004514.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

36-00-01F

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page.

36-01-01	ENG BLEED pb-sw FAULT light

Ident.: 9-MI-36-01-00004515.0000001 / 28 JUN 2022
Applicable to: ALL

36-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

36-01-02	ENG BLEED pb-sw OFF light

Ident.: 9-MI-36-01-00004516.0000001 / 28 JUN 2022
Applicable to: ALL

36-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

One or both may be inoperative.

36-01-03	APU BLEED pb-sw FAULT light

Ident.: 9-MI-36-01-00004517.0000001 / 28 JUN 2022
Applicable to: ALL

36-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

36-01-04	APU BLEED pb-sw ON light

Ident.: 9-MI-36-01-00004518.0000001 / 28 JUN 2022
Applicable to: ALL

36-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

36-07-01	APU Bleed Valve Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004519.0000001 / 28 JUN 2022
Applicable to: ALL

36-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the Automatic Control of the X Bleed Valve is considered inoperative.

Refer to 9-MI-36-12-04 Automatic Control of the X Bleed Valve

36-07-02	Engine Bleed Valve Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004520.0000100 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

36-07-02B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**H**

Both must be operative.

36-07-02	Engine Bleed Valve Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004520.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

36-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

36-07-03	Engine Bleed HP Valve Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004521.0000001 / 28 JUN 2022
Applicable to: ALL

36-07-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

36-07-04	Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004522.0000100 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

36-07-04B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**H**

Both must be operative.

36-07-04	Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004522.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

36-07-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

36-07-05	Engine Bleed Precooler Outlet Temperature Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004523.0000100 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

36-07-05B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**H**

Both must be operative.

36-07-05	Engine Bleed Precooler Outlet Temperature Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004523.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

36-07-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

36-07-06	X Bleed Valve Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004524.0000001 / 28 JUN 2022
Applicable to: ALL

36-07-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative.

36-09-01	AIR APU BLEED LEAK **Alert**

Ident.: 9-MI-36-09-00004525.0000100 / 28 JUN 2022
Criteria: A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

36-09-01A APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be displayed provided that:

1) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

2) The APU leak detection loop is deactivated, and

3) The APU bleed check valve is removed and replaced by a blanking cap, and

4) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(o) *Refer to OpsProc 36-09-01A AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

(m) *Refer to AMM Task 36-12-00-040-808*
Refer to AMM Task 36-12-00-040-814
Refer to AMM Task 36-12-00-040-820

36-09-01B No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(o) (m) May be displayed provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

3) The APU leak detection loop is deactivated, and

4) The ENG 1 BLEED pb-sw is set to OFF, and

5) The PACK 1 pb-sw is set to OFF, and

6) The X BLEED selector is set to SHUT, and

7) The APU BLEED pb-sw is set to OFF, and

8) The aircraft is not operated in known or forecast icing conditions along the intended route, and

9) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-09-01B AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)*

(m) *Refer to AMM Task 36-12-00-040-810*
Refer to AMM Task 36-12-00-040-813
Refer to AMM Task 36-12-00-040-819

36-09-01C Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(o) (m) May be displayed provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

3) The APU leak detection loop is deactivated, and

4) The ENG 1 BLEED pb-sw is set to OFF, and

5) The PACK 1 pb-sw is set to OFF, and

6) The X BLEED selector is set to SHUT, and

7) The APU BLEED pb-sw is set to OFF, and

8) The aircraft is not operated in known or forecast icing conditions along the intended route, and

9) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-09-01C AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)*

(m) *Refer to AMM Task 36-12-00-040-810*
Refer to AMM Task 36-12-00-040-813
Refer to AMM Task 36-12-00-040-819

36-09-01E APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**-**

(o) (m) May be displayed provided that:

1) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

2) The APU leak detection loop is deactivated, and

3) The APU bleed check valve is checked operative, and

4) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(o) *Refer to OpsProc 36-09-01E AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

(m) *Refer to AMM Task 36-12-00-040-811*
Refer to AMM Task 36-12-00-040-815
Refer to AMM Task 36-12-00-040-821

36-09-01	AIR APU BLEED LEAK **Alert**

Ident.: 9-MI-36-09-00004525.0000200 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

36-09-01A APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be displayed provided that:

1) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

2) The APU leak detection loop is deactivated, and

3) The APU bleed check valve is removed and replaced by a blanking cap, and

4) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(o) *Refer to OpsProc 36-09-01A AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

(m) *Refer to AMM Task 36-12-00-040-808*

36-09-01B Limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be displayed provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

3) The APU leak detection loop is deactivated, and

4) The ENG 1 BLEED pb-sw is set to OFF, and

5) The PACK 1 pb-sw is set to OFF, and

6) The X BLEED selector is set to SHUT, and

7) The APU BLEED pb-sw is set to OFF, and

8) The aircraft is not operated in known or forecast icing conditions along the intended route, and

9) The altitude is limited to 37000 ft (11200 m), and

10) The speedbrakes are operative, and

11) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 36-09-01B AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)*

(m) *Refer to AMM Task 36-12-00-040-810*

36-09-01C Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) (m) May be displayed provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

3) The APU leak detection loop is deactivated, and

4) The ENG 1 BLEED pb-sw is set to OFF, and

5) The PACK 1 pb-sw is set to OFF, and

6) The X BLEED selector is set to SHUT, and

7) The APU BLEED pb-sw is set to OFF, and

8) The aircraft is not operated in known or forecast icing conditions along the intended route, and

9) The altitude is limited to 31500 ft (9600 m), and

10) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 36-09-01C AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)*

(m) *Refer to AMM Task 36-12-00-040-810*

36-09-01D No FL limitation

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) (m) May be displayed provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

3) The APU leak detection loop is deactivated, and

4) The ENG 1 BLEED pb-sw is set to OFF, and

5) The PACK 1 pb-sw is set to OFF, and

6) The X BLEED selector is set to SHUT, and

7) The APU BLEED pb-sw is set to OFF, and

8) The aircraft is not operated in known or forecast icing conditions along the intended route, and

9) The speedbrakes are operative, and

10) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-09-01D AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)*

(m) *Refer to AMM Task 36-12-00-040-810*

36-09-01E APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) (m) May be displayed provided that:

1) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

2) The APU leak detection loop is deactivated, and

3) The APU bleed check valve is checked operative, and

4) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(o) *Refer to OpsProc 36-09-01E AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

(m) *Refer to AMM Task 36-12-00-040-811*

36-09-01	AIR APU BLEED LEAK **Alert**

Ident.: 9-MI-36-09-00004525.0000300 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

36-09-01A APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) (m) May be displayed provided that:

1) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

2) The APU leak detection loop is deactivated, and

3) The APU bleed check valve is removed and replaced by a blanking cap, and

4) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(o) *Refer to OpsProc 36-09-01A AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

(m) *Refer to AMM Task 36-12-00-040-808*
Refer to AMM Task 36-12-00-040-814
Refer to AMM Task 36-12-00-040-820

36-09-01B Limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(o) (m) May be displayed provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

3) The APU leak detection loop is deactivated, and

4) The ENG 1 BLEED pb-sw is set to OFF, and

5) The PACK 1 pb-sw is set to OFF, and

6) The X BLEED selector is set to SHUT, and

7) The APU BLEED pb-sw is set to OFF, and

8) The aircraft is not operated in known or forecast icing conditions along the intended route, and

9) The altitude is limited to 37000 ft (11200 m), and

10) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-09-01B AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)*

(m) *Refer to AMM Task 36-12-00-040-810*
Refer to AMM Task 36-12-00-040-813
Refer to AMM Task 36-12-00-040-819

36-09-01C Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(o) (m) May be displayed provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

3) The APU leak detection loop is deactivated, and

4) The ENG 1 BLEED pb-sw is set to OFF, and

5) The PACK 1 pb-sw is set to OFF, and

6) The X BLEED selector is set to SHUT, and

7) The APU BLEED pb-sw is set to OFF, and

8) The aircraft is not operated in known or forecast icing conditions along the intended route, and

9) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-09-01C AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)*

(m) *Refer to AMM Task 36-12-00-040-810*
Refer to AMM Task 36-12-00-040-813
Refer to AMM Task 36-12-00-040-819

36-09-01D No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**H / ETOPS**

(o) (m) May be displayed provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

3) The APU leak detection loop is deactivated, and

4) The ENG 1 BLEED pb-sw is set to OFF, and

5) The PACK 1 pb-sw is set to OFF, and

6) The X BLEED selector is set to SHUT, and

7) The APU BLEED pb-sw is set to OFF, and

8) The aircraft is not operated in known or forecast icing conditions along the intended route, and

9) The speedbrakes are operative.

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-09-01D AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)*

(m) *Refer to AMM Task 36-12-00-040-810*
Refer to AMM Task 36-12-00-040-813
Refer to AMM Task 36-12-00-040-819

36-09-01E APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**-**

(o) (m) May be displayed provided that:

1) The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

2) The APU leak detection loop is deactivated, and

3) The APU bleed check valve is checked operative, and

4) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(o) *Refer to OpsProc 36-09-01E AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

(m) *Refer to AMM Task 36-12-00-040-811*
Refer to AMM Task 36-12-00-040-815
Refer to AMM Task 36-12-00-040-821

36-11-01	Engine Bleed Air Supply System

Ident.: 9-MI-36-11-00004526.0000100 / 14 DEC 2022
Criteria: A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Note: *The HP ground connection is near the engine 1 hazardous area. If the bleed air supply system 2 is inoperative, it is better to use the APU bleed for engine start. If the APU bleed is not available, a ground cart can be used as long as the pneumatic pipe is kept out of the hazardous area.*

36-11-01A Non ETOPS flight - no FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The X BLEED selector is set to OPEN, and

4) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-11-01A Engine Bleed Air Supply System (non-ETOPS flights)*

36-11-01B ETOPS flight - no FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**H**

(o) For ETOPS, one may be inoperative for one flight provided that:

1) The APU bleed air supply system is operative, and

2) The APU is running throughout the flight, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The X BLEED selector is set to OPEN, and

5) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-11-01B Engine Bleed Air Supply System (ETOPS flights)*

36-11-01E Non ETOPS flight - limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The X BLEED selector is set to OPEN, and

4) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-11-01E Engine Bleed Air Supply System (non-ETOPS flights)*

36-11-01F ETOPS flight - limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**H**

(o) For ETOPS, one may be inoperative for one flight provided that:

1) The APU bleed air supply system is operative, and

2) The APU is running throughout the flight, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The X BLEED selector is set to OPEN, and

5) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-11-01F Engine Bleed Air Supply System (ETOPS flights)*

36-11-01	Engine Bleed Air Supply System

Ident.: 9-MI-36-11-00004526.0000200 / 14 DEC 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

Note: *The HP ground connection is near the engine 1 hazardous area. If the bleed air supply system 2 is inoperative, it is better to use the APU bleed for engine start. If the APU bleed is not available, a ground cart can be used as long as the pneumatic pipe is kept out of the hazardous area.*

36-11-01C Non ETOPS flight - limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The X BLEED selector is set to OPEN, and

4) The altitude is limited to 37000 ft (11200 m), and

5) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-11-01C Engine Bleed Air Supply System (non-ETOPS flights)*

36-11-01D ETOPS flight - limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**H**

(o) For ETOPS, one may be inoperative for one flight provided that:

1) The APU bleed air supply system is operative, and

2) The APU is running throughout the flight, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The X BLEED selector is set to OPEN, and

5) The altitude is limited to 37000 ft (11200 m), and

6) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-11-01D Engine Bleed Air Supply System (ETOPS flights)*

36-11-01E Non ETOPS flight - limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The X BLEED selector is set to OPEN, and

4) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-11-01E Engine Bleed Air Supply System (non-ETOPS flights)*

36-11-01F ETOPS flight - limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**H**

(o) For ETOPS, one may be inoperative for one flight provided that:

1) The APU bleed air supply system is operative, and

2) The APU is running throughout the flight, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The X BLEED selector is set to OPEN, and

5) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-11-01F Engine Bleed Air Supply System (ETOPS flights)*

36-11-01G Non ETOPS flight - no FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**1**	**Yes**	**ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The X BLEED selector is set to OPEN, and

4) The speedbrakes are operative.

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-11-01G Engine Bleed Air Supply System (non-ETOPS flights)*

36-11-01H ETOPS flight - no FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**H**

(o) For ETOPS, one may be inoperative for one flight provided that:

1) The APU bleed air supply system is operative, and

2) The APU is running throughout the flight, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The X BLEED selector is set to OPEN, and

5) The speedbrakes are operative.

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-11-01H Engine Bleed Air Supply System (ETOPS flights)*

36-11-02	Engine Bleed Valve (PRV)

Ident.: 9-MI-36-11-00004527.0000001 / 28 JUN 2022
Applicable to: ALL

36-11-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H**

(m) One may be inoperative provided that:

1) The affected engine bleed valve is secured in the closed position, and

2) The associated bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

Reference(s)

(m) *Refer to AMM Task 36-11-00-040-001*
Refer to AMM Task 36-11-00-040-803
Refer to AMM Task 36-11-00-040-809

36-11-03	Engine Bleed Overpressure Valve

Ident.: 9-MI-36-11-00004528.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

36-11-03A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

One may be inoperative provided that the associated bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

36-11-03B Associated bleed still available

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative provided that the associated AIR ENG 1(2) BLEED FAULT alert or the AIR ENG 1(2) BLEED ABNORM PR alert was not displayed during the previous flight.

36-11-03	**Engine Bleed Overpressure Valve**

Ident.: 9-MI-36-11-00004528.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

36-11-03A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

One may be inoperative in the open position provided that the associated bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

36-11-03B Associated bleed still available

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative in the open position provided that the associated AIR ENG 1(2) BLEED FAULT alert or the AIR ENG 1(2) BLEED ABNORM PR alert was not displayed during the previous flight.

36-11-04	Engine Bleed Fan Air Valve

Ident.: 9-MI-36-11-00004529.0000001 / 28 JUN 2022
Applicable to: ALL

36-11-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H**

One may be inoperative provided that the associated engine bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

36-11-05	Engine Bleed Air Precooler

Ident.: 9-MI-36-11-00004530.0000001 / 28 JUN 2022
Applicable to: ALL

36-11-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H**

One may be inoperative provided that the associated engine bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

36-11-06	Engine Bleed IP Check Valve

Ident.: 9-MI-36-11-00004531.0000001 / 28 JUN 2022
Applicable to: ALL

36-11-06A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

One may be inoperative provided that the associated engine bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

36-11-06B Associated HP valve secured in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) (m) One may be inoperative in the open position provided that:

1) The associated engine bleed HP valve is secured in the closed position, and

2) The opposite engine bleed supply system is operative.

Reference(s)

(o) *Refer to OpsProc 36-11-06B Engine Bleed IP Check Valve*
(m) *Refer to AMM Task 36-11-00-040-002*
Refer to AMM Task 36-11-00-040-806
Refer to AMM Task 36-11-00-040-810

36-11-07	Engine Bleed HP Valve

Ident.: 9-MI-36-11-00004532.0000100 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

36-11-07A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

One may be inoperative in the closed position provided that the associated engine bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

36-11-07C HP and PRV valves secured in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be inoperative provided that:

1) The affected engine bleed HP valve is secured in the closed position, and

2) The affected bleed valve (PRV) is considered inoperative.

Refer to 9-MI-36-11-02 Engine Bleed Valve (PRV)

Reference(s)

(m) *Refer to AMM Task 36-11-00-040-804*
Refer to AMM Task 36-11-00-040-811

36-11-07	Engine Bleed HP Valve

Ident.: 9-MI-36-11-00004532.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

36-11-07A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

One may be inoperative in the closed position provided that the associated engine bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

36-11-07B HP valve secured in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(o) (m) One may be inoperative provided that:

1) The affected engine bleed HP valve is secured in the closed position, and

2) The opposite engine bleed supply system is operative.

Reference(s)

(o) *Refer to OpsProc 36-11-07B Engine Bleed HP Valve*
(m) *Refer to AMM Task 36-11-00-040-003*

36-11-08	Bleed Monitoring Computer (BMC)

Ident.: 9-MI-36-11-00004533.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

36-11-08C Limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The associated PACK pb-sw is set to OFF, and

4) The X BLEED selector is set to SHUT, and

5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative

Refer to 9-MI-36-22-03 APU Leak Detection Loop, and

6) The aircraft is not operated in known or forecast icing conditions along the intended route, and

7) The altitude is limited to 37000 ft (11200 m), and

8) The speedbrakes are operative, and

9) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 36-11-08C Bleed Monitoring Computer (BMC)*

36-11-08D Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The associated PACK pb-sw is set to OFF, and

4) The X BLEED selector is set to SHUT, and

5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative

Refer to 9-MI-36-22-03 APU Leak Detection Loop, and

6) The aircraft is not operated in known or forecast icing conditions along the intended route, and

7) The altitude is limited to 31500 ft (9600 m), and

8) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 36-11-08D Bleed Monitoring Computer (BMC)*

36-11-08E No FL limitation

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**1**	**No**

COMPANY NOTES OPS affected
H / ETOPS

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The associated PACK pb-sw is set to OFF, and

4) The X BLEED selector is set to SHUT, and

5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative

Refer to 9-MI-36-22-03 APU Leak Detection Loop, and

6) The aircraft is not operated in known or forecast icing conditions along the intended route, and

7) The speedbrakes are operative, and

8) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-11-08E Bleed Monitoring Computer (BMC)*

36-11-08	Bleed Monitoring Computer (BMC)

Ident.: 9-MI-36-11-00004533.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

36-11-08A BMC 1 inoperative with APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**1**	**No**	**H / ETOPS**

BMC 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) The engine 1 bleed air supply system is considered inoperative

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System, and

3) The APU bleed check valve is replaced by a blanking cap.

Refer to Item 36-22-03A APU bleed check valve replaced by a blanking cap

36-11-08B BMC 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**1**	**No**	**H**

BMC 2 may be inoperative provided that the engine 2 bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

36-11-08F BMC 1 inoperative with no icing conditions

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**1**	**No**	**H / ETOPS**

BMC 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) The APU leak detection loop is considered inoperative.

Refer to Item 36-22-03B/C/D

36-11-08G BMC 1 inoperative with APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**1**	**No**	**H / ETOPS**

BMC 1 may be inoperative provided that:

1) ETOPS is not conducted, and

2) The engine 1 bleed air supply system is considered inoperative

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System, and

3) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

4) The APU bleed check valve is checked operative.

Refer to Item 36-22-03E APU bleed check valve checked operative

36-11-08	Bleed Monitoring Computer (BMC)

Ident.: 9-MI-36-11-00004533.0000300 / 28 JUN 2022
Criteria: A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIQW, D-AIRN

36-11-08C No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The associated PACK pb-sw is set to OFF, and

4) The X BLEED selector is set to SHUT, and

5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative

Refer to 9-MI-36-22-03 APU Leak Detection Loop, and

6) The aircraft is not operated in known or forecast icing conditions along the intended route, and

7) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-11-08C Bleed Monitoring Computer (BMC)*

36-11-08D Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The associated PACK pb-sw is set to OFF, and

4) The X BLEED selector is set to SHUT, and

5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative

Refer to 9-MI-36-22-03 APU Leak Detection Loop, and

6) The aircraft is not operated in known or forecast icing conditions along the intended route, and

7) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-11-08D Bleed Monitoring Computer (BMC)*

36-11-08	**Bleed Monitoring Computer (BMC)**

Ident.: 9-MI-36-11-00004533.0000400 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

36-11-08C Limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The associated PACK pb-sw is set to OFF, and

4) The X BLEED selector is set to SHUT, and

5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative

Refer to 9-MI-36-22-03 APU Leak Detection Loop, and

6) The aircraft is not operated in known or forecast icing conditions along the intended route, and

7) The altitude is limited to 37000 ft (11200 m), and

8) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-11-08C Bleed Monitoring Computer (BMC)*

36-11-08D Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The associated PACK pb-sw is set to OFF, and

4) The X BLEED selector is set to SHUT, and

5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative

Refer to 9-MI-36-22-03 APU Leak Detection Loop, and

6) The aircraft is not operated in known or forecast icing conditions along the intended route, and

7) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-11-08D Bleed Monitoring Computer (BMC)*

36-11-08E No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**1**	**No**	**H / ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG BLEED pb-sw is set to OFF, and

3) The associated PACK pb-sw is set to OFF, and

4) The X BLEED selector is set to SHUT, and

5) If the BMC 1 is affected, the APU leak detection loop is considered inoperative

Refer to 9-MI-36-22-03 APU Leak Detection Loop, and

6) The aircraft is not operated in known or forecast icing conditions along the intended route, and

7) The speedbrakes are operative.

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-11-08E Bleed Monitoring Computer (BMC)*

36-12-01 APU Bleed Air Supply System

Ident.: 9-MI-36-12-00004534.0000001 / 28 JUN 2022
Applicable to: ALL

36-12-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) May be inoperative provided that the APU BLEED pb-sw is set to OFF.

Reference(s)

(o) *Refer to OpsProc 36-12-01A APU Bleed Air Supply System*

36-12-02 APU Bleed Valve

Ident.: 9-MI-36-12-00004535.0000001 / 14 SEP 2022
Applicable to: ALL

36-12-02A Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) **(m)** May be inoperative provided that:

1) The APU bleed valve is deactivated in the closed position, and

2) The APU BLEED pb-sw is set to OFF.

Reference(s)

(o) *Refer to OpsProc 36-12-02A APU Bleed Valve (Deactivated in the closed position)*
(m) *Refer to AMM Task 49-51-00-040-001*
Refer to AMM Task 49-51-00-040-002
Refer to AMM Task 49-51-00-040-004

36-12-02B Inoperative in the open position for non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / ETOPS**

(o) May be inoperative in the open position provided that:

1) ETOPS is not conducted, and

2) The APU is not used in flight.

Reference(s)

(o) *Refer to OpsProc 36-12-02B APU Bleed Valve (Inoperative in the open position)*

36-12-02C Inoperative in the open position for ETOPS 120 min flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**Yes**	**H / ETOPS**

(o) May be inoperative in the open position for four flights provided that:

1) ETOPS beyond 120 min is not conducted, and

2) The APU is not used in flight.

Reference(s)

(o) *Refer to OpsProc 36-12-02C APU Bleed Valve (Inoperative in the open position)*

36-12-03	APU Bleed Check Valve

Ident.: 9-MI-36-12-00004536.0000001 / 28 JUN 2022
Applicable to: ALL

36-12-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative provided that the APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

36-12-04	Automatic Control of the X Bleed Valve

Ident.: 9-MI-36-12-00004537.0000001 / 28 JUN 2022
Applicable to: ALL

36-12-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that the manual control is checked operative.

Reference(s)

(o) *Refer to OpsProc 36-12-04A Automatic control of the X Bleed Valve*

36-12-05	Manual Control of the X Bleed Valve

Ident.: 9-MI-36-12-00004538.0000100 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

36-12-05B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

36-12-05	Manual Control of the X Bleed Valve

Ident.: 9-MI-36-12-00004538.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

36-12-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative provided that the automatic control is checked operative.

Reference(s)

(o) *Refer to OpsProc 36-12-05A Manual Control of the X Bleed Valve*

36-22-01	Pylon Leak Detection System

Ident.: 9-MI-36-22-00004539.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

36-22-01B Limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated pylon leak detection loop is deactivated, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The associated PACK pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and

7) The aircraft is not operated in known or forecast icing conditions, and

8) The altitude is limited to 37000 ft (11200 m), and

9) The speedbrakes are operative, and

10) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 36-22-01B Pylon Leak Detection System*
(m) *Refer to AMM Task 36-22-00-040-001*

36-22-01C Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated pylon leak detection loop is deactivated, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The associated PACK pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and

7) The aircraft is not operated in known or forecast icing conditions, and

8) The altitude is limited to 31500 ft (9600 m), and

9) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 36-22-01C Pylon Leak Detection System*
(m) *Refer to AMM Task 36-22-00-040-001*

36-22-01D No FL limitation

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**1**	**No**

COMPANY NOTES OPS affected
H / ETOPS

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated pylon leak detection loop is deactivated, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The associated PACK pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and

7) The aircraft is not operated in known or forecast icing conditions, and

8) The speedbrakes are operative, and

9) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-22-01D Pylon Leak Detection System*

(m) *Refer to AMM Task 36-22-00-040-001*

36-22-01	Pylon Leak Detection System

Ident.: 9-MI-36-22-00004539.0000200 / 28 JUN 2022
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

36-22-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be inoperative provided that:

1) The associated pylon leak detection loop is deactivated, and

2) If displayed during the previous flight, the AIR ENG 1(2) BLEED LEAK alert is confirmed to be false by troubleshooting, and

3) The associated bleed air supply system is considered inoperative.

Refer to 9-MI-36-11-01 Engine Bleed Air Supply System

Reference(s)

(m) *Refer to AMM Task 36-22-00-040-001*

36-22-01	Pylon Leak Detection System

Ident.: 9-MI-36-22-00004539.0000300 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

36-22-01E

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Must be operative.

Note: *Failure of one loop in one or both pylon is indicated by a MAINTENANCE message displayed on the STATUS SD page.*
Refer to 9-MI-36-00-01 AIR BLEED MAINTENANCE Message

36-22-01	Pylon Leak Detection System

Ident.: 9-MI-36-22-00004539.0000400 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

36-22-01B Limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated pylon leak detection loop is deactivated, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The associated PACK pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and

7) The aircraft is not operated in known or forecast icing conditions, and

8) The altitude is limited to 37000 ft (11200 m), and

9) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-22-01B Pylon Leak Detection System*
(m) *Refer to AMM Task 36-22-00-040-001*

36-22-01C Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated pylon leak detection loop is deactivated, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The associated PACK pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and

7) The aircraft is not operated in known or forecast icing conditions, and

8) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-22-01C Pylon Leak Detection System*
(m) *Refer to AMM Task 36-22-00-040-001*

36-22-01D No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**1**	**No**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated pylon leak detection loop is deactivated, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The associated PACK pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and

7) The aircraft is not operated in known or forecast icing conditions, and

8) The speedbrakes are operative.

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-22-01D Pylon Leak Detection System*
(m) *Refer to AMM Task 36-22-00-040-001*

36-22-01	Pylon Leak Detection System

Ident.: 9-MI-36-22-00004539.0000500 / 28 JUN 2022
Criteria: A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIQW, D-AIRN

36-22-01B No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated pylon leak detection loop is deactivated, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The associated PACK pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF if LH side is affected, and

7) The aircraft is not operated in known or forecast icing conditions, and

8) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-22-01B Pylon Leak Detection System*
(m) *Refer to AMM Task 36-22-00-040-001*

36-22-01C Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

(o) (m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated pylon leak detection loop is deactivated, and

3) The associated ENG BLEED pb-sw is set to OFF, and

4) The associated PACK pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF if the LH side is affected, and

7) The aircraft is not operated in known or forecast icing conditions, and

8) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-22-01C Pylon Leak Detection System*
(m) *Refer to AMM Task 36-22-00-040-001*

36-22-02	Wing Leak Detection System

Ident.: 9-MI-36-22-00004540.0000001 / 28 JUN 2022
Applicable to: ALL

36-22-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Must be operative.

Note: Failure of one loop in one or both wing leading edges is indicated by a MAINTENANCE *message displayed on the STATUS SD page.*
Refer to 9-MI-36-00-01 AIR BLEED MAINTENANCE Message

36-22-03	APU Leak Detection Loop

Ident.: 9-MI-36-22-00004541.0000100 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

36-22-03A APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(m) May be inoperative provided that:

1) The APU bleed check valve is removed and replaced by a blanking cap, and

2) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(m) *Refer to AMM Task 36-12-00-040-801*
Refer to AMM Task 36-12-00-040-802
Refer to AMM Task 36-12-00-040-803

36-22-03B Limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The ENG 1 BLEED pb-sw is set to OFF, and

4) The PACK 1 pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF, and

7) The aircraft is not operated in known or forecast icing conditions along the intended route, and

8) The altitude is limited to 37000 ft (11200 m), and

9) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-22-03B APU Leak Detection Loop*

36-22-03C Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The ENG 1 BLEED pb-sw is set to OFF, and

4) The PACK 1 pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF, and

7) The aircraft is not operated in known or forecast icing conditions along the intended route, and

8) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-22-03C APU Leak Detection Loop*

36-22-03D No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**H / ETOPS**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The ENG 1 BLEED pb-sw is set to OFF, and

4) The PACK 1 pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF, and

7) The aircraft is not operated in known or forecast icing conditions along the intended route, and

8) The speedbrakes are operative.

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-22-03D APU Leak Detection Loop*

36-22-03E APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**H**

(m) May be inoperative provided that:

1) The APU bleed check valve is checked operative, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(m) *Refer to AMM Task 36-12-00-040-804*
Refer to AMM Task 36-12-00-040-805
Refer to AMM Task 36-12-00-040-806

36-22-03	APU Leak Detection Loop

Ident.: 9-MI-36-22-00004541.0000200 / 28 JUN 2022
Criteria: A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

36-22-03A APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(m) May be inoperative provided that:

1) The APU bleed check valve is removed and replaced by a blanking cap, and

2) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(m) *Refer to AMM Task 36-12-00-040-801*
Refer to AMM Task 36-12-00-040-802
Refer to AMM Task 36-12-00-040-803

36-22-03B No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The ENG 1 BLEED pb-sw is set to OFF, and

4) The PACK 1 pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF, and

7) The aircraft is not operated in known or forecast icing conditions along the intended route, and

8) The speedbrakes are operative.

Reference(s)

(o) *Refer to OpsProc 36-22-03B APU Leak Detection Loop*

36-22-03C Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / ETOPS**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The ENG 1 BLEED pb-sw is set to OFF, and

4) The PACK 1 pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF, and

7) The aircraft is not operated in known or forecast icing conditions along the intended route, and

8) The altitude is limited to 31500 ft (9600 m).

Reference(s)

(o) *Refer to OpsProc 36-22-03C APU Leak Detection Loop*

36-22-03E APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**H**

(m) May be inoperative provided that:

1) The APU bleed check valve is checked operative, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(m) *Refer to AMM Task 36-12-00-040-804*
Refer to AMM Task 36-12-00-040-805
Refer to AMM Task 36-12-00-040-806

36-22-03	APU Leak Detection Loop

Ident.: 9-MI-36-22-00004541.0000300 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

36-22-03A APU bleed check valve replaced by a blanking cap

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(m) May be inoperative provided that:

1) The APU bleed check valve is removed and replaced by a blanking cap, and

2) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(m) *Refer to AMM Task 36-12-00-040-801*

36-22-03B Limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The ENG 1 BLEED pb-sw is set to OFF, and

4) The PACK 1 pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF, and

7) The aircraft is not operated in known or forecast icing conditions along the intended route, and

8) The altitude is limited to 37000 ft (11200 m), and

9) The speedbrakes are operative, and

10) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 36-22-03B APU Leak Detection Loop*

36-22-03C Limitation to 31500 ft

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The ENG 1 BLEED pb-sw is set to OFF, and

4) The PACK 1 pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF, and

7) The aircraft is not operated in known or forecast icing conditions along the intended route, and

8) The altitude is limited to 31500 ft (9600 m), and

9) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

(o) *Refer to OpsProc 36-22-03C APU Leak Detection Loop*

36-22-03D No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**-**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The ENG 1 BLEED pb-sw is set to OFF, and

4) The PACK 1 pb-sw is set to OFF, and

5) The X BLEED selector is set to SHUT, and

6) The APU BLEED pb-sw is set to OFF, and

7) The aircraft is not operated in known or forecast icing conditions along the intended route, and

8) The speedbrakes are operative, and

9) The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

(o) *Refer to OpsProc 36-22-03D APU Leak Detection Loop*

36-22-03E APU bleed check valve checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**-**

(m) May be inoperative provided that:

1) The APU bleed check valve is checked operative, and

2) The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

3) The APU bleed air supply system is considered inoperative.

Refer to 9-MI-36-12-01 APU Bleed Air Supply System

Reference(s)

(m) *Refer to AMM Task 36-12-00-040-804*

38-10-01	Lavatory

Ident.: 9-MI-38-10-00004542.0000001 / 15 DEC 2023
Applicable to: ALL

38-10-01A Lavatory

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**Yes**	**H**

(m) Associated lavatory may be inoperative provided:

1) Associated components are deactivated or isolated to prevent leaks, and

2) Associated lavatory door(s) is(are) locked closed and placarded: “DEFEKT – NICHT BETRETEN / INOPERATIVE – DO NOT ENTER”

Note: – *The commander will determine if flight duration is acceptable with a forward lavatory unusable.*
– *Passenger comfort is restricted.*

Reference(s)

(m) *Refer to AMM Task 38-31-00-040-002-A*

38-10-01B Toilet Vacuum Generator

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**-**	**No**	**H**

May be inoperative provided toilet is not used on ground and below 16000 ft.

Note: *The toilet system works only in flight above 16 000 ft with differential pressure.*

AIRCRAFT EFB SYSTEM

46-11-01-01	Aircraft EFB System

Ident.: 9-MI-46-11-01-00004543.0000001 / 28 JUN 2022
Applicable to: ALL

Note: – *The Pilot assigned EFB is not part of the MEL.*
– *The Aircraft EFB System consists of a multiple of components including these (non-exhaustive):*
- *Laptop Docking Station or Tablet mount*
- *Aircraft Device (COTS Laptop, Tablet)*
- *Portreplicator*
- *Display Unit, Tablet Mount*
- *Connecting cables (Power, USB, ethernet - Router, Update-Cable)*

46-11-01-01A Aircraft EFB System CM1 only inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

Aircraft EFB System CM1 may be inoperative provided that:

1) Minimum Dispatch according OM-A 8.9:

Refer to OM-A/8.9b.3 Minimum Dispatch Policy is observed, and

2) The Video Transfer Function is considered inoperative

(*Refer to 9-MI-46-11-02-02 Video Transfer Function*), and

3) The Data Transfer between Aircraft EFBs is considered inoperative

(*Refer to 9-MI-46-11-02-03 Between both Aircraft EFBs*), and

4) The Aircraft EFB to Ground Connectivity is considered inoperative

(*Refer to 9-MI-46-11-02-04 Connectivity on Ground*), and

5) The eTLB Software is considered inoperative

(*Refer to 9-MI-46-11-02-08 eTLB Software*).

Note: – *Any function of the system which is functional may be used.*
– *An Aircraft EFB System is considered inoperative if the general EFB functionality is affected and the handling or usability by the pilot is greatly impaired, i.e.:*
- *the system does not start, is unreliable or switches off unintentionally*
- *user input via touchscreen, keyboard, trackpad is not possible, interrupted or unreliable*

- *the EFB display is completely or partly failed, e.g. missing colours or unreliable*

– *For isolated software errors* *Refer to 9-MI-46-11-02-01 EFB Flight Crew Application.*

46-11-01-01B Aircraft EFB System CM2 only inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

COMPANY NOTES OPS affected
H

Aircraft EFB System CM2 may be inoperative provided that:

1) Minimum Dispatch according OM-A 8.9:

Refer to OM-A/8.9b.3 Minimum Dispatch Policy is observed, and

2) The Video Transfer Function is considered inoperative

(*Refer to 9-MI-46-11-02-02 Video Transfer Function*), and

3) The Avionics Data Transfer is considered partly inoperative

(*Refer to 9-MI-46-11-02-03 Between both Aircraft EFBs*), and

4) The Data Transfer between Aircraft EFBs is considered inoperative

(*Refer to 9-MI-46-11-02-03 Between both Aircraft EFBs*), and

5) The CM1 Aircraft EFB Update is considered inoperative.

(*Refer to 9-MI-46-11-02-05 Aircraft EFB Update*).

Note: – *Any function of the system which is functional may be used.*

– *An Aircraft EFB System is considered inoperative if the general EFB functionality is affected and the handling or usability by the pilot is greatly impaired, i.e.:*
  - *the system does not start, is unreliable or switches off unintentionally*
  - *user input via touchscreen, keyboard, trackpad is not possible, interrupted or unreliable*
  - *the EFB display is completely or partly failed, e.g. missing colours or unreliable*

– *For isolated software errors* *Refer to 9-MI-46-11-02-01 EFB Flight Crew Application.*

46-11-01-01C Both Aircraft EFB Systems inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
H

Both Aircraft EFB Systems may be inoperative provided that:

1) Minimum Dispatch according OM-A 8.9:

Refer to OM-A/8.9b.3 Minimum Dispatch Policy is observed, and

2) The eTLB Software is considered inoperative

(*Refer to 9-MI-46-11-02-08 eTLB Software*).

3) If CDSS on EFB is installed (Video): The CDSS is considered inoperative

(*Refer to 9-MI-23-72-01 Cockpit Door Surveillance System (CDSS)*).

Note:
- *Any function of the system which is functional may be used.*
- *An Aircraft EFB System is considered inoperative if the general EFB functionality is affected and the handling or usability by the pilot is greatly impaired, i.e.:*
  - *the system does not start, is unreliable or switches off unintentionally*
  - *user input via touchscreen, keyboard, trackpad is not possible, interrupted or unreliable*
  - *the EFB display is completely or partly failed, e.g. missing colours or unreliable*
- *For isolated software errors Refer to 9-MI-46-11-02-01 EFB Flight Crew Application.*

46-11-01-02	EFB Docking Station ⧏

Ident.: 9-MI-46-11-01-00004544.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-01-02A CM1 EFB Docking Station inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

May be inoperative provided that Aircraft EFB System CM1 is considered inoperative.

Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative

46-11-01-02B CM2 EFB Docking Station inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

May be inoperative provided that Aircraft EFB System CM2 is considered inoperative.

Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative

46-11-01-02C Both EFB Docking Station inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

Both may be inoperative provided that both Aircraft EFB Systems are considered inoperative.

Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative

46-11-01-03	EFB Mounting Device ⋖

Ident.: 9-MI-46-11-01-00004545.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-01-03A CM1 EFB Mounting Device inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

May be inoperative provided that Aircraft EFB System CM1 is considered inoperative.

Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative

46-11-01-03B CM2 EFB Mounting Device inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

May be inoperative provided that Aircraft EFB System CM2 is considered inoperative.

Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative

46-11-01-03C Both EFB Mounting Devices inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

Both may be inoperative provided that both Aircraft EFB Systems are considered inoperative.

Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative

46-11-01-04	EFB Power Connection ⋖

Ident.: 9-MI-46-11-01-00004546.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-01-04A CM1 EFB Power Connection inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

May be inoperative provided that Aircraft EFB System CM1 is considered inoperative.

Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative

46-11-01-04B CM2 EFB Power Connection inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**-**

May be inoperative provided that Aircraft EFB System CM2 is considered inoperative.

Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative

46-11-01-04C Both EFB Power Connection inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

Both may be inoperative provided that both Aircraft EFB Systems are considered inoperative.

Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative

46-11-01-05	Maintenance Device ⋖

Ident.: 9-MI-46-11-01-00004547.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-01-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

Maintenance Device may be inoperative.

Note: *The Maintenance Device is a laptop or tablet computer used by maintenance staff and stowed in the cockpit.*

AIRCRAFT EFB SYSTEM FUNCTIONALITY

46-11-02-01	EFB Flight Crew Application

Ident.: 9-MI-46-11-02-00004548.0000001 / 18 SEP 2024
Applicable to: ALL

Note: *An inoperative flight crew application is characterized by the following:*
- *error is isolated (e.g. to one application), EFB generally usable*
- *there is no documented workaround procedure in the „EFB manual / list of known EFB issues", ILOS COC or HIL.*

Examples:
- *an application does not start or shows an error message*
- *an error message is displayed during EFB usage*
- *a function in an application is not available (e.g. briefing package can not be imported)*
- *information or data in an application is wrongly displayed or not available at all (e.g. airport charts are missing). However, information or data being retrieved using connectivity (e.g. Crew Broadband) does not operationally impair flight crew applications or its functions (e.g. weather), OM-A 8.9:*
  Refer to OM-A/8.9b.3 Minimum Dispatch Policy

46-11-02-01A EFB Flight Crew Application (except eTLB)

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) One or more may be inoperative provided that Minimum Dispatch according

Refer to OM-A/8.9b.3 Minimum Dispatch Policy is observed.

Note: *Applications with impact on operations are:*
- *Library Viewer*
- *eFF electronic Flight Folder*
- *eRM electronic Route Manual*
- *eRM Weather*
- *eDesk*
- *eTLB (Refer to 9-MI-46-11-02-08 eTLB Software)*
- *FlysmartTakeOff Performance Application*
- *Flysmart Landing Performance Application*
- *Loadsheet Application*
- *FPO Flight Profile*
- *LoA List of Airports*
- *VSA Video Surveillance Application (if installed).*

Reference(s)

(o) *Refer to OpsProc 46-11-02-01A EFB Flight Crew Application (If Installed)*

46-11-02-02	Video Transfer Function ⋖

Ident.: 9-MI-46-11-02-00004549.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-02-02A Video Transfer Function

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

One or both may be inoperative.

Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB.

46-11-02-03	Data Transfer

Ident.: 9-MI-46-11-02-00004550.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-02-03A Between Aircraft Avionics and Aircraft EFB

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**-**

The Data Transfer between Aircraft Avionics and EFB may be inoperative.

Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB

Note: *Some functions on the EFB may be impaired (e.g. own-ship-position, inflight performance optimization).*

46-11-02-03B Between both Aircraft EFBs

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

(o) The Data Transfer between both Aircraft EFBs may be inoperative.

Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB

Note: *Due to this the following functions may also be impaired like:*
– *Update of CM1 EFB, data validity.* *Refer to 9-MI-46-11-02-05 CM1 Update function*

– *Collaboration functions (eFF, eRM)*
– *Avionics data related functions (FlightProfile, Performance Xcheck).*

Reference(s)

(o) *Refer to OpsProc 46-11-02-03B Data Transfer (Between both Aircraft EFBs)*

46-11-02-04	Connectivity on Ground

Ident.: 9-MI-46-11-02-00004551.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-02-04A Aircraft EFB IP Connectivity on Ground

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**-**	**0**	**No**	**H**

(o) The EFB IP connectivity on ground (cellular connectivity provided for example by EFB Router, CSP, TCOM or AID) may be inoperative.

Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB

Note: If EFB IP connectivity on ground is completely lost (connectivity via CSP also not possible), eTLB functionality is impaired. Refer to eTLB fallback procedures according PeOM.

Reference(s)

(o) *Refer to OpsProc 46-11-02-04A Aircraft EFB IP Connectivity on Ground*

46-11-02-05	Aircraft EFB Update

Ident.: 9-MI-46-11-02-00004552.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-02-05A CM1 Update function

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) May be inoperative provided that Minimum Dispatch according OM-A is observed.

Refer to OM-A/8.9b.3 Minimum Dispatch Policy

Note: Data validity of CM1 EFB may be affected. Record data revision date within TLB-complaint.

Reference(s)

(o) *Refer to OpsProc 46-11-02-05A Aircraft EFB Update*

46-11-02-05B CM2 Update function (via Pilot Device update cable)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) May be inoperative provided that Minimum Dispatch according OM-A is observed.

Refer to OM-A/8.9b.3 Minimum Dispatch Policy

Note: Data validity of both EFBs may be affected. Record data revision date within TLB-complaint.

Reference(s)

(o) *Refer to OpsProc 46-11-02-05B Aircraft EFB Update*

46-11-02-06	**Maintenance Device Update**

Ident.: 9-MI-46-11-02-00004553.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-02-06A Maintenance Device Update Function

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

May be inoperative.

Note: The Maintenance Device is a laptop or tablet computer used by maintenance staff and stowed in the cockpit.

46-11-02-07	**USB Interface**

Ident.: 9-MI-46-11-02-00004554.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-02-07A USB Interface

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

Note: The interface is used with USB-Sticks for alternate briefing document loading, eTLB fallback procedures and EFB test purposes.

46-11-02-08	eTLB Software ⏪

Ident.: 9-MI-46-11-02-00004555.0000001 / 28 JUN 2022
Applicable to: ALL

46-11-02-08A eTLB on CM1 EFB inoperative / eTLB on CM2 EFB activated

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**Yes**	**H**

(o) May be inoperative provided that Minimum Dispatch according OM-A is observed.

Refer to OM-A/8.9b.3 Minimum Dispatch Policy

Note: eTLB on CM1 EFB must not be used, even if functional again. Maintenance action is necessary to reactivate eTLB in CM1 EFB.

Reference(s)

(o) *Refer to OpsProc 46-11-02-08A eTLB Software (if installed)*

46-11-02-08B eTLB on CM1 EFB and CM2 EFB inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

(o) May be inoperative provided that Minimum Dispatch according OM-A is observed.

Refer to OM-A/8.9b.3 Minimum Dispatch Policy

Note: eTLB on EFB must not be used, even if functional again. Maintenance action is necessary to reactivate eTLB in EFB.

Reference(s)

(o) *Refer to OpsProc 46-11-02-08B eTLB Software (if installed)*

46-11-02-08C eTLB electronic HIL incomplete / Paper-HIL on Board

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**0**	**No**	**-**

(o) May be incomplete.

Note: *The technical status on the electronic HIL of the eTLB is incomplete.*

Reference(s)

(o) *Refer to OpsProc 46-11-02-08C eTLB Software (if installed)*

46-21-01 Air Traffic Service Unit (ATSU)

Ident.: 9-MI-46-21-00004562.0000001 / 31 AUG 2023
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

46-21-01A Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H / FANS / CPDLC**

(o) May be inoperative provided that procedures do not require the use of the ATC datalink.

Note: *FL > 285 is not useable in CPDLC mandated airspaces: Bordeaux, Brest, Maastricht, Marseille, Paris, Reims, Rhein and Vienna.*

Reference(s)

(o) *Refer to OpsProc 46-21-01A Air Traffic Service Unit (procedures do not require ATC datalink)*

46-21-01B Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H / FANS / CPDLC**

(o) May be inoperative provided that alternate procedures are established and used for ATC communication.

Reference(s)

(o) *Refer to OpsProc 46-21-01B Air Traffic Service Unit (procedures require ATC datalink)*

46-21-02 Datalink Control and Display Unit (DCDU) ⋖

Ident.: 9-MI-46-21-00004563.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

46-21-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**1**	**Yes**	**-**

One may be inoperative.

46-21-02B Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative provided that procedures do not require ATC datalink.

Reference(s)

(o) *Refer to OpsProc 46-21-02B Datalink Control and Display Unit (DCDU) (If Installed) (procedures do not require ATC datalink)*

46-21-02C Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative provided that alternate procedures are established and used for ATC communication.

Reference(s)

(o) *Refer to OpsProc 46-21-02C Datalink Control and Display Unit (DCDU) (If Installed) (procedures require ATC datalink)*

46-21-03	**ATC MSG pb** ◁

Ident.: 9-MI-46-21-00004564.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

46-21-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**1**	**Yes**	**-**

One may be inoperative.

46-21-03B Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative provided that procedures do not require ATC datalink.

Reference(s)

(o) *Refer to OpsProc 46-21-03B ATC MSG pb (If Installed)*

46-21-03C Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative provided that alternate procedures are established and used for ATC communication.

Reference(s)

(o) *Refer to OpsProc 46-21-03C ATC MSG pb (If Installed)*

46-21-04	**ATC Datalink** ⋖

Ident.: 9-MI-46-21-00004565.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

46-21-04A Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**H**

(o) May be inoperative provided that procedures do not require the use of the ATC datalink.

Reference(s)

(o) *Refer to OpsProc 46-21-04A ATC Datalink (If Installed) (procedures do not require ATC datalink)*

46-21-04B Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) May be inoperative provided that alternate procedures are established and used for ATC communication.

Reference(s)

(o) *Refer to OpsProc 46-21-04B ATC Datalink (If Installed) (procedures require ATC datalink)*

46-21-05	**COMPANY Datalink**

Ident.: 9-MI-46-21-00004566.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

46-21-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative provided that alternate procedures are established and used.

Reference(s)

(o) *Refer to OpsProc 46-21-05A COMPANY Datalink*

47-10-01	Fuel Tank Inerting System

Ident.: 9-MI-47-10-00004567.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW, -AIZJ) / A321 (-AEUI, -AEUJ)
Applicable to: D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZM

47-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative.

49-00-01	**APU** MAINTENANCE **Message**

Ident.: 9-MI-49-00-00004568.0000001 / 28 JUN 2022
Applicable to: ALL

49-00-01A Message other then "LOW OIL LEVEL"

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

APU MAINTENANCE message may be displayed on the STATUS SD page provided "LOW OIL LEVEL" message is not displayed on the APU SD page.

49-00-01B Message "LOW OIL LEVEL"

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**-**	**-**	**No**	**-**

APU MAINTENANCE message may be displayed on the STATUS SD page provided "LOW OIL LEVEL" message is displayed on the APU SD page.

49-00-01C APU considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

APU MAINTENANCE message may be displayed on the STATUS SD page provided:

1) "LOW OIL LEVEL" message is displayed on the APU SD page, and.

2) APU is considerd inoperative: *Refer to 9-MI-49-10-01 Power Plant (APU)*

49-01-01	APU MASTER SW pb-sw FAULT light

Ident.: 9-MI-49-01-00004569.0000001 / 28 JUN 2022
Applicable to: ALL

49-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the N and the EGT indications are operative on the APU SD page.

49-01-02	APU MASTER SW pb-sw ON light

Ident.: 9-MI-49-01-00004570.0000001 / 28 JUN 2022
Applicable to: ALL

49-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative.

49-01-03	APU START pb-sw AVAIL light

Ident.: 9-MI-49-01-00004571.0000001 / 28 JUN 2022
Applicable to: ALL

49-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided that the N indication is operative on the APU SD page.

49-01-04	APU START pb-sw ON light

Ident.: 9-MI-49-01-00004572.0000001 / 28 JUN 2022
Applicable to: ALL

49-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

May be inoperative.

49-07-01	Indications on the APU SD page

Ident.: 9-MI-49-07-00004573.0000001 / 28 JUN 2022
Applicable to: ALL

49-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**0**	**No**

COMPANY NOTES OPS affected
-

One or more may be inoperative.

49-10-01	Power Plant (APU)

Ident.: 9-MI-49-10-00004574.0000001 / 28 JUN 2022
Applicable to: ALL

49-10-01A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H / ETOPS**

(o) May be inoperative provided that ETOPS is not conducted.

Reference(s)

(o) *Refer to OpsProc 49-10-01A Power Plant (APU)*

49-10-01B ETOPS120 min flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**Yes**	**H / ETOPS**

(o) May be inoperative for four flights provided that ETOPS beyond 120 min is not conducted.

Reference(s)

(o) *Refer to OpsProc 49-10-01B Power Plant (APU)*

49-10-01C APU deactivated or removed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**Yes**	**H / ETOPS**

(o) **(m)** May be inoperative provided that:

1) ETOPS is not conducted, and

2) The APU is deactivated or removed.

Reference(s)

(o) *Refer to OpsProc 49-10-01C Power Plant (APU)*
(m) *Refer to AMM Task 49-10-00-040-005*
Refer to AMM Task 49-10-00-040-007
Refer to AMM Task 49-10-00-040-008

49-10-02	APU Air Intake Flap

Ident.: 9-MI-49-10-00004575.0000001 / 28 JUN 2022
Applicable to: ALL

49-10-02A APU considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

May be inoperative in the closed position provided that the APU is considered inoperative.

Refer to 9-MI-49-10-01 Power Plant (APU)

49-10-02B APU Air Intake Flap secured open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**-**

(m) May be inoperative in the open position for 10 days.

Reference(s)

(m) *Refer to AMM Task 49-16-00-040-001*
Refer to AMM Task 49-16-00-040-002
Refer to AMM Task 49-16-00-040-003

CKPT DOOR CONT NORMAL OVERHEAD PANEL

52-01-01-01	CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel

Ident.: 9-MI-52-01-01-00004576.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-01-01-01A CKPT DOOR FAULT light operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) One or both may be inoperative provided that the CKPT DOOR FAULT light indicator is checked operative.

Reference(s)

(o) *Refer to OpsProc 52-01-01-01A CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel*

52-01-01-01B CKPT DOOR FAULT light inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**0**	**Yes**	**-**

One or both may be inoperative provided that the CDLS Normal System is considered inoperative.

Refer to 9-MI-52-51-01 CDLS Normal System

52-01-01-02	STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel

Ident.: 9-MI-52-01-01-00004577.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-01-01-02A CKPT DOOR FAULT light operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**3**	**0**	**Yes**	**-**

(o) One or more may be inoperative provided that the CKPT DOOR FAULT light indicator on the center pedestal is checked operative.

Reference(s)

(o) *Refer to OpsProc 52-01-01-02A STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel*

52-01-01-02B CKPT DOOR FAULT light inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**3**	**0**	**Yes**	**-**

One or more may be inoperative provided that the CDLS Normal System is considered inoperative.

Refer to 9-MI-52-51-01 CDLS Normal System

52-01-01-03	Pressure Rate Sensor on the CKPT DOOR CONT Overhead Panel

Ident.: 9-MI-52-01-01-00004578.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-01-01-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**-**

(m) One may be inoperative for 60 consecutive calendar days provided that the remaining pressure rate sensor is checked operative.

Reference(s)

(m) *Refer to AMM Task 52-51-00-040-011*

52-01-01-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
-	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

Both may be inoperative provided that the CDLS normal system is considered inoperative.

Refer to 9-MI-52-51-01 CDLS Normal System.

52-07-01	Cabin Door Permanently Indicated Open on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004579.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-07-01A Check of associated door and 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

(o) One or more may be permanently indicated open when actually closed provided that:

1) The associated door is visually checked to be closed and locked before each flight, and

2) The white SLIDE ARMED light on the associated door does not come on when the door is closed and locked and the slide arming lever is in the armed position.

Reference(s)

(o) *Refer to OpsProc 52-07-01A Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light operative)*

52-07-01B Check of associated door and 'B' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**4**	**0**	**No**	**-**

(o) One or more may be permanently indicated open when actually closed provided that the associated door is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-01B Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

52-07-01C No night operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

(o) One or more may be permanently indicated open when actually closed provided that:

1) The aircraft is not operated at night, and

2) The associated door is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-01C Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

52-07-01D Slide of the associated door not armed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**H**

(o) One may be permanently indicated open when actually closed for 5 flights provided that:

1) The associated door is visually checked to be closed and locked before each flight, and

2) The slide of the associated door is not armed, and

3) The associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

Reference(s)

(o) *Refer to OpsProc 52-07-01D Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

52-07-01	**Cabin Door Permanently Indicated Open on the DOOR/OXY SD page**

Ident.: 9-MI-52-07-00004579.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

52-07-01A Check of associated door and 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**0**	**No**	**-**

(o) One or more may be permanently indicated open when actually closed provided that:

1) The associated door is visually checked to be closed and locked before each flight, and

2) The white SLIDE ARMED light on the associated door does not come on when the door is closed and locked and the slide arming lever is in the armed position.

Reference(s)

(o) *Refer to OpsProc 52-07-01A Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light operative)*

52-07-01B Check of associated door and 'B' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**8**	**0**	**No**	**-**

(o) One or more may be permanently indicated open when actually closed provided that the associated door is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-01B Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

52-07-01C No night operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**0**	**No**	**H**

(o) One or more may be permanently indicated open when actually closed provided that:

1) The aircraft is not operated at night, and

2) The associated door is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-01C Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

52-07-01D Slide of the associated door not armed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

(o) One may be permanently indicated open when actually closed for 5 flights provided that:

1) The associated door is visually checked to be closed and locked before each flight, and

2) The slide of the associated door is not armed, and

3) The associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

Reference(s)

(o) *Refer to OpsProc 52-07-01D Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

52-07-01	Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004580.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-07-01B Check of door

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**-**

(o) The door may be permanently indicated open when actually closed provided that the door is visually checked to be closed, latched and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-01B Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page (A)*

52-07-02	Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004581.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-07-02A No night operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

(o) One or more may be permanently indicated closed when actually open provided that:

1) The aircraft is not operated at night, and

2) The associated door is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-02A Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page*

52-07-02B Check of associated door

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**H**

(o) One may be permanently indicated closed when actually open for 5 flights provided that:

1) The associated door is visually checked to be closed and locked before each flight, and

2) The associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

Reference(s)

(o) *Refer to OpsProc 52-07-02B Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page*

52-07-02	Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004581.0000002 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

52-07-02A No night operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**0**	**No**	**H**

(o) One or more may be permanently indicated closed when actually open provided that:

1) The aircraft is not operated at night, and

2) The associated door is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-02A Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page*

52-07-02B Check of associated door

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

(o) One may be permanently indicated closed when actually open for 5 flights provided that:

1) The associated door is visually checked to be closed and locked before each flight, and

2) The associated door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

Reference(s)

(o) *Refer to OpsProc 52-07-02B Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page*

52-07-02	Crew Entry Door Permanently Indicated Closed on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004582.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-07-02B Check of door

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**1**	**0**	**No**	**H**

The door may be permanently indicated closed when actually open for 5 flights provided that the door is visually checked to be closed, latched, and locked before each flight.

52-07-03	Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004583.0000001 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-07-03A Check of associated exit and 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

(o) **(m)** One or more may be permanently indicated open when actually closed provided that:

1) The associated exit is visually checked to be closed and locked before each flight, and

2) The associated SLIDE indication is displayed in white on the DOOR/OXY SD page.

Reference(s)

(o) *Refer to OpsProc 52-07-03A Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-010*

52-07-03B Check of associated exit and 'B' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**4**	**0**	**No**	**H**

(o) (m) One or more may be permanently indicated open when actually closed provided that the associated exit is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-03B Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-010*

52-07-03C No night operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

(o) (m) One or more may be permanently indicated open when actually closed provided that:

1) The aircraft is not operated at night, and

2) The associated exit is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-03C Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-010*

52-07-03D Both exits on the same side considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**2**	**No**	**H**

(o) (m) One or two may be permanently indicated open on the same side when actually closed for 5 flights provided that:

1) The associated exit is visually checked to be closed and locked before each flight, and

2) Both exits on the same side are considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

Reference(s)

(o) *Refer to OpsProc 52-07-03D Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-010*

52-07-03	Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004583.0000002 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

52-07-03A Check of associated exit and 'C' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) (m) One or both may be permanently indicated open when actually closed provided that:

1) The associated exit is visually checked to be closed and locked before each flight, and

2) The associated SLIDE indication is displayed in white on the DOOR/OXY SD page.

Reference(s)

(o) *Refer to OpsProc 52-07-03A Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-010*

52-07-03B Check of associated exit and 'B' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**2**	**0**	**No**	**H**

(o) (m) One or both may be permanently indicated open when actually closed provided that the associated exit is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-03B Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-010*

52-07-03C No night operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) (m) One or both may be permanently indicated open when actually closed provided that:

1) The aircraft is not operated at night, and

2) The associated exit is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-03C Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-010*

52-07-03D Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H**

(o) (m) One may be permanently indicated open when actually closed for 5 flights provided that:

1) The associated exit is visually checked to be closed and locked before each flight, and

2) The associated exit is considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

Reference(s)

(o) *Refer to OpsProc 52-07-03D Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-010*

52-07-04	Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004584.0000001 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-07-04A No night operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

(o) (m) One or more may be permanently indicated closed when actually open provided that:

1) The aircraft is not operated at night, and

2) The associated exit is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-04A Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-011*

52-07-04B Both exits on the same side considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**2**	**No**	**H**

(o) (m) One or two may be permanently indicated closed on the same side when actually open for 5 flights provided that:

1) The associated exit is visually checked to be closed and locked before each flight, and

2) Both exits on the same side are considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

Reference(s)

(o) *Refer to OpsProc 52-07-04B Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-011*

52-07-04	Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004584.0000002 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

52-07-04A No night operations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) (m) One or both may be permanently indicated closed when actually open provided that:

1) The aircraft is not operated at night, and

2) The associated exit is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-04A Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-011*

52-07-04B Associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**H**

(o) (m) One may be permanently indicated closed when actually open for 5 flights provided that:

1) The associated exit is visually checked to be closed and locked before each flight, and

2) The associated exit is considered inoperative.

Refer to 9-MI-52-10-02 Cabin Overwing Exit

Reference(s)

(o) *Refer to OpsProc 52-07-04B Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-011*

52-07-05	Cargo Door Indication on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004585.0000001 / 28 JUN 2022
Applicable to: ALL

52-07-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

(o) (m) One or more may be inoperative provided that the associated door is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-05A Cargo Door Indication on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-001*

52-07-06	**Avionics Compartment Access Door Indication on the DOOR/OXY SD page**

Ident.: 9-MI-52-07-00004586.0000001 / 28 JUN 2022
Applicable to: ALL

52-07-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

(o) **(m)** One or more may be inoperative provided that the associated door is visually checked to be closed and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-06A Avionics Compartment Access Door Indication on the DOOR/OXY SD page*
(m) *Refer to AMM Task 52-70-00-040-004*

52-07-07	**Main Deck Cargo Door Permanently Indicated Open on the DOOR/OXY SD page**

Ident.: 9-MI-52-07-00004587.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-07-07A Check of door

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**-**

(o) The door may be permanently indicated open when actually closed provided that the door is visually checked to be closed, latched and locked before each flight.

Note: ***Refer to Item*** *Refer to 9-MI-52-71-01 Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door.*

Reference(s)

(o) *Refer to OpsProc 52-07-07A Main Deck Cargo Door Indications on the DOOR/OXY SD page*

52-07-08	**Main Deck Cargo Door Permanently Indicated Closed on the DOOR/OXY SD page**

Ident.: 9-MI-52-07-00004588.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-07-08A Check of door

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

The door may be permanently indicated closed when actually open for 5 flights provided that the door is visually checked to be closed, latched, and locked before each flight.

52-10-01	Cabin Door

Ident.: 9-MI-52-10-00004589.0000001 / 20 JUL 2023
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**Yes**	**H**

(o) (m) One may be inoperative for 5 flights provided that:

1) The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and

2) The affected exit is closed, latched and locked from the inside, and is placarded inoperative, and

3) The affected exit is not used for passenger boarding, nor for any purpose whilst passengers are on board, and

4) All the EXIT markings, signs and lights associated with the affected exit are obscured, and

5) Alternate cabin safety procedures are established and used.

Note: – *Seat capacity may be restricted in individual zones. Both have to be applied:*
- *Passenger reduction in individual zones, and*
- *Rows to be blocked.*
  Refer to MEL Operational Procedure.

– *For restricted seat capacity and planning purposes IOCC/ HOC shall be informed immediately!*
– *Load & Trim Sheet must be revised as necessary to ensure proper loading limits are observed.*
– *Cabin attendants may be stationed in the vicinity of each door within blocked area.*

Reference(s)

(o) *Refer to OpsProc 52-10-01A Cabin Door*
(m) *Refer to MMP*

52-10-01	Cabin Door

Ident.: 9-MI-52-10-00004589.0000002 / 20 JUL 2023
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

52-10-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

COMPANY NOTES OPS affected
H

(o) (m) One may be inoperative for 5 flights provided that:

1) The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and

2) The affected exit is closed, latched and locked from the inside, and is placarded inoperative, and

3) The affected exit is not used for passenger boarding, nor for any purpose whilst passengers are on board, and

4) All the EXIT markings, signs and lights associated with the affected exit are obscured, and

5) Alternate cabin safety procedures are established and used.

Note: – *Seat capacity may be restricted in individual zones. Both have to be applied:*
- *Passenger reduction in individual zones, and*
- *Rows to be blocked.*
  Refer to MEL Operational Procedure.

– *For restricted seat capacity and planning purposes IOCC/ HOC shall be informed immediately!*
– *Load & Trim Sheet must be revised as necessary to ensure proper loading limits are observed.*
– *Cabin attendants may be stationed in the vicinity of each door within blocked area.*

Reference(s)

(o) *Refer to OpsProc 52-10-01A Cabin Door*
(m) *Refer to MMP*

52-10-02	Cabin Overwing Exit

Ident.: 9-MI-52-10-00004590.0000001 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

52-10-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**Yes**	**H**

(o) (m) One may be inoperative for 5 flights provided that:

1) The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and

2) The affected exit is closed and placarded inoperative, and

3) All the EXIT markings, signs and lights associated with the affected exit are obscured, and

4) Alternate cabin safety procedures are established and used, and

5) All other cabin doors are operative.

Reference(s)

(o) *Refer to OpsProc 52-10-02A Cabin Overwing Exit*
(m) *Refer to AMM Task 52-21-00-040-802*

52-10-02	Cabin Overwing Exit

Ident.: 9-MI-52-10-00004590.0000002 / 28 JUN 2022
Criteria: A320
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-10-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**2**	**Yes**	**H**

(o) (m) One or two may be inoperative on the same side for 5 flights provided that:

1) The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and

2) The affected exit is closed and placarded inoperative, and

3) All the EXIT markings, signs and lights associated with the affected exit are obscured, and

4) Alternate cabin safety procedures are established and used, and

5) All other cabin doors are operative.

Note: *When an overwing escape slide, slide indication or slide bottle pressure indication, or the emergency lighting for both overwing exits is inoperative, two emergency exits are considered inoperative.*

Reference(s)

(o) *Refer to OpsProc 52-10-02A Cabin Overwing Exit*
(m) *Refer to AMM Task 52-21-00-040-803*

52-10-03	Cabin Door Stop Fitting

Ident.: 9-MI-52-10-00004591.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-10-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

A maximum of one per door may be inoperative provided that the flight is not pressurized.

52-10-04	Cabin Door Damper Function

Ident.: 9-MI-52-10-00004592.0000004 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-10-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

One or more may be inoperative.

52-10-04	Cabin Door Damper Function

Ident.: 9-MI-52-10-00004592.0000005 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

52-10-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**8**	**0**	**No**	**-**

One or more may be inoperative.

52-10-05	Cabin Door Emergency Opening Function

Ident.: 9-MI-52-10-00004593.0000004 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-10-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**H**

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

52-10-05	Cabin Door Emergency Opening Function

Ident.: 9-MI-52-10-00004593.0000005 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

52-10-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

52-10-06	DOOR PRESS LOW Message on the PTP STATUS Page ⩤

Ident.: 9-MI-52-10-00004594.0000006 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

52-10-06A Check of the associated door bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the associated door bottle pressure is checked before the first flight of each day.

Reference(s)

(o) *Refer to OpsProc 52-10-06A DOOR PRESS LOW Message on the PTP STATUS Page*

52-10-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**-**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

52-10-06	DOOR PRESS LOW Message on the PTP STATUS Page ⩤

Ident.: 9-MI-52-10-00004594.0000007 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

52-10-06A Check of the associated door bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**8**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the associated door bottle pressure is checked before the first flight of each day.

Reference(s)

(o) *Refer to OpsProc 52-10-06A DOOR PRESS LOW Message on the PTP STATUS Page*

52-10-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**-**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

52-10-06	**CHECK DOOR PRESSURE Message on the FAP** ⋖

Ident.: 9-MI-52-10-00004594.0000008 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

52-10-06A Check of the associated door bottle pressure

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**4**	**0**	**No**	**-**

(o) One or more may be inoperative provided that the associated door bottle pressure is checked before the first flight of each day.

Reference(s)

(o) *Refer to OpsProc 52-10-06A CHECK DOOR PRESSURE Message on the FAP*

52-10-06B One inoperative and associated exit considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**-**

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

52-10-07	Cabin Door Stay Mechanism

Ident.: 9-MI-52-10-00004595.0000004 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-10-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**3**	**No**	**H**

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

52-10-07	Cabin Door Stay Mechanism

Ident.: 9-MI-52-10-00004595.0000005 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

52-10-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**8**	**7**	**No**	**H**

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

Refer to 9-MI-52-10-01 Cabin Door

52-10-08	CABIN PRESSURE light (on Cabin Doors)

Ident.: 9-MI-52-10-00004596.0000004 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

52-10-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**Yes**	**-**

(o) One or more may be inoperative provided that the absence of differential pressure is confirmed before the opening of the associated cabin door.

Note: *The placard should be visible from the inside and from the outside of the aircraft.*

Reference(s)

(o) *Refer to OpsProc 52-10-08A CABIN PRESSURE light (on Cabin Doors)*

52-10-08	CABIN PRESSURE light (on Cabin Doors)

Ident.: 9-MI-52-10-00004596.0000005 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

52-10-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**8**	**0**	**Yes**	**-**

(o) One or more may be inoperative provided that the absence of differential pressure is confirmed before the opening of the associated cabin door.

Note: *The placard should be visible from the inside and from the outside of the aircraft.*

Reference(s)

(o) *Refer to OpsProc 52-10-08A CABIN PRESSURE light (on Cabin Doors)*

52-10-10	Door Residual Differential Pressure Detection

Ident.: 9-MI-52-10-00004598.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-10-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) May be inoperative provided that:

1) All the CABIN PRESSURE lights on cabin doors are placarded inoperative, and

2) The absence of differential pressure is confirmed before the opening of any cabin door.

Note: *The placard should be visible from the inside and from the outside of the aircraft.*

Reference(s)

(o) *Refer to OpsProc 52-10-10A Door Residual Differential Pressure Detection*

52-10-09	Crew Entry Door

Ident.: 9-MI-52-10-00004599.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-10-09A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**1**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

52-30-01	Cargo Door (FWD, AFT and BULK ⋖)

Ident.: 9-MI-52-30-00004601.0000001 / 14 JUN 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-30-01A Cargo door indicated locked on the DOOR/OXY SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

One or more may be inoperative in the closed and locked position provided that they are indicated locked on the DOOR/OXY SD page.

52-30-01B Visual check of the cargo door

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

(m) One or more may be inoperative in the closed and locked position provided that the associated cargo door is visually checked to be closed and locked before each flight.

Reference(s)

(m) *Refer to AMM Task 52-30-00-040-001*

52-30-01	Main Deck and Lower Deck Cargo Door (FWD, AFT and BULK ⋖)

Ident.: 9-MI-52-30-00004601.0000002 / 14 JUN 2023
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-30-01A Cargo door indicated locked on the DOOR/OXY SD page

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

One or more may be inoperative in the closed and locked position provided that they are indicated locked on the DOOR/OXY SD page.

52-30-01B Visual check of the cargo door

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

(m) One or more may be inoperative in the closed and locked position provided that the associated cargo door is visually checked to be closed and locked before each flight.

Reference(s)

(m) *Refer to AMM Task 52-38-00-280-600-A (Main-Deck Cargo Door)*
Refer to AMM Task 52-30-00-040-001 (Lower Deck Cargo Door (FWD, AFT and BULK))

52-30-02	**Cargo Door Actuator**

Ident.: 9-MI-52-30-00004602.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-30-02A A maximum of one actuator inoperative per cargo door

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**H**

A maximum of one per cargo door may be inoperative provided that:

1) The integrity of the yellow hydraulic system is not affected, and

2) The wind velocity during loading and unloading operations is below 30 kt, and

3) The operation of the door with a single actuator is limited to 100 open/close cycles.

52-30-02B A maximum of one actuator inoperative per cargo door, preventing door operation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**H**

(m) A maximum of one actuator per cargo door may be inoperative provided that:

1) The affected actuator is deactivated, and

2) The integrity of the yellow hydraulic system is not affected, and

3) The wind velocity during loading and unloading operations is below 30 kt, and

4) The operation of the door with a single actuator is limited to 100 open/close cycles.

Note: *Maintenance Procedure required for cargo door operation prior to each departure.*

Reference(s)

(m) *Refer to AMM Task 52-36-00-040-001*

52-30-02C Two actuators inoperative per cargo door

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

(m) One or more may be inoperative provided that:

1) The integrity of the yellow hydraulic system is not affected, and

2) The associated cargo door is operated with a crane.

Note: *Maintenance Procedure required for cargo door operation prior to each departure.*

Reference(s)

(m) *Refer to AMM Task 52-36-00-040-001*

52-30-02	**Main Cargo Door Actuator**

Ident.: 9-MI-52-30-00004602.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-30-02D One or two main deck cargo door actuators unable to lock when the main deck cargo door is in canopy position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**-**	**No**	**H**

(m) One or two main deck cargo door main actuators may be unable to lock for thirty (30) consecutive calendar days, excluding the day of discovery, when the main deck cargo door is in canopy position provided that:

1) The integrity of the yellow hydraulic system is not affected, and

2) Both actuators are able to extend to lift the MDCD and retract, and

3) The MDCD is kept in the canopy position using stay rods. Ensure that both actuators are fully extended during the installation of the stay rods.

Reference(s)

(m) *Refer to AMM Task 52-38-00-080-040*
Refer to AMM Task 52-38-00-480-040

52-30-03	Cargo Door Electrical Control

Ident.: 9-MI-52-30-00004603.0000001 / 18 SEP 2024
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-30-03A Cargo door operated using hand pump

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

(o) One or more may be inoperative provided that the associated cargo doors can be operated using the hand pump.

Note: *Apply the operational procedure only in the case of continuous operation of the yellow electric pump.*

Note: *Refer to Manual Cargo Door Operation (add. info)*

Reference(s)

(o) *Refer to OpsProc 52-30-03A Cargo Door Electrical Control*

52-30-03B Cargo door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**No**	**H**

(o) One or more may be inoperative provided that the associated cargo door is considered inoperative.

Refer to 9-MI-52-30-01 Cargo Door (FWD, AFT and BULK (If Installed))

Note: *Apply the operational procedure only in the case of continuous operation of the yellow electric pump.*

Reference(s)

(o) *Refer to OpsProc 52-30-03B Cargo Door Electrical Control*

52-30-03	Main Deck and Lower Deck Cargo Door Electrical Control

Ident.: 9-MI-52-30-00004603.0000002 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-30-03A Lower deck cargo door operated using hand pump

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) One or more may be inoperative provided that the associated cargo doors can be operated using the hand pump.

Note: *Apply the operational procedure only in the case of continuous operation of the yellow electric pump.*

Note: *Refer to Manual Cargo Door Operation (add. info)*

Reference(s)

(o) *Refer to OpsProc 52-30-03A Cargo Door Electrical Control*

52-30-03B Lower deck cargo door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) One or more may be inoperative provided that the associated cargo door is considered inoperative.

Refer to 9-MI-52-30-01 Main Deck and Lower Deck Cargo Door (FWD, AFT and BULK)

Note: *Apply the operational procedure only in the case of continuous operation of the yellow electric pump.*

Reference(s)

(o) *Refer to OpsProc 52-30-03B Cargo Door Electrical Control*

52-30-03C Main deck cargo door operated using aircraft hydraulic pump and control valve, bypassing control panel

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

(m)

May be inoperative provided that the main deck cargo door can be operated using aircraft hydraulic pump and control valve, bypassing control panel.

Reference(s)

(m) *Refer to AMM Task 52-38-00-010-043*
Refer to AMM Task 52-38-00-410-043

52-30-04	Cargo Door Locking Hooks and Spools (Rollers)

Ident.: 9-MI-52-30-00004604.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-30-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

A maximum of one locking hook or one spool per cargo door may be inoperative provided that:

1) All the others have no damage, and

2) The flight is not pressurized.

52-30-04	Main Deck and Lower Deck Cargo Door Locking Hooks and Spools (Rollers)

Ident.: 9-MI-52-30-00004604.0000002 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-30-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

A maximum of one locking hook or one spool per cargo door may be inoperative provided that:

1) All the others have no damage, and

2) The flight is not pressurized, and

3) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

52-30-05	Cargo Door Hand Pump

Ident.: 9-MI-52-30-00004605.0000001 / 28 JUN 2022
Applicable to: ALL

52-30-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**-**

May be inoperative provided that the integrity of the yellow hydraulic system is not affected.

52-30-06	Cargo Door Drift Pin

Ident.: 9-MI-52-30-00004606.0000001 / 28 JUN 2022
Applicable to: ALL

52-30-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**0**	**No**	**-**

One or both on each cargo door may be inoperative for one flight.

52-30-07	Cargo Doors Open/Locked Indicator light

Ident.: 9-MI-52-30-00004607.0000001 / 31 AUG 2023
Applicable to: ALL

52-30-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

(o) One or both may be inoperative provided that the associated cargo door is in the fully open position during loading and unloading operations.

Reference(s)

(o) *Refer to OpsProc 52-30-07A Cargo Door Open/Locked Indicator light*

52-30-08	Main Deck Cargo Door Piano Hinge Lugs, Latching Hook, Spool and Bolt

Ident.: 9-MI-52-30-00004608.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-30-08A One latching hook, or one spool, or one bolt inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

(m) One latching hook, or one spool, or one bolt may be inoperative provided that:

1) All the other latching hooks, spools, bolts and hinge lugs have no damage, and

2) The flight is not pressurized, and

3) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

(m) *Refer to AMM Task 52-38-00-210-600*

52-30-08B One or two piano hinge lugs inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**H**

(m) One or two piano hinge lugs may be inoperative provided that:

1) All the other latching hooks, spools, bolts and hinge lugs have no damage, and

2) The flight is not pressurized, and

3) The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

(m) *Refer to AMM Task 52-38-00-210-601*

52-30-09	Cargo Door Control Unit (CDCU)

Ident.: 9-MI-52-30-00004609.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-30-09A

Repair interval	Nbr installed	Nbr required	Placard
-	**1**	**0**	**No**

COMPANY NOTES OPS affected
-

May be inoperative provided that Main Deck Cargo Door Electrical Control is considered inoperative.

Refer to 9-MI-52-30-03 Main Deck and Lower Deck Cargo Door Electrical Control

52-33-01	Cargo Door Balance Mechanism

Ident.: 9-MI-52-33-00004610.0000001 / 28 JUN 2022
Criteria: A320 / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-33-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
H

(m) May be inoperative or damaged provided that:

1) A safety hold device is used to maintain the cargo door in the open position during loading and unloading operations, and

2) The associated cargo door is visually checked to be closed and locked.

Reference(s)

(m) *Refer to AMM Task 52-33-00-040-001*

52-51-01	CDLS Normal System

Ident.: 9-MI-52-51-00004611.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-51-01B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**1**	**No**	**-**

Must be operative.

52-51-01C Ferry Flight

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided that:

1) The CDLS Normal System is deactivated, and

2) only crew members are on board.

Note: *Additional LUFTHANSA staff may be allowed on commander's discretion.*

Reference(s)

(m) *Refer to AMM Task 52-51-00-040-006*

52-51-03	CDLS Buzzer

Ident.: 9-MI-52-51-00004612.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-51-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**No**	**H**

(o) (m) May be inoperative provided that alternate procedures are established and used.

Note: *Apply the maintenance procedure only when the buzzer sounds permanently.*

Reference(s)

(o) *Refer to OpsProc 52-51-03A CDLS Buzzer*
(m) *Refer to AMM Task 52-51-00-040-803*

52-51-04	CDLS Keypad

Ident.: 9-MI-52-51-00004613.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-51-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) **(m)** May be inoperative provided that:

1) The interphone system between the cabin and the cockpit is operative, and

2) The CDLS keypad is deactivated.

Reference(s)

(o) *Refer to OpsProc 52-51-04A CDLS Keypad*
(m) *Refer to AMM Task 52-51-00-040-007*

52-51-05	CDLS Keypad LED

Ident.: 9-MI-52-51-00004614.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-51-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**0**	**Yes**	**-**

(o) One or more may be inoperative provided that alternate procedures are established and used.

Reference(s)

(o) *Refer to OpsProc 52-51-05A CDLS Keypad LED*

52-51-06	CDLS Door Release Strike (Catch, Spring, Solenoid, Bolt)

Ident.: 9-MI-52-51-00004615.0000001 / 31 AUG 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-51-06A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**3**	**2**	**No**	**-**

(m) One may be inoperative.

Note: *Apply the maintenance procedure only when the inoperative door release strike is failed in the locked position. If the center release strike is deactivated, the cockpit door OPEN light is considered inoperative.*
Refer to 9-MI-52-53-02 COCKPIT DOOR OPEN light

Reference(s)

(m) *Refer to AMM Task 52-51-00-040-010*

52-51-06B Two or more inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**3**	**0**	**No**	**-**

(m) Two or more may be inoperative provided that the CDLS Normal System and the BK UP System ⩤ are considered inoperative.

Refer to 9-MI-52-51-01 CDLS Normal System

Note: *Apply the maintenance procedure only when the inoperative door release strikes are failed in the locked position.*

Reference(s)

(m) *Refer to AMM Task 52-51-00-040-010*

52-51-08	Cockpit Door Latch Mechanism (Mechanical Latches)

Ident.: 9-MI-52-51-00009080.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-51-08A One door latch inoperative in disengaged/unlocked position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**3**	**2**	**No**	**-**

One may be inoperative in disengaged/unlocked position.

Note: *If the center cockpit door latch mechanism is inoperative in disengaged/unlocked position, the cockpit door OPEN light is considered inoperative.*
Refer to 9-MI-52-53-02 COCKPIT DOOR OPEN light

52-51-08B Two or more door latches inoperative in disengaged/unlocked position - FERRY FLIGHT ONLY

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**3**	**0**	**No**	**H**

Two or more may be inoperative in disengaged/unlocked position provided that:

1) Only crew members are on board, and

Note: *Additional LUFTHANSA staff may be allowed on commander's discretion.*

2) the CDLS Normal System is considered inoperative.

Refer to 9-MI-52-51-01 CDLS Normal System

Note: *If the center cockpit door latch mechanism is inoperative in disengaged/unlocked position, the cockpit door OPEN light is considered inoperative.*
Refer to 9-MI-52-53-02 COCKPIT DOOR OPEN light

52-51-08C One or more door latches inoperative in engaged/locked position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**3**	**0**	**No**	**-**

(o) One or more may be inoperative in engaged/locked position provided that:

1) The CDLS Normal System is operative, and

2) The cockpit door OPEN light is not displayed, and

3) The UNLOCK Function of the COCKPIT DOOR sw is operative.

Reference(s)

(o) *Refer to OpsProc 52-51-08C Cockpit Door Latch Mechanism (Mechanical Latches)*

52-51-09	Cockpit Door Handle (including Bellcranks Linkage)

Ident.: 9-MI-52-51-00009081.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-51-09A Cockpit Door is considered inoperative in the open/unlocked position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**No**	**H**

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 9-MI-52-51-01 CDLS Normal System

Refer to 9-MI-52-53-02 COCKPIT DOOR OPEN light

52-51-09B CDLS Normal system operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**1**	**0**	**No**	**-**

(o) May be inoperative in the closed/locked position provided that:

1) The CDLS Normal System is operative, and

2) The cockpit door OPEN light is not displayed, and

3) The UNLOCK Function of the COCKPIT DOOR sw is operative.

Reference(s)

(o) *Refer to OpsProc 52-51-09B Cockpit Door Handle (including Bellcranks Linkage)*

52-53-01	COCKPIT DOOR FAULT light

Ident.: 9-MI-52-53-00004617.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-53-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

May be inoperative provided:

1) NORM and LOCK functions are verified to operate normally, and

2) Control unit LEDs operate normally.

52-53-02	COCKPIT DOOR OPEN light

Ident.: 9-MI-52-53-00004618.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-53-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**-**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 52-53-02A COCKPIT DOOR OPEN light*

52-53-03	LOCK Function of the COCKPIT DOOR sw

Ident.: 9-MI-52-53-00004619.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-53-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	**1**	**0**	**Yes**	**H**

(m) May be inoperative provided:

1) Keypad is deactivated. *Refer to 9-MI-52-51-04 CDLS Keypad*, and

2) UNLOCK and NORM functions are verified to operate normally.

Reference(s)

(m) *Refer to AMM Task 52-51-00-040-002-A*

52-53-04	UNLOCK Function of the COCKPIT DOOR sw

Ident.: 9-MI-52-53-00004620.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

52-53-04A OUTSIDE US, UK, Canadian, Mexican, and Israeli airspace

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**1**	**0**	**Yes**	**H**

(o) OUTSIDE US, UK, Canadian, Mexican, and Israeli airspace may be inoperative provided LOCK and NORM functions are verified to operate normally.

Reference(s)

(o) *Refer to OpsProc 52-53-04A B UNLOCK Function of the COCKPIT DOOR sw UNLOCK Function of the COCKPIT DOOR sw*

52-53-04B WITHIN US, UK, Canadian, Mexican, and Israeli airspace

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**Yes**

COMPANY NOTES OPS affected
-

(o) WITHIN US, UK, Canadian, Mexican, and Israeli airspace may be inoperative provided LOCK and NORM functions are verified to operate normally.

Reference(s)

(o) *Refer to OpsProc 52-53-04A B UNLOCK Function of the COCKPIT DOOR sw UNLOCK Function of the COCKPIT DOOR sw*

52-71-01	Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door

Ident.: 9-MI-52-71-00004621.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

52-71-01A

Repair interval	Nbr installed	Nbr required	Placard
B	**3**	**0**	**No**

COMPANY NOTES OPS affected
H

(o) One or more may be inoperative and the aircraft can be pressurized provided that:

1) The door latching and locking mechanisms are checked to be functional before each flight, and

2) The door override procedure is applied before each flight, and

3) The door is visually checked to be closed, latched, and locked before each flight.

Reference(s)

(o) *Refer to OpsProc 52-71-01A Closed 1, Closed 2 and Latched & Locked Proximity Switches*

56-10-01	Front Windshield

Ident.: 9-MI-56-10-00004622.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *A cockpit window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative. However, the vision through this cockpit window must be acceptable to the flight crew.*

56-10-01A External ply cracked

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**2**	**No**	**H / LVO**

(o) (m) One front windshield external ply may be cracked for ten flights provided that:

1) The other front windshield is not damaged, and

2) The associated windshield heating is deactivated, and

3) The visibility through the associated front windshield is acceptable to the flight crew, and

4) The aircraft is not operated in known or forecast icing conditions.

Reference(s)

(o) *Refer to OpsProc 56-10-01A Front Windshield*
(m) *Refer to AMM Task 56-10-00-040-001*

56-10-01B Burn spots

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**2**	**No**	**H / LVO**

(o) (m) One front windshield may have burn spots in the bus bar area beyond the limits provided that:

1) The other front windshield is not damaged, and

2) The associated windshield heating is deactivated, and

3) The visibility through the associated front windshield is acceptable to the flight crew, and

4) The aircraft is not operated in known or forecast icing conditions.

Reference(s)

(o) *Refer to OpsProc 56-10-01B Front Windshield*
(m) *Refer to AMM Task 56-10-00-040-001*

56-10-02	Lateral Fixed/Sliding Window

Ident.: 9-MI-56-10-00004623.0000001 / 18 SEP 2024
Applicable to: ALL

Note: *A cockpit window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative. However, the vision through this cockpit window must be acceptable to the flight crew.*

56-10-02A For Acrylic Window (P/N starting with NH)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**4**	**No**	**-**

(m) One or more lateral windows may have burn spots in the bus bar area provided that:

1) The diameter of the mark is less than 10 mm, and

2) The associated lateral window heating is deactivated, and

3) The visibility through the affected lateral window is acceptable to the flight crew.

Reference(s)

(m) *Refer to AMM Task 56-10-00-040-002*

56-10-02B For Glass Window (P/N starting with SPS and P/N starting with NP)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**4**	**4**	**No**	**-**

One lateral window outer ply may be cracked for one flight provided that:

1) The other lateral windows are not damaged, and

2) The visibility through the affected lateral window is acceptable to the flight crew.

56-10-02C For Glass Window (P/N starting with SPS and P/N starting with NP)

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**4**	**No**	**-**

One or more lateral windows may have burn spots in the bus bar area provided that:

1) The diameter of the mark is less than 10 mm, and

2) The visibility through the affected lateral window is acceptable to the flight crew.

56-10-03	Sliding Window Opening/Closing Mechanism

Ident.: 9-MI-56-10-00004624.0000001 / 28 JUN 2022
Applicable to: ALL

56-10-03A

Repair interval	Nbr installed	Nbr required	Placard
-	**2**	**2**	**No**

COMPANY NOTES OPS affected
-

Both must be operative.

56-20-01	Cabin Window

Ident.: 9-MI-56-20-00004625.0000001 / 28 JUN 2022
Applicable to: ALL

Note: *A cabin window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative.*

56-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**-**	**0**	**No**

COMPANY NOTES OPS affected
H

One or more may be cracked provided that the flight is not pressurized.

70-00-01	**ENG FADEC** MAINTENANCE **Message**

Ident.: 9-MI-70-00-00004626.0000001 / 25 MAR 2025
Applicable to: ALL

70-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

ENG FADEC MAINTENANCE message may be displayed on the STATUS SD page.

70-00-02	**ENG EIU** MAINTENANCE **Message**

Ident.: 9-MI-70-00-00004627.0000001 / 28 JUN 2022
Applicable to: ALL

70-00-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

ENG EIU MAINTENANCE message may be displayed on the STATUS SD page.

70-00-03	**ENG EVMU** MAINTENANCE **Message**

Ident.: 9-MI-70-00-00004628.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

70-00-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**-**	**-**	**No**	**-**

ENG EVMU MAINTENANCE message may be displayed on the STATUS SD page.

71-09-01	ENG 1(2) FAN COWL NOT CLSD Alert

Ident.: 9-MI-71-09-00004629.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

71-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) One or both may be displayed provided that the associated fan cowl door latches are checked closed before each flight.

Reference(s)

(o) *Refer to OpsProc 71-09-01A ENG 1(2) FAN COWL NOT CLSD Alert*

73-07-01	F. USED Indication on the ENGINE SD page

Ident.: 9-MI-73-07-00004630.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

73-07-01A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

One may be inoperative provided that the fuel quantity indications of the associated tanks are operative on the FUEL SD page.

73-07-01B Both indications inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**ETOPS**

Both may be inoperative provided that:

1) ETOPS is not conducted, and

2) The fuel quantity indications of the associated tanks are operative on the FUEL SD page.

73-07-01	Fuel Used Indication on the ENGINE SD page

Ident.: 9-MI-73-07-00004630.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

73-07-01A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

One may be inoperative provided that:

1) The fuel quantity indication on the associated tanks are operative on the FUEL SD page, and

2) The Fuel Used 1+2 Indication is considered inoperative.

Refer to 9-MI-28-07-06-02 Fuel Used 1+2 Indication on the FUEL SD page

73-07-01B Both indications inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**ETOPS**

Both may be inoperative provided that:

1) ETOPS is not conducted, and

2) The fuel quantity indications of the associated tanks are operative on the FUEL SD page, and

3) The Fuel Used 1+2 Indication is considered inoperative.

Refer to 9-MI-28-07-06-02 Fuel Used 1+2 Indication on the FUEL SD page

73-07-02	**Fuel Filter Clog Indication on the ENGINE SD page**

Ident.: 9-MI-73-07-00004631.0000001 / 28 JUN 2022
Applicable to: ALL

73-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

73-08-01	Fuel Flow Indication on the EWD

Ident.: 9-MI-73-08-00004632.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

73-08-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

73-08-01	Fuel Flow Indication on the EWD

Ident.: 9-MI-73-08-00004632.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

73-08-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative provided that the Fuel Flow 1+2 Indication on the FUEL SD page is considered inoperative.

Refer to 9-MI-28-07-05-01 Fuel Flow 1+2 Indication on the FUEL SD Page

73-09-01	ENG 1(2) FUEL FILTER CLOG **Alert**

Ident.: 9-MI-73-09-00004633.0000002 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

73-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated filter is replaced every day.

Reference(s)

(m) *Refer to AMM Task 73-30-00-040-040*
Refer to AMM Task 73-30-00-040-042
Refer to AMM Task 73-30-00-040-043
Refer to AMM Task 73-30-00-040-802

73-09-01	ENG 1(2) FUEL FILTER CLOG **Alert**

Ident.: 9-MI-73-09-00004633.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

73-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed on the EWD provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated filter is replaced before the first MMEL dispatch and then every 50 flight hours, and.

3) The ENG 1(2) FUEL FILTER PARTLY CLOGGED alert is not displayed on the EWD for the opposite engine, and

4) The ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine.

Reference(s)

(m) *Refer to AMM Task 73-34-00-040-802*

73-09-02	ENG 1(2) MINOR FAULT Alert

Ident.: 9-MI-73-09-00004634.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

73-09-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be displayed.

73-09-04	ENG 1(2) FUEL SENSOR FAULT Alert

Ident.: 9-MI-73-09-00004636.0000001 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

73-09-04A FUEL FILTER SENSOR subtitle displayed and no fuel filter replacement

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

One may be displayed for a maximum of 8 flights or 16 flight hours, whichever occurs first, provided that:

1) The associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and

2) The associated ENG 1(2) FUEL FILTER - PARTLY CLOGGED alert is not displayed on the EWD.

73-09-04B FUEL FILTER SENSOR subtitle displayed and fuel filter replacement

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed on the EWD provided that:

1) The associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and

2) The associated filter is replaced before the first MEL dispatch and then every 50 flight hours.

Reference(s)

(m) *Refer to AMM Task 73-34-00-040-802*

73-09-04F IDG FOC SENSOR subtitle displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be displayed provided that the associated ENG 1(2) IDG FOC SENSOR subtitle is displayed on the EWD.

73-09-05	**ENG 1(2) HEAT SYS DEGRADED Alert**

Ident.: 9-MI-73-09-00004637.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

73-09-05A One or Both sides affected and without ETOPS limitations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**0**	**No**	**-**

One or both may be displayed for two flights provided that the APU and the AC auxiliary generation are operative.

73-09-05B One side affected and without ETOPS limitations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(m) One may be displayed provided that:

1) The APU and the AC auxiliary generation are operative, and

2) CFDS does not report a ENGXD-0720-BDCV TEST ABORT COUNT message.

Reference(s)

(m) *Refer to AMM Task 73-21-00-040-801*

73-09-05C One or Both sides affected and with ETOPS limitations

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**ETOPS**

One or both may be displayed provided that:

1) ETOPS is not conducted, and

2) The APU and the AC auxiliary generation are operative.

73-09-09 — ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert

Ident.: 9-MI-73-09-00004638.0000001 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

73-09-09A No fuel filter replacement

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

One may be displayed for a maximum of 8 flights or 16 flight hours, whichever occurs first, provided that the ENG 1(2) FUEL SENSOR FAULT alert is not displayed for the opposite engine.

73-09-09B False alert and fuel filter replacement

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(m) One may be displayed on the EWD provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated filter is replaced before the first MEL dispatch and then every 50 flight hours, and

3) The ENG 1(2) FUEL FILTER CLOG alert is not displayed on the EWD for the opposite engine, and

4) The ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine.

Reference(s)

(m) *Refer to AMM Task 73-34-00-040-802*

73-10-01	Fuel Return To Tank Valve

Ident.: 9-MI-73-10-00004639.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

73-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative in the closed position on one engine provided that the APU and the AC auxiliary generation are operative.

73-10-01	Fuel Return Valve

Ident.: 9-MI-73-10-00004639.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM

73-10-01A Inoperative in closed position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative in the closed position on one engine provided that the APU and the AC auxiliary generation are operative.

73-10-01B Inoperative in open position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative in the open position provided that the four wing tank pumps are operative.

73-10-03	Fuel Metering Valve

Ident.: 9-MI-73-10-00004640.0000001 / 28 JUN 2022
Applicable to: ALL

73-10-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

73-10-04	Engine HP Fuel Valve

Ident.: 9-MI-73-10-00004641.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

73-10-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

73-20-01	Flex Takeoff Mode

Ident.: 9-MI-73-20-00004642.0000001 / 28 JUN 2022
Applicable to: ALL

73-20-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

May be inoperative on one or both engines provided that the maximum thrust is used for takeoff.

73-20-04	EPR Control Mode

Ident.: 9-MI-73-20-00004643.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

73-20-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H / LVO / ETOPS**

(o) The EPR control mode may be inoperative on one or both engines provided that:

1) ETOPS is not conducted, and

2) The rated N1 control mode is operative on both engines (ENG 1(2) N1 DEGRADED MODE message is not displayed on the STATUS SD page), and

3) The performance penalties are applied.

Note: *When the EPR Control Mode is inoperative, the Autothrust is inoperative.*
Refer to 9-MI-22-30-01 Autothrust (A/THR)

Reference(s)

(o) *Refer to OpsProc 73-20-04A EPR Control Mode*

73-20-05	Minimum Idle on Ground

Ident.: 9-MI-73-20-00004644.0000001 / 28 JUN 2022
Applicable to: ALL

73-20-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**H**

(o) One or both may be inoperative provided that the performance penalties are applied.

Reference(s)

(o) *Refer to OpsProc 73-20-05A Minimum Idle on Ground*

73-20-06	EEC ACFT 28V Power Supply

Ident.: 9-MI-73-20-00004645.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

73-20-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**2**	**No**	**-**

The channel B power supply may be inoperative on one or both engines.

73-25-01	Engine Overthrust Protection System

Ident.: 9-MI-73-25-00004646.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

73-25-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

COMPANY NOTES OPS affected
-

One may be inoperative for 6 flights.

74-07-01	Selected Igniter Indication on the ENGINE SD page

Ident.: 9-MI-74-07-00004647.0000001 / 28 JUN 2022
Applicable to: ALL

74-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) One or more may be inoperative provided that the associated ENG 1(2) IGN A(B)(A+B) FAULT alert is checked operative.

Reference(s)

(o) *Refer to OpsProc 74-07-01A Selected Igniter Indication on the ENGINE SD page*

74-09-01	ENG 1(2) IGN A(B)(A+B) FAULT **Alert**

Ident.: 9-MI-74-09-00004648.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

74-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**3**	**No**	**-**

Up to three may be displayed.

74-09-01	ENG 1(2) IGN A(B)(A+B) FAULT **Alert**

Ident.: 9-MI-74-09-00004648.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

74-09-01B One displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**5**	**No**	**H**

(m) One may be displayed provided that the associated engine ignition system is checked operative every day.

Reference(s)

(m) *Refer to AMM Task 74-31-00-040-001*
Refer to AMM Task 74-31-00-040-043
Refer to AMM Task 74-31-00-040-805

74-09-01C Up To Three displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**6**	**3**	**No**	**H**

(m) Up to three may be displayed provided that the associated engine ignition systems are checked operative before each flight.

Reference(s)

(m) *Refer to AMM Task 74-31-00-040-001*
Refer to AMM Task 74-31-00-040-043
Refer to AMM Task 74-31-00-040-805

74-31-01	Ignition System A

Ident.: 9-MI-74-31-00004649.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

74-31-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated engine ignition system B is operative.

Reference(s)

(o) *Refer to OpsProc 74-31-01A Ignition System A*

74-31-01	Ignition System A

Ident.: 9-MI-74-31-00004649.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

74-31-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

(o) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated engine ignition system B is operative.

Note: *System A is considered inoperative on both engines (NO DISPATCH) when the common power supply line from 401XP 115VAC ESS BUS is inoperative as a result of either a loss of electrical continuity or a short circuit (ENGINE/1 AND 2 IGN/SYS A (49VUA03) C/B tripped).*

Reference(s)

(o) *Refer to OpsProc 74-31-01A Ignition System A*

74-31-02	Ignition System B

Ident.: 9-MI-74-31-00004650.0000001 / 28 JUN 2022
Applicable to: ALL

74-31-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 74-31-02A Ignition System B*

75-22-01	Buffer Air Check Valve

Ident.: 9-MI-75-22-00004651.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

75-22-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

COMPANY NOTES OPS affected
-

One may be inoperative in the open position.

75-24-01	Turbine Active Clearance Control Valve

Ident.: 9-MI-75-24-00004652.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

75-24-01A

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**1**	**No**

COMPANY NOTES OPS affected
-

(o) One may be inoperative in the closed position provided that the associated engine takeoff EGT margin is above 16 °C.

Reference(s)

(o) *Refer to OpsProc 75-24-01A TCC Valve*

76-11-01	Thrust lever Position Sensor

Ident.: 9-MI-76-11-00004653.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

76-11-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**3**	**No**

COMPANY NOTES OPS affected
-

One may be inoperative on one engine for three days provided that:

1) The A/THR is operative, and

2) Both LGCIUs are operative, and

3) The L/G shock absorbers proximity detectors are operative.

INDICATIONS ON THE CRUISE SD PAGE

77-07-01-01	N1 Vibration Indication on the CRUISE SD page

Ident.: 9-MI-77-07-01-00004654.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-01-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-77-07-02-05 N1 Vibration Indication on the ENGINE SD page

77-07-01-02	N2 Vibration Indication on the CRUISE SD page

Ident.: 9-MI-77-07-01-00004655.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-01-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-77-07-02-06 N2 Vibration Indication on the ENGINE SD page

77-07-01-03	F. USED (Fuel Used) Indication on the CRUISE SD page

Ident.: 9-MI-77-07-01-00004656.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

77-07-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	-	-	**No**	-

Refer to 9-MI-73-07-01 F. USED Indication on the ENGINE SD PAGE

77-07-01-03	F. USED (Fuel Used) Indication on the CRUISE SD page

Ident.: 9-MI-77-07-01-00004656.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

77-07-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to 9-MI-73-07-01 Fuel Used Indication on the ENGINE SD PAGE

77-07-01-04	OIL QT (Oil Quantity) Indication on the CRUISE SD page

Ident.: 9-MI-77-07-01-00004657.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	**-**	**–**	**–**	**-**

Refer to 9-MI-79-07-03 Oil Quantity Indication on the ENGINE SD page

INDICATIONS ON THE ENGINE SD PAGE

77-07-02-01	Engine Bleed Pressure Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004658.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-36-07-04 Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page

77-07-02-02	Fuel Filter Clog Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004659.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-73-07-02 Fuel Filter CLOG Indication on the ENGINE SD page

77-07-02-03	Fuel Used Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004660.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

77-07-02-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	-	-	**No**	-

Refer to 9-MI-73-07-01 Fuel Used Indication on the ENGINE SD PAGE

77-07-02-03	Fuel Used Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004660.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

77-07-02-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to 9-MI-73-07-01 F. USED Indication on the ENGINE SD PAGE

77-07-02-04	Nacelle Temperature Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004661.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

77-07-02-05	N1 Vibration Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004662.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-05A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

77-07-02-05B Both indications inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**0**	**No**	**ETOPS**

Both may be inoperative for three flights provided that:

1) ETOPS is not conducted, and

2) No vibration advisory was displayed during the previous flight.

77-07-02-06	**N2 Vibration Indication on the ENGINE SD page**

Ident.: 9-MI-77-07-02-00004663.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-06A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

One may be inoperative.

77-07-02-06B Both indications inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**0**	**No**	**ETOPS**

Both may be inoperative for three flights provided that:

1) ETOPS is not conducted, and

2) No vibration advisory was displayed during the previous flight.

77-07-02-07	Oil Filter Clog Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004664.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-79-07-01 CLOG Indication on the ENGINE SD page

77-07-02-08	Oil Pressure Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004665.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page

77-07-02-09	Oil Quantity Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004666.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-79-07-03 Oil Quantity Indication on the ENGINE SD page

77-07-02-10	Oil Temperature Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004667.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-79-07-04 Oil Temperature Indication on the ENGINE SD page

77-07-02-11	Selected Igniter Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004668.0000001 / 28 JUN 2022
Applicable to: ALL

77-07-02-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-74-07-01 Selected Igniter Indication on the ENGINE SD page

77-07-02-12	Start Valve Position Indication on the ENGINE SD page

Ident.: 9-MI-77-07-02-00004669.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

77-07-02-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	-	–	–	-

Refer to 9-MI-80-07-01 Start Valve Position Indication on the ENGINE SD page

77-08-01 EGT Indication on the EWD

Ident.: 9-MI-77-08-00004670.0000001 / 28 JUN 2022
Applicable to: ALL

77-08-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Must be operative.

77-08-02 EPR Indication on the EWD

Ident.: 9-MI-77-08-00004671.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

77-08-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
–	**-**	**–**	**–**	**-**

Refer to 9-MI-73-20-04 EPR Control Mode

77-08-03 Fuel Flow Indication on the EWD

Ident.: 9-MI-77-08-00004672.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

77-08-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**-**	**-**	**No**	**-**

Refer to 9-MI-73-08-01 Fuel Flow Indication on the EWD

77-08-03	Fuel Flow Indication on the EWD

Ident.: 9-MI-77-08-00004672.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

77-08-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	-	-	**No**	-

Refer to 9-MI-73-08-01 Fuel Flow Indication on the EWD

77-08-04	N1 Indication on the EWD

Ident.: 9-MI-77-08-00004673.0000001 / 28 JUN 2022
Applicable to: ALL

77-08-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	-

Must be operative.

77-08-05	N2 Indication on the EWD

Ident.: 9-MI-77-08-00004674.0000001 / 28 JUN 2022
Applicable to: ALL

77-08-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	-

Must be operative.

77-08-06	Bleed Configuration Indication on the EWD (PACKS, NAI, WAI)

Ident.: 9-MI-77-08-00004675.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

77-08-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**0**	**No**

COMPANY NOTES OPS affected
-

One or more may be inoperative.

77-09-01	ENG TYPE DISAGREE **Alert**

Ident.: 9-MI-77-09-00004676.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

77-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**1**	**0**	**No**	**-**

(o) **(m)** May be continuously displayed on the EWD provided that the aircraft is checked to be in an approved engine intermix configuration before the first MEL dispatch and then:

- Every 500 flight hours, or
- Every A-check, or
- After any engine removal, or
- After any ECU removal, or
- After any ECU identification plug removal, or
- After any ECU software change,

whichever occurs first.

Note:
1. *No entry in the logbook is required when the engine intermix configuration is approved.*
2. *As long as the approved engine intermix configuration is maintained, the ENG TYPE DISAGREE alert may be disregarded.*

Reference(s)

(o) *Refer to OpsProc 77-09-01A ENG TYPE DISAGREE Alert*
(m) *Refer to AMM 77-00-00-040-001*

78-08-01	REV Indication on the EWD

Ident.: 9-MI-78-08-00004677.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

78-08-01B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative provided that the associated thrust reverser is considered inoperative.

Refer to 9-MI-78-30-01 Thrust Reverser

78-08-01	REV Indication on the EWD

Ident.: 9-MI-78-08-00004677.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

78-08-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Both must be operative.

78-09-01	ENG 1(2) REVERSER CTL FAULT **Alert**

Ident.: 9-MI-78-09-00004678.0000002 / 31 AUG 2023
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

78-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) One or both may be displayed provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) The appropriate performance adjustments are applied.

Reference(s)

(o) *Refer to OpsProc 78-09-01A ENG 1(2) REVERSER CTL FAULT Alert*

78-09-01	ENG 1(2) REVERSER CTL FAULT **Alert**

Ident.: 9-MI-78-09-00004678.0000001 / 31 AUG 2023
Criteria: A320 (-AIJC, -AINH)
Applicable to: D-AIJC, D-AINH

78-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**-**

(o) One or both may be displayed provided that the appropriate performance adjustments are applied.

Reference(s)

(o) *Refer to OpsProc 78-09-01A ENG 1(2) REVERSER CTL FAULT Alert*

78-09-02	ENG 1(2) REV MINOR FAULT **Alert**

Ident.: 9-MI-78-09-00004679.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
-

One or both may be displayed.

78-30-01	Thrust Reverser

Ident.: 9-MI-78-30-00004680.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC, -AINH)
Applicable to: D-AIJC, D-AINH

78-30-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

(o) (m) One or both may be inoperative provided that:

1) The inoperative thrust reverser is deactivated and secured in the stowed position, and

2) The ENG 1(2) REV INHIBITED alert is displayed on the EWD after deactivation, and

3) The ENG 1(2) REV UNLOCKED alert and the ENG 1(2) REV PRESSURIZED alert associated with the inoperative thrust reverser are not displayed on the EWD after deactivation, and

4) The appropriate performance adjustments are applied.

Reference(s)

(o) *Refer to OpsProc 78-30-01A Thrust Reverser*
(m) *Refer to AMM Task 78-30-00-040-802*
Refer to AMM Task 78-30-00-040-812

78-30-01	Thrust Reverser

Ident.: 9-MI-78-30-00004680.0000200 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

78-30-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

(o) (m) One or both may be inoperative provided that:

1) The inoperative reverser is deactivated and secured in the stowed position, and

2) Both LVDTs on the inoperative reverser are checked operative, and

3) The ENG 1(2) REV PRESSURIZED alert is not displayed on the EWD after deactivation, and

4) The appropriate performance adjustments are applied.

Reference(s)

(o) *Refer to OpsProc 78-30-01A Thrust Reverser*
(m) *Refer to AMM Task 78-30-00-040-013*

78-30-01	Thrust Reverser

Ident.: 9-MI-78-30-00004680.0000300 / 28 JUN 2022
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

78-30-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

COMPANY NOTES OPS affected
H

(o) (m) One or both may be inoperative provided that:

1) The AOT reference A32N030-23 is not applicable or is successfully performed, and

2) The inoperative thrust reverser is deactivated and secured in the stowed position, and

3) The ENG 1(2) REV INHIBITED alert is displayed on the EWD after deactivation, and

4) The ENG 1(2) REV UNLOCKED alert and the ENG 1(2) REV PRESSURIZED alert associated with the inoperative thrust reverser are not displayed on the EWD after deactivation, and

5) The appropriate performance adjustments are applied.

Reference(s)

(o) *Refer to OpsProc 78-30-01A Thrust Reverser*
(m) *Refer to AMM Task 78-30-00-040-802*
Refer to AMM Task 78-30-00-040-812

78-30-01	Thrust Reverser

Ident.: 9-MI-78-30-00004680.0000400 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

78-30-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**Yes**	**H**

(o) (m) One or both may be inoperative provided that:

1) The inoperative thrust reverser is deactivated and secured in the stowed position, and

2) All stow and deploy switches circuits on the inoperative thrust reverser are checked operative, and

3) The ENG 1(2) REV PRESSURIZED alert is not displayed on the EWD after deactivation, and

4) The appropriate performance adjustments are applied.

Reference(s)

(o) *Refer to OpsProc 78-30-01A Thrust Reverser*
(m) *Refer to AMM Task 78-30-00-040-040*

78-30-02	Thrust Reverser Inhibition Relay sw

Ident.: 9-MI-78-30-00004681.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

78-30-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

One or more may be inoperative provided that the associated thrust reverser is considered inoperative.

Refer to 9-MI-78-30-01 Thrust Reverser

78-30-03	Thrust Reverser Shutoff Valve

Ident.: 9-MI-78-30-00004682.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

78-30-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative in the open position.

78-30-04	Thrust Reverser Door Tertiary Lock

Ident.: 9-MI-78-30-00004683.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-30-04A Thrust Reverser considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**H**

One or more may be inoperative provided that the associated thrust reverser is considered inoperative.

Refer to 9-MI-78-30-01 Thrust Reverser

78-30-04B Thrust Reverser tertiary lock secured open

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**4**	**0**	**No**	**-**

(o) (m) One or more may be inoperative provided that the associated thrust reverser door tertiary lock is secured in the open position.

Reference(s)

(o) *Refer to OpsProc 78-30-04B Thrust Reverser Door Tertiary Lock*
(m) *Refer to AMM Task 78-37-00-040-801*

78-30-05	Thrust Reverser Tertiary Lock Valve

Ident.: 9-MI-78-30-00004684.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

78-30-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

COMPANY NOTES OPS affected
-

One or more may be inoperative in the open position.

79-07-01 CLOG Indication on the ENGINE SD page

Ident.: 9-MI-79-07-00004685.0000001 / 28 JUN 2022
Applicable to: ALL

79-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

One or both may be inoperative.

79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page

Ident.: 9-MI-79-07-00004686.0000100 / 14 MAY 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative.* *Refer to 9-MI-79-09-01 ENG 1(2) OIL LO PR Alert*

– In Flight:
If Engine oil pressure C/B is popped, this may also affect Engine Reverser operation. Consider the associated engine reverser inoperative for landing.
(In the case of the engine oil pressure CB popped, there is no ECAM alert because the breaker is not monitored. Failure is indicated by double XX on ECAM EWD/SD page).

79-07-02C

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG 1(2) OIL LO PR alert is operative, and

3) The associated oil quantity indication is operative on the ENGINE SD page.

79-07-02	Oil Pressure Indication and Advisory on the ENGINE SD page

Ident.: 9-MI-79-07-00004686.0000200 / 14 MAY 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative and the dispatch is not permitted.*

79-07-02C

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG 1(2) OIL LO PR alert is operative, and

3) The associated oil quantity indication is operative on the ENGINE SD page.

79-07-02	Oil Pressure Indication and Advisory on the ENGINE SD page

Ident.: 9-MI-79-07-00004686.0000300 / 14 MAY 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative.* *Refer to 9-MI-79-09-01 ENG 1(2) OIL LO PR Alert*

– In Flight:
If Engine oil pressure C/B is popped, this may also affect Engine Reverser operation. Consider the associated engine reverser inoperative for landing.
(In the case of the engine oil pressure CB popped, there is no ECAM alert because the breaker is not monitored. Failure is indicated by double XX on ECAM EWD/SD page).

79-07-02A Associated thrust reverser checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

(m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG 1(2) OIL LO PR alert is operative, and

3) The associated oil quantity indication is operative on the ENGINE SD page, and

4) The associated thrust reverser is checked operative.

Reference(s)

(m) *Refer to AMM Task 79-30-00-040-001*

79-07-02B Associated thrust reverser considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG 1(2) OIL LO PR alert is operative, and

3) The associated oil quantity indication is operative on the ENGINE SD page, and

4) The associated thrust reverser is considered inoperative.

Refer to 9-MI-78-30-01 Thrust Reverser

79-07-02	Oil Pressure Indication and Advisory on the ENGINE SD page

Ident.: 9-MI-79-07-00004686.0000400 / 14 MAY 2024
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative. Refer to 9-MI-79-09-01 ENG 1(2) OIL LO PR Alert*

– In Flight:
If Engine oil pressure C/B is popped, this may also affect Engine Reverser operation. Consider the associated engine reverser inoperative for landing.
(In the case of the engine oil pressure CB popped, there is no ECAM alert because the breaker is not monitored. Failure is indicated by double XX on ECAM EWD/SD page).

79-07-02A Associated thrust reverser checked operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**ETOPS**

(m) One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG 1(2) OIL LO PR alert is operative, and

3) The associated oil quantity indication is operative on the ENGINE SD page, and

4) The associated thrust reverser is checked operative.

Reference(s)

(m) *Refer to AMM Task 79-30-00-040-001*

79-07-02B Associated thrust reverser considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H / ETOPS**

One may be inoperative provided that:

1) ETOPS is not conducted, and

2) The associated ENG 1(2) OIL LO PR alert is operative, and

3) The associated oil quantity indication is operative on the ENGINE SD page, and

4) The associated thrust reverser is considered inoperative.

Refer to 9-MI-78-30-01 Thrust Reverser

79-07-03	Oil Quantity Indication on the ENGINE SD page

Ident.: 9-MI-79-07-00004687.0000001 / 28 JUN 2022
Applicable to: ALL

79-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

COMPANY NOTES OPS affected
H

(m) One may be inoperative provided that the associated oil quantity is checked before each flight.

Reference(s)

(m) *Refer to AMM Task 79-31-00-040-040*
Refer to AMM Task 79-31-00-040-041
Refer to AMM Task 79-31-00-040-042
Refer to AMM Task 79-31-00-040-801
Refer to AMM Task 79-31-00-040-802
Refer to AMM Task 79-31-00-040-803

79-07-04	Oil Temperature Indication on the ENGINE SD page

Ident.: 9-MI-79-07-00004688.0000001 / 28 JUN 2022
Applicable to: ALL

79-07-04A

Repair interval	Nbr installed	Nbr required	Placard
-	**2**	**2**	**No**

COMPANY NOTES OPS affected
-

Must be operative.

79-09-01	ENG 1(2) OIL LO PR **Alert**

Ident.: 9-MI-79-09-00004689.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative, not displayed and dispatch is not possible.*

79-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be displayed.

Reference(s)

(o) *Refer to OpsProc 79-09-01A ENG 1(2) OIL LO PR Alert*

79-09-02	ENG 1(2) OIL FILTER CLOG **Alert**

Ident.: 9-MI-79-09-00004690.0000002 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

79-09-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated filter is replaced every day, and

3) The magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.

Reference(s)

(m) *Refer to AMM 79-35-00-040-043*

79-09-02	ENG 1(2) OIL FILTER CLOG Alert

Ident.: 9-MI-79-09-00004690.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

79-09-02A Filter replacement and inspection of the magnetic chip detector

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated filter is replaced before the first MMEL dispatch and then every 150 flight hours, and

3) The associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-802*
Refer to AMM Task 79-35-00-040-809

79-09-02D Filter replacement and ENG 1(2) OIL CHIP DETECTED not previously displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated filter is replaced before the first MMEL dispatch and then every 150 flight hours, and

3) The associated Oil Debris Monitoring System is checked operative when the filter is replaced, and

4) The associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-803*
Refer to AMM Task 79-35-00-040-808

79-09-02E No Filter replacement and inspection of the magnetic chip detector

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

(m) One may be displayed for a maximum of 3 days or 30 flight hours, whichever occurs first, provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated ENG 1(2) OIL FILTER PARTLY CLOGGED was not displayed on the EWD during the previous flight, and

3) The associated magnetic chip detectors are inspected and do not reveal the presence of chips.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-804*
Refer to AMM Task 79-35-00-040-807

79-09-02F No Filter replacement and ENG 1(2) OIL CHIP DETECTED not previously displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

(m) One may be displayed for a maximum of 3 days or 30 flight hours, whichever occurs first, provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated ENG 1(2) OIL FILTER PARTLY CLOGGED was not displayed on the EWD during the previous flight, and

3) The associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight, and

4) The associated Oil Debris Monitoring System is checked operative.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-805*
Refer to AMM Task 79-35-00-040-806

79-09-02	ENG 1(2) OIL FILTER CLOG **Alert**

Ident.: 9-MI-79-09-00004690.0000003 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM

79-09-02B Inspection of the visual indicator (pop-out) of the electrical master chip detector

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed provided that:

1) The associated filter is replaced every day, and

2) The visual indicator (pop-out) of the electrical master chip detector is checked operative before the first MMEL dispatch, and

3) The visual indicator (pop-out) of the electrical master chip detector is inspected when the filter is replaced and does not reveal the presence of chips.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-042*

79-09-02C Inspection of the electrical master chip detector

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed provided that:

1) The associated filter is replaced every day, and

2) The electrical master chip detector is inspected when the filter is replaced and does not reveal the presence of chips.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-044*

79-09-03	ENG 1(2) BEARING 4 OIL SYS **Alert**

Ident.: 9-MI-79-09-00004691.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

79-09-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**0**	**No**	**-**

One or both may be displayed for 3 days provided that the ENG 1(2) BEARING 4 OIL SYS alert is not associated with the HI PRESS message.

79-09-05	ENG 1(2) OIL SENSOR FAULT **Alert**

Ident.: 9-MI-79-09-00004693.0000001 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

79-09-05A No oil filter change

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

One may be displayed for a maximum of 3 days, or 30 flight hours, whichever occurs first, provided that the associated ENG 1(2) OIL FILTER PARTLY CLOGGED was not displayed during the previous flight on the EWD.

79-09-05B Oil filter change

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed provided that:

1) The CFDS is checked before the first MEL dispatch and does not report any fault related to an ODM/PHMU electrical failure, and

2) The associated filter is replaced before the first MEL dispatch and then every 150 flight hours, and

3) The associated magnetic chip detectors are inspected when the filter is replaced and are confirmed to be within the limits defined in the AMM.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-812*

79-09-05C Oil filter change and ENG 1(2) OIL CHIP DETECTED alert not displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed provided that:

1) The CFDS is checked before the first MEL dispatch and does not report any fault related to an ODM/PHMU electrical failure, and

2) The associated filter is replaced before the first MEL dispatch and then every 150 flight hours, and

3) The associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-813*

79-09-05D ODMS/PHMU Electrical Faults

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(m) One may be displayed provided that:

1) The CFDS is checked and does not report any fault related to the oil filter delta pressure sensor, and

2) The magnetic chip collectors are verified before the first MEL dispatch and then every 75 flight hours, and confirmed to be within the limits defined in the AMM.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-814*

79-09-06	ENG 1(2) OIL CHIP DETECTED Alert

Ident.: 9-MI-79-09-00004694.0000001 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

79-09-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

One may be displayed on the EWD for a maximum of 5 flights or 10 flight hours, whichever occurs first.

79-09-07	ENG 1(2) OIL FILTER - PARTLY CLOGGED Alert

Ident.: 9-MI-79-09-00004695.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

79-09-07A Actual Alert

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	**2**	**1**	**No**	**-**

One may be displayed for a maximum of 3 days, or 30 flight hours, whichever occurs first.

79-09-07B False Alert

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(m) One may be displayed provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated filter is replaced before the first MMEL dispatch and then every 150 flight hours, and

3) The associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-802*
Refer to AMM Task 79-35-00-040-809

79-09-07C False Alert and ENG 1(2) OIL CHIP DETECTED not previously displayed

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**-**

(m) One may be displayed provided that:

1) The alert is confirmed to be false by troubleshooting, and

2) The associated filter is replaced before the first MMEL dispatch and then every 150 flight hours, and

3) The associated Oil Debris Monitoring System is checked operative when the filter is replaced, and

4) The associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.

Reference(s)

(m) *Refer to AMM Task 79-35-00-040-803*
Refer to AMM Task 79-35-00-040-808

79-20-01	Air Cooled Oil Cooler (ACOC) Modulating Valve

Ident.: 9-MI-79-20-00004696.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

79-20-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**0**	**No**	**-**

(o) One or both may be inoperative in the open position provided that the fuel temperature in the inner tank is checked to be above -20 °C.

Reference(s)

(o) *Refer to OpsProc 79-20-01A Air Cooled Oil Cooler (ACOC) Modulating Valve*

79-20-02	EMCD Visual Pop-Out Indicator

Ident.: 9-MI-79-20-00004697.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM

79-20-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	**2**	**0**	**No**	**-**

One or both may be inoperative.

79-40-01	Fuel Return Valve

Ident.: 9-MI-79-40-00004698.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM

79-40-01A

Repair interval	Nbr installed	Nbr required	Placard
–	-	–	–

COMPANY NOTES OPS affected
-

Refer to 9-MI-73-10-01 Fuel Return Valve

80-01-31	ENG MAN START pb-sw

Ident.: 9-MI-80-01-00004699.0000001 / 28 JUN 2022
Applicable to: ALL

80-01-31A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

COMPANY NOTES OPS affected
-

One or both may be inoperative.

80-07-01	Start Valve Position Indication on the ENGINE SD page

Ident.: 9-MI-80-07-00004700.0000001 / 28 JUN 2022
Applicable to: ALL

80-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

COMPANY NOTES OPS affected
H

(m) One or both may be inoperative provided that the associated start valve is checked closed after the start of the affected engine.

Reference(s)

(m) *Refer to AMM Task 80-11-00-040-040*
Refer to AMM Task 80-11-00-040-042
Refer to AMM Task 80-11-00-040-044
Refer to AMM Task 80-11-00-040-802
Refer to AMM Task 80-11-00-040-805
Refer to AMM Task 80-11-00-040-806

80-11-01	Start Valve

Ident.: 9-MI-80-11-00004701.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

80-11-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	**2**	**1**	**No**	**H**

(o) (m) One may be inoperative provided that the start valve is manually closed after the start of the affected engine.

Reference(s)

(o) *Refer to OpsProc 80-11-01A Start Valve*
(m) *Refer to AMM Task 80-11-00-040-041*
Refer to AMM Task 80-11-00-040-043
Refer to AMM Task 80-11-00-040-045
Refer to AMM Task 80-11-00-040-804

80-11-01	Start Valve

Ident.: 9-MI-80-11-00004701.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

80-11-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	**2**	**2**	**No**	**-**

Must be operative.

80-12-01	FAULT light on the ENG MASTER Panel

Ident.: 9-MI-80-12-00004702.0000001 / 28 JUN 2022
Applicable to: ALL

80-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

COMPANY NOTES OPS affected
-

One or both may be inoperative.

9-MO-MO-21 Air Conditioning

ECAM Alerts

21-09-01A VENT BLOWER FAULT Alert ..... A
21-09-02A VENTEXTRACT FAULT Alert ..... B

Air Distribution and Recirculation

21-21-01A Cabin Fan ..... A
21-21-02A Main Deck Shut - off Valve (one or two inoperative) ..... B
21-07-03-02A(B) Main Deck Shut - off Valve (three or more inoperative) C
21-21-03A Mixer Bypass Valve ..... D
21-21-04A Forward Exhaust Fan ..... E
21-21-04B Forward Exhaust Fan ..... F
21-21-05A Mixer Overpressure Relief Valve (Inoperative in Open Position) ..... G
21-21-05B Forward Exhaust Fan ..... H

Lavatory and Galley Ventilation

21-23-01B Lavatory and Galley Extraction Fan ..... A

Lavatory and Galley Ventilation

Lavatory and Galley Extraction Fan ..... A

Avionics Equipment Ventilation

21-26-01A Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed) ..... A
21-26-01B Avionics Blower Fan (Air conditioning inlet valve checked open before each flight) ..... B
21-26-01C Avionics Blower Fan (Avionics ventilation system checked before each flight) C
21-26-02A Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed) ..... D
21-26-02B Avionics Extract Fan (Air conditioning inlet valve checked open before each flight) ..... E
21-26-02C Avionics Extract Fan (Avionics ventilation system checked before each flight) .... F
21-26-03A Avionics Skin Exchanger Inlet Bypass Valve ..... G
21-26-04A Avionics Skin Air Outlet Valve ..... H
21-26-05A Avionics Skin Air Inlet Valve (Air conditioning inlet valve open on the ground) I
21-26-05B Avionics Skin Air Inlet Valve (Air conditioning inlet valve secured in the open position) ..... J
21-26-06A(B) Avionics Skin Exchanger Isolation Valve ..... K

21-26-08A Avionics Air Conditioning Inlet Valve L
21-26-09A Avionics Ventilation Filter (VENT AVNCS SYS FAULT Alert not displayed) ..... M
21-26-09B Avionics Ventilation Filter (Air conditioning inlet valve checked open before each flight) ..... N
21-26-09C Avionics Ventilation Filter (Avionics ventilation system checked before each flight) ..... O
21-26-10A Avionics Equipment Ventilation Computer (AEVC) ..... P

Cargo Compartment Ventilation

21-28-03A AFT Cargo Extraction Fan ..... A
21-28-04A AFT Cargo Isolation Valve (Valves checked closed) ..... B
21-28-04B AFT Cargo Isolation Valve (Valves deactivated closed) C

Pressure Control and Monitoring

21-31-01A(B) Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel) ..... A
21-31-04A Landing Elevation Selection AUTO Function ..... B
21-31-05A Landing Elevation Selection MAN Function C

Cargo Compartment Heating

21-43-02A AFT Cargo Compartment Heating (Heating system set to OFF) ..... A
21-43-02B AFT Cargo Compartment Heating (Inoperative valve secured in the closed position) ..... B

Pack Flow Control

21-51-03A Pack Flow Sensor ..... A

Air Cooling System

21-52-01D(E A B) Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval) ..... A
21-52-01C() Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval) ..... B
21-52-01G() Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only) C

Pack Temperature Control

21-61-02A Pack Controller Primary Channel ..... A

Cockpit and Cabin Temperature Control

21-63-01A Zone Controller Channel (Primary Channel Inoperative) ..... A
21-63-01C Zone Controller Channel (Both channels inoperative) ..... B
21-63-02D(A) Cockpit and Cabin Trim Air Valve (Affected valve secured in the closed position) C
21-63-02C(B) Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed) ..... D
21-63-03A() Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed) ..... E
21-63-03B Hot Air Pressure Regulating Valve (Trim air valve checked closed) ..... F
21-63-03C() Hot Air Pressure Regulating Valve (Affected valve secured in the closed position) ..... G
21-63-05A Cockpit Heater ..... H

9-MO-MO-22 Auto Flight

"CAT III DUAL" Message on the STATUS SD Page

22-00-01A “INOP SYS: CAT III DUAL” Message ..... A

FMA Indications on the PFD

22-05-01A AP Related Indications on the FMA (inoperative on one FMA) ..... A
22-05-01B AP Related Indications on the FMA (inoperative on both FMAs) ..... B
22-05-03A Approach and Landing Capabilities on the FMA C

Autopilot/Flight Director (AP/FD)

22-10-01A(B) Autopilot (AP) ..... A
22-10-02A(B) Flight Director (FD) ..... B
22-10-04A Take-over pb AP Disconnection Function (One inoperative) C
22-10-04B Take-over pb AP Disconnection Function (Both inoperative) ..... D
22-10-05A AUTO LAND light ..... E
22-10-06A AP Disengagement Warning ..... F
22-10-07A Sticks and Rudder Pedals Locking Solenoid in AP Mode ..... G
22-10-08A AP/FD TCAS Mode ..... H
22-10-09A Soft Go-Around Function I

Autothrust

22-30-01A() Autothrust (A/THR) ..... A
22-30-02A Autothrust Instinctive Disconnect pb ..... B

Flight Augmentation (FAC)

22-60-02A FAC 2 ..... A
22-60-03A Reactive Windshear Detection Function ..... B
22-60-04A Yaw Damper System C

Flight Management System (FMS)

22-70-01A(B) Flight Management System (FMS) ..... A
22-70-01C(D) Flight Management System (FMS) (Flight within radio navaids) ..... B
22-70-02A Navigation Database C
22-70-03A Performance Information ..... D
22-70-04A Fuel/Time Prediction ..... E

Flight Control Unit (FCU)

Auto Flight Control Panel (FCU)

22-81-01-03A() Mode Engagement pb (LOC, APPR) ..... A

EFIS Control Panel (FCU)

22-81-02-07A ND Range Selector ..... A
22-81-02-08A ND Mode Selector ..... B

FCU Channel

22-81-03-01A(B) FCU Channel ..... A

Multipurpose Control and Display Unit (MCDU)

22-82-01A MCDU 1 ..... A
22-82-02A MCDU 2 ..... B

Flight Management and Guidance Computer (FMGC)

22-83-01A(B) Flight Management and Guidance Computer (FMGC) ..... A

9-MO-MO-23 Communications

ECAM Alerts

23-09-01A COMHF 1(2) EMITTING ◁ Alert ..... A
23-09-02A COM VHF 1(2)(3) EMITTING Alert (3 VHFs installed) ..... B

Speech Communication

23-10-02A(B C D) VHF Voice ..... A

Data Transmission and Automatic Calling

23-20-04B VHF Datalink ◁ (procedures do not require ATC datalink) ..... A

23-20-04C VHF Datalink ◁ (procedures require ATC datalink) ..... B

Interphone

23-40-01A Ground External Horn ..... A

23-40-03A Flight Crew to Ground Communication System ..... B

23-40-04A Service Interphone Jack C

Audio Management

23-51-05A Cockpit Loudspeaker Volume Control ..... A

Audio Control Panel (ACP)

23-52-01A CAPT and F/O ACP ..... A

Cockpit Door Surveillance System (CDSS)

23-72-01A Cockpit Door Surveillance System (CDSS) ..... A

Cabin Intercommunication Data System

DEU A

23-73-02-01A Cabin DEU A ..... A

23-73-02-01A Redefined Flight Deck (RFD) DEU A (200RH1) ..... B

DEU B

23-73-03-01A(B) Cabin DEU B ..... A

Cabin Loudspeaker

23-73-05-01A Cabin Loudspeaker ..... A

23-73-05-02A Lavatory Loudspeaker ..... B

23-73-05-03A Galley Loudspeaker (Announcements audible) C

23-73-05-03B Galley Loudspeaker (Announcements not audible) ..... D

23-73-05-02A Lavatory W Loudspeaker ..... E

Handset

23-73-06-02A Cabin Handset ..... A

Prerecorded Announcement and Music Reproducer (PRAM)

23-73-07-01A Prerecorded Announcement and Music Reproducer (PRAM) ◁ ..... A

Cabin Crew Panel

23-74-01A FAP Display Unit ..... A

23-74-12A CIDS Caution Light of the Forward Attendant Panel ..... B

23-74-13A Lighting Module of the Forward Attendant Panel C

9-MO-MO-24 Electrical Power

Overhead Panels

ELEC Overhead Panel

24-01-01-07A EXT PWR pb AVAIL light ..... A

24-01-01-09A() GALLEY pb-sw FAULT light ..... B

Indications on the ELEC SD page

24-07-01A AC Generation Indications on the ELEC SD page ..... A

ECAM Alerts

24-09-01A() ELEC AC ESS BUS SHED Alert ..... A

24-09-03B(D) ELEC IDG 1(2) OIL LO LVL Alert (Actual alert with generator set to OFF or with evidence of IDG oil leakage) ..... B

24-09-03C ELEC IDG 1(2) OIL LO LVL Alert (Actual alert with no evidence of IDG oil leakage) C

24-09-04B ELEC IDG 1(2) FILTER CLOG Alert (Actual alert with generator set to OFF) ..... D

24-09-04C ELEC IDG 1(2) FILTER CLOG Alert (Actual alert) ..... E

AC Main Generation

24-22-01A(B) AC Main Generation (IDG, GCU, Line Contactor) ..... A

AC Auxiliary Generation

24-23-01A(B) AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF) ..... A

24-23-01C AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (AC auxiliary generation deactivated or removed) ..... B

AC Essential Generation Switching

24-25-01A Manual Transfer to the AC BUS 2 (ALTN Function) ..... A

24-25-02A Automatic Transfer to the AC BUS 2 ..... B

Galley and Commercial Supply System

24-26-02B GALY & CAB Manual Load Shed System (GALY & CAB pb-sw) ..... A

24-26-03A Commercial Supply System ..... B

DC Main Generation (TR 1, TR 2)

24-32-01A() DC Main Generation (TR 1 inoperative) ..... A
24-32-01B() DC Main Generation (TR 2 inoperative) ..... B

DC Battery Generation

24-38-02A Battery Charger Limiter (BCL) ..... A

9-MO-MO-25 Equipment/Furnishings

Indications on the DOOR/OXY SD page

25-07-01A() Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page .... A
25-07-02A() Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page ..... B

Pilot Seats

25-11-05A Pilot Seat Electrical Adjustment ..... A
25-11-07A Pilot Seat Fifth Strap ..... B

Third and Fourth Occupant Seats

25-12-04A Third Occupant Seat Fifth Strap ..... A
25-12-09A Fourth Occupant Seat Fifth Strap ..... B

Flight Crew Foot Warmers

25-15-01A Pilot Foot Warmer ..... A

Cabin Seats

25-20-02E(C) Passenger Seat Backrest (Affected seats considered inoperative) ..... A
25-20-02F Passenger Seat Backrest (Affected Cabin Doors Considered Inoperative) ..... B
25-20-02D Passenger Seat Backrest (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative) C
25-20-05D(B) Passenger Seat Armrest (Affected Seats Considered Inoperative) ..... D
25-20-05C Passenger Seat Armrest (Affected Cabin Overwing Exit Considered Inoperative) ..... E
25-20-06A Underseat Baggage Restraining Bar ..... F
25-20-07B() Passenger Seat Meal Table (Affected seats considered inoperative) ..... G
25-20-07C Passenger Seat Meal Table (Affected Cabin Doors Considered Inoperative) ..... H
25-20-07C Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative) I

25-20-09A(A A A) Non-Required Cabin Attendant Seat Station 3LA, 3RA) ..... J
25-20-09B(B B) Required Cabin Attendant Seat (3R) ..... K
25-20-09C(C C C) Required Cabin Attendant Seat (1L, 1R, 3L or 3R) L

Cabin Stowage Compartments

25-24-02C Overhead Stowage Compartment (Door Removed) ..... A
25-24-03B Coat Stowage/Stowage (Door Removed) ..... B

Galley Equipment

25-35-01A(B) Galley Waste Compartment Flapper Door ..... A
25-35-02A(B) Galley Waste Compartment Access Door ..... B
25-35-07A FWD Galley Curtain C
25-35-03B Galley Stowage Compartment (Door Removed) ..... D

Lavatories

25-40-01A Toilet Waste Compartment Flapper Door ..... A
25-40-04A Toilet Waste Compartment Access Door ..... B

Cabin Escape Facilities

25-62-06A Cabin Door CHECK SLIDE PRESSURE Message on the FAP ◁ ..... A
25-62-06A() Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ◁ ..... B

Evacuation Signaling Equipment

25-63-01A Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) ◁ ..... A

First Aid Equipment

25-64-03A(B) First Aid Kit Additional Equipment ..... A

Emergency Eqiupment

25-65-04A(B) Survival Emergency Locator Transmitter ◁ ..... A

9-MO-MO-26 Fire Protection

Engine Fire and Overheat Detection

26-12-01A Engine Fire Detection Loop A on the Engine 1 ..... A
26-12-02A(A) Engine Fire Detection Loop A on the Engine 2 or Loop B on the Engine 1 ..... B
26-12-04A Engine Fire Detection Loop B on the Engine 2 C

APU Fire and Overheat Detection

26-13-01A(B) APU Fire Detection Loop ..... A

Avionics Compartment Smoke Detection

26-15-01A Avionics Smoke Detection System ..... A

Lavatory Smoke Detection

26-17-01A Lavatory Smoke Detection System ..... A

Cabin Portable Fire Extinguisher

26-24-01A() Cabin Portable Fire Extinguisher ..... A

9-MO-MO-27 Flight Controls

Indications on SD pages

27-07-02A Aileron Position Indication on the F/CTL SD page ..... A
27-07-04A Elevator Position Indication on the F/CTL SD page ..... B
27-07-05A Pitch Trim Position Indication on the F/CTL SD page C
27-07-06A Rudder Position Indication on the F/CTL SD page ..... D
27-07-11A Spoilers/Speedbrakes Indication on the F/CTL SD page ..... E
27-07-12A Spoilers/Speedbrakes Indication on the WHEEL SD page ..... F

Aileron and Hydraulic Actuation

27-14-01A Left Aileron Blue Servo-Control (Controlled by ELAC 1) ..... A
27-14-03A Right Aileron Green Servo-Control (Controlled by ELAC 1) ..... B
27-14-04A Right Aileron Blue Servo-Control (Controlled by ELAC 2) C

Rudder Mechanical Control

27-21-01A Rudder Pedal Adjustment System ..... A

Rudder Trim Actuation

27-22-01A(B) Rudder Trim System ..... A
27-22-03A Rudder Trim Position Indication on the Center Pedestal ..... B

Flaps Electrical Control and Monitoring

27-51-01A() SFCC Flap Channel ..... A
27-51-02A Flap Wing Tip Brakes Solenoid ..... B

Spoiler Hydraulic Actuation

27-64-01A Spoiler 5 ..... A
27-64-02A Spoiler 1 or 3 ..... B
27-64-03A Spoiler 2 or 4 C
27-64-04A() Spoilers 1 and 2 ..... D
27-64-05A Spoilers 3 and 4 ..... E

Slats Electrical Control and Monitoring

27-81-01A SFCC Slat Channel ..... A
27-81-02A Slat Wing Tip Brakes Solenoid ..... B

Electrical Flight Control System (EFCS) Control Inputs and Power Supply

27-92-01A Speedbrake Control System (speedbrake control system inoperative) ..... A
27-92-01B Speedbrake Control System (speedbrake 2 inoperative) ..... B
27-92-01C Speedbrake Control System (speedbrakes 3 and 4 inoperative) C
27-92-02A Ground Spoiler Control System ..... D
27-92-02B Ground Spoiler Control System (Pair of spoilers 5 inoperative) ..... E
27-92-02C Ground Spoiler Control System (Pairs of spoilers 1 and 2 or pairs of spoilers 3 and 4 inoperative) ..... F

ELAC System (Elevator Aileron Computer)

27-93-01A ELAC 1 ..... A

SEC System (Spoiler and Elevator Computer)

27-94-01A SEC 1 ..... A
27-94-02A SEC 2 ..... B
27-94-03A SEC 3 C

FCDC System (Flight Control Data Concentrator)

27-95-02A FCDC 2 ..... A

9-MO-MO-28 Fuel

Overhead Panels

FUEL Overhead Panel

28-01-01-07A FUEL MODE SEL pb-sw FAULT light ..... A
28-01-01-08A ACT pb-sw FAULT light ..... B

Indications on the FUEL SD page

Fuel Quantity Indications on the FUEL SD page

28-07-01-01A Fuel On Board (FOB) Indication on the FUEL SD page ..... A
28-07-01-02A Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page ..... B
28-07-01-03A(C) Outer Tank Fuel Quantity Indication on the FUEL SD page C
28-07-01-04A() Inner/Wing Tank Fuel Quantity Indication on the FUEL SD page ..... D
28-07-01-05A() Center Tank Fuel Quantity Indication on the FUEL SD page ..... E
28-07-01-06B ACT Fuel Quantity Indication on the FUEL SD page ..... F

Valve Indications on the FUEL SD page

28-07-04-04A Wing Transfer Valve Indication on the FUEL SD page ..... A

ECAM Alerts

28-09-01A() FUEL L(R) WING TK HI TEMP Alert (One inoperative) ..... A
28-09-01B() FUEL L(R) INNER(OUTER) TK HI TEMP Alert (One or more inoperative) ..... B
28-09-02A() FUEL L(R) WING TK LO TEMP Alert (One inoperative) C
28-09-02B() FUEL L(R) INNER(OUTER) TK LO TEMP Alert (One or more inoperative) ..... D
28-09-03B FUELACT XFR FAULT Alert ..... E

Tank Venting System

28-12-01A Overpressure Protector Between the Inner and the Outer Tank (Inner tank fuel temperature monitored) ..... A
28-12-01B Overpressure Protector Between the Inner and the Outer Tank (Transfer valves opened) ..... B
28-12-02A Overpressure Protector in the Vent Surge Tank C

Intercell Transfer System

28-15-01A(C) LH Wing Transfer Valve (At least one transfer valve open) ..... A
28-15-01B LH Wing Transfer Valve (At least one transfer valve failed closed) ..... B
28-15-02A(C) RH Wing Transfer Valve (At least one transfer valve open) C
28-15-02B RH Wing Transfer Valve (At least one transfer valve failed closed) ..... D

Distribution

28-20-01A Automatic Fuel Feed System ..... A

Main Fuel Pump System

28-21-01A(B) Wing Tank Pump ..... A

28-21-02A Center Tank Pump (One inoperative) ..... B
28-21-02D Center Tank Pump (Both inoperative) C

APU Fuel Pump System

28-22-01A(B) APU Fuel Pump ..... A

Main Transfer System

28-26-01B() Center Tank Transfer Valve ..... A

Additional Center Tank Transfer System

28-28-01B ACT Auto Transfer System (Manual transfer from the ACT(s) to the center tank operative) ..... A
28-28-01C ACT Auto Transfer System (Fuel in the ACT(s) considered as not usable) ..... B
28-28-02C ACT Transfer Valve C
28-28-05A ACT Inward Pressure Relief Valve ..... D
28-28-06A ACT Vent Valve (Manual transfer from the ACT(s) to the center tank operative) ..... E
28-28-06B ACT Vent Valve (Fuel in the ACT(s) considered as not usable) ..... F
28-28-09C ACT 1 Inlet Valve ..... G

APU LP Fuel Shutoff

28-29-01A APU LP Fuel Valve ..... A

Fuel Management

28-50-01A() Fuel Quantity Indicating Computer (FQIC) Channel ..... A

9-MO-MO-29 Hydraulic Power

Indications on the HYD SD page

29-07-07A System Label Indication on the HYD SD page ..... A
29-07-08A() System Pressure Indication on the HYD SD page ..... B

ECAM Alerts

29-09-03A HYDG(Y) ENG 1(2) PUMP LO PR Alert ..... A
29-09-07A HYDPTU FAULT Alert ..... B

Main Hydraulic Power

29-10-03A Blue System Electric Pump ..... A

Power Transfer

29-23-01A Power Transfer Unit (PTU) ..... A

Yellow Auxiliary Hydraulic Power

29-24-01A Yellow System Electric Pump ..... A

9-MO-MO-30 Ice and Rain Protection

Overhead Panels

ANTI ICE Overhead Panel

30-01-01-03A ANTI ICE WING pb-sw FAULT light ..... A

ECAM Alerts

30-09-01A ANTI ICE ENG 1(2) CTL FAULT Alert ..... A

Wing Ice Protection

30-11-01A Wing Anti-Ice Control Valve ..... A

Engine Air Intake Ice Protection

30-21-01C(B) Engine Anti-Ice Valve ..... A

30-21-01A Engine Anti-Ice Valve (Inop in the closed position) ..... B

Probe Ice Protection

30-31-01A() PHC (associated probe heating operative) ..... A

30-31-01B() PHC (F/O PHC inoperative) ..... B

30-31-01C() PHC (STBY PHC inoperative) C

30-31-02A Pitot Heater ..... D

30-31-03C F/O Static Ports Heater ..... E

30-31-03D CAPT Static Ports Heater ..... F

30-31-04A() Angle of Attack (AOA) Probes Heating (F/O inoperative) ..... G

30-31-04B() Angle of Attack (AOA) Probes Heating (STBY inoperative) ..... H

30-31-04C() Angle of Attack (AOA) Probes Heating (CAPT inoperative) I

Windshield Anti-Icing and Defogging

30-42-01A Window Heat Computer ..... A

30-42-03A Windshield Heating ..... B

Windshield Rain Protection

30-45-01B Windshield Wiper ..... A

30-45-01C Windshield Wiper continuously running ..... B

Ice Detection

30-81-03A Lighting of External Visual Icing Indicator ..... A

9-MO-MO-31 Indicating/Recording Systems

Overhead Panels

RCDR Overhead Panel

31-01-01-02A RCDR-GND CTL pb-sw (Inoperative in the AUTO position) ..... A

31-01-01-02B RCDR-GND CTL pb-sw (Inoperative in the ON position) ..... B

Indications on the System Display (SD)

31-07-02A() Permanent Data (TAT, SAT, GLOAD - ALT SEL, UTC, GW) Indications on the SD ..... A

Independent Instruments

31-20-01A Electrical Clock Indicator ..... A

Flight Warning Computer (FWC)

31-53-01A FLIGHT WARNING COMPUTER (FWC) ..... A

31-53-06A Altitude Alert ..... B

ECAM Control Panel (ECP)

31-56-06A STS pb on the ECP ..... A

31-56-07A T.O CONFIG pb on the ECP ..... B

Display Unit (DU)

31-63-02A PFDU 2 ..... A

31-63-03A NDU 1 ..... B

31-63-04A NDU 2 C

31-63-05A() SDU ..... D

Switching Panel

31-68-05A PFD/ND XFR pb on the Lateral Instrument Panel ..... A

9-MO-MO-32 Landing Gear

Indications on the WHEEL SD page

32-07-01A(B) Brakes Temperature Indication on the WHEEL SD page ..... A

32-07-03A L/G Doors Position Indication on the WHEEL SD page ..... B

ECAM Alerts

32-09-01C BRAKES-N/WS MINOR FAULT Alert (Alternate braking checked operative) ..... A

Normal Extension and Retraction

32-31-01A() Landing Gear Control and Interface Unit (LGCIU) ..... A
32-31-02A Landing Gear Retracting System ..... B

Proximity Detector System

32-32-02A() LGCIU 2 RHL/G Shock Absorber Proximity Detector ..... A
32-32-03A() LGCIU 2 LHL/G Shock Absorber Proximity Detector ..... B
32-32-04A() LGCIU 2 Nose L/G Shock Absorber Proximity Detector C
32-32-05A LGCIU 2 RHL/G Down Lock Proximity Detector ..... D
32-32-06A LGCIU 2 LHL/G Down Lock Proximity Detector ..... E
32-32-07A LGCIU 2 Nose L/G Down Lock Proximity Detector ..... F
32-32-08A LGCIU 2 RH L/G Up Lock Proximity Detector ..... G
32-32-09A LGCIU 2 LH L/G Up Lock Proximity Detector ..... H
32-32-10A LGCIU 2 Nose L/G Up Lock Proximity Detector I
32-32-11A LGCIU 2 RHL/G Doors Open Proximity Detector ..... J
32-32-12A LGCIU 2 LHL/G Doors Open Proximity Detector ..... K
32-32-13A LGCIU 2 Nose L/G Doors Open Proximity Detector L
32-32-14A LGCIU 2 RHL/G Doors Closed Proximity Detector ..... M
32-32-15A LGCIU 2 LHL/G Doors Closed Proximity Detector ..... N
32-32-16A LGCIU 2 Nose L/G Doors Closed Proximity Detector ..... O

Free Fall Extension

32-33-01A Landing Gear Gravity Extension System ..... A

Normal Braking

32-42-01A Main Wheel Brake (One Brake Inop) ..... A
32-42-02A Green System Brake ..... B
32-42-03A(A) Braking/Steering Control Unit (BSCU) System 1(2) C
32-42-05A AUTO/BRK Function ..... D
32-42-06C Tachometer ..... E

ACCU PRESS Indicator

32-44-02A() ACCU PRESS Indicator (with BRAKES Pressure Indicator Operative) ..... A
32-44-02B ACCU PRESS Indicator (with WHEEL SD page) ..... B

Parking/Ultimate Emergency Braking

32-45-01A Parking Brake Control Valve Electrical Motor ..... A

Brake Temperature System

32-47-01A Brake Temperature Monitoring Unit (BTMU) ..... A

Brake Fan System

32-48-01B Brake Fan System (partially available) ..... A

Steering

32-51-02A Rudder PEDALS DISC pb ..... A

32-51-03A NWS Electrical Deactivation Box (towing mode is not available when the lever is in the TOWING position) ..... B

32-51-03B NWS Electrical Deactivation Box (NWS Electrical Deactivation Box deactivated) C

32-51-04A PARKING BRAKE light on the NWS Electrical Deactivation Box ..... D

9-MO-MO-33 Lights

Overhead Panels

SIGNS Overhead Panel

33-01-02-02A AUTO Function of SEAT BELTS SIGN sw ◁ ..... A

33-01-02-03A AUTO Function of NO SMOKING SIGNS sw ..... B

SIGNS Overhead Panel

33-01-02-04A AUTO Function of RETURN TO SEAT selector ◁ ..... A

33-01-02-05A AUTO Function of DON OXYGEN MASK selector ..... B

Cabin General Illumination

33-20-01A Cabin General Illumination ..... A

33-20-03A Lavatory Sign (Return to seat) ..... B

33-20-03A Lavatory Sign (RETURN TO SEAT / DON OXYGEN MASK) C

Exterior Lighting

33-40-04A Landing light Extension/Retraction System ..... A

33-40-08A Beacon light ..... B

9-MO-MO-34 Navigation

Overhead Panels

ADIRS Overhead Panel

34-01-01-31A ADR pb-sw ..... A
34-01-01-32A IR pb-sw ..... B
34-01-01-33A() IR Mode Selector C

Indications on the Primary Flight Display (PFD)

34-05-06A Vertical Speed in Inertial Mode Indication on the PFD ..... A
34-05-07A Other Air Data Related Indications on the PFD ..... B
34-05-08A Attitude Indication on the PFD C
34-05-09A Heading Indication On the PFD ..... D

Indications on the Navigation Display (ND)

34-06-01A Ground Speed Indication on the ND ..... A
34-06-02A True Air Speed Indication on the ND ..... B
34-06-03A Wind Indication on the ND C
34-06-04A Heading Indication on the ND ..... D
34-06-05A Position (Aircraft Symbol) Indication on the ND ..... E

Air Data/Inertial Reference System (ADIRS)

34-10-02B() ADR 2 ..... A
34-10-03A ADR 3 ..... B
34-10-04B(C) IR 1 (only NAV mode of IR 1 inoperative) C
34-10-05B() IR 2 (IR 2 totally inoperative) ..... D
34-10-05C() IR 2 (only NAV mode of IR 2 inoperative) ..... E
34-10-06A() IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative) ..... F
34-10-06B() IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative) ..... G
34-10-07A() IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative) ..... H
34-10-07B() IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative) I

Sensors

34-11-02A CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1 ..... A

34-11-03A CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3 ..... B
34-11-04A F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2 C

Back Up Speed Scale

34-13-02A BKUP SPD/ALT pb-sw (One inoperative) ..... A
34-13-02B BKUP SPD/ALT pb-sw (One or both inoperative) ..... B
34-13-03A Digital Backup Speed (DBUS) C

Altitude and Airspeed Standby Data

34-21-03A Standby IAS Indicator ..... A

Attitude and Heading Standby Data

34-22-01B() Standby Compass Indicator ..... A
34-22-03B Standby Horizon Indicator ..... B

Integrated Standby Instrument System (ISIS)

34-23-04B ISIS Attitude Indication ..... A

Landing and Taxiing Aid

34-30-04A(B) Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative) ..... A

GPWS, Radio Altimeter, TCAS, Weather Radar

34-40-02A() Predictive GPWS Functions ..... A
34-40-03A Radio Altimeter Automatic Callout ..... B
34-40-04A() Radio Altimeter System C
34-40-06A(B) Weather Radar System ..... D
34-40-08A() GPWS - G/S pb-sw ..... E

ATC and Radio/GPS Navigation Systems

34-50-01A ATC ..... A
34-50-09D(F) Global Positioning System (GPS) ⩤ (ADS-B OUT function DO260 or DO260B compliant) ..... B
34-50-10B ADS-B OUT Function (Required for the intended route out of Single European Sky) C
34-50-10C ADS-B OUT Function (Required for the intended route in Single European Sky) .... D

9-MO-MO-35 Oxygen

Indications on the DOOR/OXY SD page

35-07-01A() Crew OXY High Pressure Indication on the DOOR/OXY SD page ..... A

35-07-02A() Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page ..... B

Crew Oxygen

35-10-03A Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc) ..... A

Passenger Oxygen

35-20-04A Galley Oxygen Unit (cabin attendant oxygen unit available near the galley) ..... A

35-20-04B Galley Oxygen Unit (cabin attendant portable oxygen device available near the galley) ..... B

Passenger Oxygen

35-20-06A Buzzer ..... A

Portable Oxygen

35-30-01A Portable Oxygen Unit (non-required units inoperative or missing) ..... A

35-30-01B(B) Portable Oxygen Units (partially filled) ..... B

9-MO-MO-36 Pneumatic

ECAM Alerts

36-09-01A(E) AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative) ..... A

36-09-01B(C D) AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT) ..... B

Engine Bleed Air Supply System

36-11-01A(E C G) Engine Bleed Air Supply System (non-ETOPS flights) ..... A

36-11-01B(F D H) Engine Bleed Air Supply System (ETOPS flights) ..... B

36-11-06B Engine Bleed IP Check Valve C

36-11-07B Engine Bleed HP Valve ..... D

36-11-08C(D E) Bleed Monitoring Computer (BMC) ..... E

APU Bleed Air Supply and Crossbleed Systems

36-12-01A APU Bleed Air Supply System ..... A

36-12-02A APU Bleed Valve (Deactivated in the closed position) ..... B

36-12-02B(C) APU Bleed Valve (Inoperative in the open position) C

36-12-04A Automatic control of the X Bleed Valve ..... D

36-12-05A Manual Control of the X Bleed Valve ..... E

Leak Detection Loop

36-22-01B(C D) Pylon Leak Detection System ..... A
36-22-03B(C D) APU Leak Detection Loop ..... B

9-MO-MO-46 Information Systems

Aircraft Information Network Systems

Aircraft EFB System Functionality

46-11-02-01A EFB Flight Crew Application ..... A
46-11-02-03B Data Transfer (Between both Aircraft EFBs) ..... B
46-11-02-04A Aircraft EFB IP Connectivity on Ground C
46-11-02-05A(B) Aircraft EFB Update ..... D
46-11-02-08A(B) eTLB Software ◁ ..... E
46-11-02-08C eTLB Software ◁ ..... F

Air Traffic and Information Management System

46-21-01A Air Traffic Service Unit (procedures do not require ATC datalink) ..... A
46-21-01B Air Traffic Service Unit (procedures require ATC datalink) ..... B
46-21-02B Datalink Control and Display Unit (DCDU) ◁ (procedures do not require ATC datalink) C
46-21-02C Datalink Control and Display Unit (DCDU) ◁ (procedures require ATC datalink) .... D
46-21-03B(C) ATC MSG pb ◁ ..... E
46-21-04A ATC Datalink ◁ (procedures do not require ATC datalink) ..... F
46-21-04B ATC Datalink ◁ (procedures require ATC datalink) ..... G
46-21-05A COMPANY Datalink ..... H

9-MO-MO-49 Airborne Auxiliary Power

Power Plant

49-10-01A(B C) Power Plant (APU) ..... A

9-MO-MO-52 Doors

Overhead Panels

CKPT DOOR CONT Overhead Panel

52-01-01-01A CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel ..... A
52-01-01-02A STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel ..... B

Indications on the DOOR/OXY SD page

52-07-01A() Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light operative) ..... A
52-07-01B(C D) Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated) ..... B
52-07-02A(B) Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page C
52-07-03A(B C D) Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page ..... D
52-07-04A(B) Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page ..... E
52-07-05A Cargo Door Indication on the DOOR/OXY SD page ..... F
52-07-06A Avionics Compartment Access Door Indication on the DOOR/OXY SD page ..... G

Indications on the DOOR/OXY SD page

52-07-01B Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page ..... A
52-07-07A Main Deck Cargo Door Indications on the DOOR/OXY SD page ..... B

Cabin Door

52-10-01A() Cabin Door ..... A
52-10-02A() Cabin Overwing Exit ..... B
52-10-06A() Cabin Door DOOR PRESS LOW Message on the PTP STATUS Page ◁ C
52-10-06A Cabin Door CHECK DOOR PRESSURE Message on the FAP ◁ ..... D
52-10-08A() CABIN PRESSURE light (on Cabin Doors) ..... E
52-10-10A Door Residual Differential Pressure Detection ..... F

Cargo Door

52-30-03A(B) Cargo Door Electrical Control ..... A
52-30-07A Cargo Door Open/Locked Indicator light ..... B

Reinforced Cockpit Door (CDLS)

52-51-03A CDLS Buzzer ..... A
52-51-04A CDLS Keypad ..... B
52-51-05A CDLS Keypad LED C
52-51-08C Cockpit Door Latch Mechanism (Mechanical Latches) ..... D
52-51-09B Cockpit Door Handle (including bellcranks linkage) ..... E

COCKPIT DOOR Panel on the Center Pedestal

52-53-02A COCKPIT DOOR OPEN light ..... A

52-53-04A(B) UNLOCK Function of the COCKPIT DOOR sw ..... B

Door Warning

52-71-01A Closed 1, Closed 2 and Latched & Locked Proximity Switches ..... A

9-MO-MO-56 Windows

Cockpit

56-10-01A(B) Front Windshield ..... A

9-MO-MO-71 Power Plant

ECAM Alerts

71-09-01A ENG 1(2) FAN COWL NOT CLSD Alert ..... A

9-MO-MO-73 Engine Fuel and Control

Controlling

73-20-04A EPR Control Mode ..... A

73-20-05A Minimum Idle on Ground ..... B

9-MO-MO-74 Ignition

Indications on the ENGINE SD page

74-07-01A Selected Igniter Indication on the ENGINE SD page ..... A

Ignition Starting and Continuous Relight

74-31-01A() Ignition System A ..... A

74-31-02A Ignition System B ..... B

9-MO-MO-75 Air

Turbine Case Cooling (TCC) System

75-24-01A Turbine Active Clearance Control Valve ..... A

9-MO-MO-77 Engine Indicating

ECAM Alerts

77-09-01A ENG TYPE DISAGREE Alert ..... A

9-MO-MO-78 Exhaust

ECAM Alerts

78-09-01A() ENG 1(2) REVERSER CTL FAULT Alert ..... A

Thrust Reversers

78-30-01A() Thrust Reverser ..... A

78-30-04B Thrust Reverser Door Tertiary Lock ..... B

9-MO-MO-79 Oil

ECAM Alerts

79-09-01A ENG 1(2) OIL LO PR Alert ..... A

Distribution

79-20-01A Air Cooled Oil Cooler (ACOC) Modulating Valve ..... A

9-MO-MO-80 Starting

Pneumatic Starter and Valve System

80-11-01A Start Valve ..... A

Localization Title	Reason
9-MO-MO-23-73-05 23-73-05-03A Galley Loudspeaker (Announcements audible)	added new MO.
9-MO-MO-23-73-05 23-73-05-03B Galley Loudspeaker (Announcements not audible)	added new MO.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	WING ANTI ICE is replaced by WING A.ICE in accordance with ECAM title.
9-MO-MO-32-42 32-42-06C Tachometer	Added Note to clarify that Message can appear again during Takeoff roll due to system behaviour.
9-MO-MO-36-11 36-11-07B Engine Bleed HP Valve	**Content modified as a result of OEB62**
9-MO-MO-36-12 36-12-05A Manual Control of the X Bleed Valve	**Content modified as a result of OEB62**
9-MO-MO-52-10 52-10-08A CABIN PRESSURE light (on Cabin Doors)	Addition of sliding window opening action for excessive residual pressure check in order to homogenize with TAB 'DOORS - Erroneous activation of the cabin pressure warning lights without residual differential pressure'.
9-MO-MO-52-10 52-10-10A Door Residual Differential Pressure Detection	Addition of sliding window opening action for excessive residual pressure check in order to homogenize with TAB 'DOORS - Erroneous activation of the cabin pressure warning lights without residual differential pressure'.

21-09-01A	VENT BLOWER FAULT **Alert**

Ident.: 9-MO-MO-21-09-00004703.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Disregard the VENT BLOWER FAULT alert displayed on the EWD.

Disregard the BLOWER pb-sw FAULT light illuminated on the VENTILATION Overhead panel.

Note: *If the ground horn sounds:*

EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-09-02A	VENTEXTRACT FAULT **Alert**

Ident.: 9-MO-MO-21-09-00004704.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Disregard the VENT EXTRACT FAULT alert displayed on the EWD.

21-21-01A	Cabin Fan

Ident.: 9-MO-MO-21-21-00004705.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

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

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

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

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

21-21-02A	Main Deck Shut - off Valve (one or two inoperative)

Ident.: 9-MO-MO-21-21-00004706.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION / LIMITATIONS

The temperature control and the ventilation in the MDCC may be degraded.

Ensure that the affected MDCC zone does not contain materials sensitive to important temperature variations or sensitive to lack of ventilation.

Inform Ground Handling.

DURING COCKPIT PREPARATION

– Supply the aircraft electrical network.
– MD ISOL VALVES pb-sw. . . . . .ON

21-07-03-02A 21-21-02B	Main Deck Shut - off Valve (three or more inoperative)

Ident.: 9-MO-MO-21-21-00004707.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION / LIMITATIONS

Ensure that the MDCC does not carry cargo.

DURING COCKPIT PREPARATION

– Supply the aircraft electrical network.
– MD ISOL VALVES pb-sw. . . . . .ON

IN FLIGHT

– Monitor the TAT
– Ensure the TAT remains above -15 °C

21-21-03A	Mixer Bypass Valve

Ident.: 9-MO-MO-21-21-00004708.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION / LIMITATIONS

Ensure that the MDCC does not carry cargo.

DURING COCKPIT PREPARATION

– Supply the aircraft electrical network.
– MD ISOL VALVES pb-sw. . . . . .ON

IN FLIGHT

– Monitor the TAT
– Ensure the TAT remains above -15 °C

21-21-04A	Forward Exhaust Fan

Ident.: 9-MO-MO-21-21-00004709.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

DURING COCKPIT PREPARATION

– Supply the aircraft electrical network.
– Check that the backup Forward Exhaust Fan is operational.
– FWD EXH FAN pb-sw. . . . . OVRD

21-21-04B	Forward Exhaust Fan

Ident.: 9-MO-MO-21-21-00004710.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION / LIMITATIONS

Ensure that the MDCC does not carry cargo.

Disregard the FWD EXH FAN pb-sw FAULT light illuminated on the Main Deck VENTILATION Panel.

21-21-05A	Mixer Overpressure Relief Valve (Inoperative in Open Position)

Ident.: 9-MO-MO-21-21-00004711.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION / LIMITATIONS

COND MD VENT REDUCED may be displayed on the EWD.

The temperature control and the ventilation in the MDCC and RFD may be degraded.

Ensure that the MDCC does not carry cargo

21-21-05B	Forward Exhaust Fan

Ident.: 9-MO-MO-21-21-00004712.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

DURING COCKPIT PREPARATION

– Supply the aircraft electrical network.
– Check that the MBV is functioning normally – fully closed in MD ventilation mode and fully opened in MD isolation mode.
– MD ISOL VALVES pb-sw. . . . . .ON

21-23-01B	Lavatory and Galley Extraction Fan

Ident.: 9-MO-MO-21-23-00004713.0000100 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

GENERAL INFORMATION

Two amber crosses replace the cabin zone temperature indications on the COND SD page.

Refer to 9-MI-21-07-03-01 Indications on the COND SD page

The INOP SYS column on the STATUS SD page may display the LAV DET message.

The cabin zone temperature regulation is lost.

The Zone Controller commands fixed FWD and AFT cabin ducts temperature (set to 15 °C or 59 °F).

To recover the cockpit temperature regulation:

– HOT AIR pb-sw (on the AIR COND overhead panel). . . . . OFF
– To control cockpit temperature, use the COCKPIT selector on the AIR COND overhead panel.

DURING COCKPIT PREPARATION

In the case of continuous operation of the lavatory and galley extraction fan, or in the case of "burning smell" associated with the inoperative lavatory and galley extraction fan:

– AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/CTL (122VU U21) C/B. . . . . Pull
– AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/SPLY (122VU U19) C/B. . . . . Pull

21-23-01B	Lavatory and Galley Extraction Fan

Ident.: 9-MO-MO-21-23-00004713.0000200 / 25 MAR 2025
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

GENERAL INFORMATION

Two amber crosses replace the cabin zone temperature indications on the COND SD page.

Refer to 9-MI-21-07-03-01 Indications on the COND SD page

The INOP SYS column on the STATUS SD page may display the LAV DET message.

The cabin zone temperature regulation is lost.

The Air Conditioning System Controller commands FWD and AFT cabin ducts temperature using the position of the FWD CABIN selector and the AFT CABIN selector on the AIR COND overhead panel.

Slight effect on cabin comfort may occur.

The cockpit temperature regulation is still operative.

DURING COCKPIT PREPARATION

In the case of continuous operation of the lavatory and galley extraction fan, or in the case of "burning smell" associated with the inoperative lavatory and galley extraction fan:

– AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/CTL (122VU U21) C/B. . . . . Pull
– AIR COND/LAV/GALLEY VENT CTL/EXTRACT FAN/SPLY (122VU U19) C/B. . . . . Pull

	Lavatory and Galley Extraction Fan

Ident.: 9-MO-MO-21-23-00004714.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

GENERAL INFORMATION

Two amber crosses replace the cabin zone temperature indications on the COND SD page.

Refer to 9-MI-21-07-03-01 Indications on the COND SD page

The cabin zone temperature regulation is lost.

The Zone Controller commands fixed FWD and AFT cabin ducts temperature (set to 15 °C or 59 °F).

To recover the cockpit temperature regulation:

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

21-26-01A	Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed)

Ident.: 9-MO-MO-21-26-00004715.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

- **If the VENT EXTRACT FAULT alert is displayed on the EWD, the blower fan may be seized. In that case:**
  - Contact the maintenance personnel to exchange the blower fan and the extract fan.

    Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.
  - When the blower and extract fans are exchanged, *Refer to 9-MI-21-26-02 Avionics Extract Fan*

21-26-01B	Avionics Blower Fan (Air conditioning inlet valve checked open before each flight)

Ident.: 9-MO-MO-21-26-00004716.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

- **If the VENT EXTRACT FAULT alert is displayed on the EWD, the blower fan may be seized. In that case:**
  - Contact the maintenance personnel to exchange the blower fan and the extract fan.

    Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.
  - When the blower and extract fans are exchanged, *Refer to 9-MI-21-26-02 Avionics Extract Fan*

21-26-01C	Avionics Blower Fan (Avionics ventilation system checked before each flight)

Ident.: 9-MO-MO-21-26-00004717.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

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

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

  Clear the VENT AVNCS SYS FAULT alert using the CLR pb.

  The VENT AVNCS SYS FAULT alert will be displayed after landing

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

  - Contact the maintenance personnel to exchange the blower fan and the extract fan.

    Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.
  - When the blower and extract fans are exchanged, *Refer to 9-MI-21-26-02 Avionics Extract Fan*

21-26-02A	Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed)

Ident.: 9-MO-MO-21-26-00004718.0000100 / 18 SEP 2024
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- EXTRACT pb-sw. . . . . OVRD
- Clear the VENT EXTRACT FAULT alert using the CLR pb.
- AVNCS VENT/EXTC/FAN (123VU AC4) C/B. . . . . Pull
- Check that the VENT AVNCS SYS FAULT alert is not displayed on the EWD.

Note: *If the ground horn sounds:*

EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-26-02A	Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed)

Ident.: 9-MO-MO-21-26-00004718.0000200 / 18 SEP 2024
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

Note: *If the ground horn sounds:*

EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-26-02B	Avionics Extract Fan (Air conditioning inlet valve checked open before each flight)

Ident.: 9-MO-MO-21-26-00004719.0000100 / 18 SEP 2024
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

Note: *If the ground horn sounds:*

EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-26-02B	Avionics Extract Fan (Air conditioning inlet valve checked open before each flight)

Ident.: 9-MO-MO-21-26-00004719.0000200 / 18 SEP 2024
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

- Supply the aircraft electrical network.

– Check that the air conditioning correctly operates with both air conditioning packs set to on.
– EXTRACT pb-sw. . . . . OVRD
– Clear the VENT EXTRACT FAULT alert using the CLR pb.
– AVNCS VENT/EXTC/FAN (123VU AC4) C/B. . . . . Pull

Note: *If the ground horn sounds:*

EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-26-02C	Avionics Extract Fan (Avionics ventilation system checked before each flight)

Ident.: 9-MO-MO-21-26-00004720.0000100 / 18 SEP 2024
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

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

  Clear the VENT AVNCS SYS FAULT alert using the CLR pb.

  The VENT AVNCS SYS FAULT alert will be displayed after landing.

Note: *If the ground horn sounds:*

EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-26-02C	Avionics Extract Fan (Avionics ventilation system checked before each flight)

Ident.: 9-MO-MO-21-26-00004720.0000200 / 18 SEP 2024
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

– Supply the aircraft electrical network.
– Check that the air conditioning correctly operates with both air conditioning packs set to on.
– EXTRACT pb-sw. . . . . OVRD
– Clear the VENT EXTRACT FAULT alert using the CLR pb.
– AVNCS VENT/EXTC/FAN (123VU AC4) C/B. . . . . Pull

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

  Clear the VENT AVNCS SYS FAULT alert using the CLR pb.

  The VENT AVNCS SYS FAULT alert will be displayed after landing.

Note: *If the ground horn sounds:*

EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

21-26-03A	Avionics Skin Exchanger Inlet Bypass Valve

Ident.: 9-MO-MO-21-26-00004721.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND

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

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

  The VENT AVNCS SYS FAULT alert will be displayed after landing.

21-26-04A	Avionics Skin Air Outlet Valve

Ident.: 9-MO-MO-21-26-00004722.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

ON GROUND

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

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

  The VENT AVNCS SYS FAULT alert will be displayed after landing.

Note: *Avionics smoke may be not perceptible from the cockpit due to the opening of the internal flap of the valve.*

In the case of AVIONICS SMOKE alert:

Apply the ECAM procedure even if the smoke is not perceptible.

21-26-05A	Avionics Skin Air Inlet Valve (Air conditioning inlet valve open on the ground)

Ident.: 9-MO-MO-21-26-00004723.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

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

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

AFTER TAKEOFF

EXTRACT pb-sw. . . . . .AUTO

AFTER LANDING

EXTRACT pb-sw. . . . . OVRD

Note: *Due to temporary low-pressure conditions, the VENT BLOWER FAULT alert may appear when the EXTRACT pb-sw is not set to the OVRD position.*
The flight crew should disregard the associated ECAM procedure.
The VENT BLOWER FAULT alert disappears when the EXTRACT pb-sw is set to the OVRD position.

21-26-05B	Avionics Skin Air Inlet Valve (Air conditioning inlet valve secured in the open position)

Ident.: 9-MO-MO-21-26-00004724.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

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

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

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

  The VENT AVNCS SYS FAULT alert will be displayed after landing.

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

AFTER TAKEOFF

EXTRACT pb-sw. . . . . .AUTO

AFTER LANDING

EXTRACT pb-sw. . . . . OVRD

21-26-06A 21-26-06B	Avionics Skin Exchanger Isolation Valve

Ident.: 9-MO-MO-21-26-00004725.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND

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

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

21-26-08A	Avionics Air Conditioning Inlet Valve

Ident.: 9-MO-MO-21-26-00004726.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

ON GROUND

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

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

21-26-09A	Avionics Ventilation Filter (VENT AVNCS SYS FAULT Alert not displayed)

Ident.: 9-MO-MO-21-26-00004727.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

21-26-09B	Avionics Ventilation Filter (Air conditioning inlet valve checked open before each flight)

Ident.: 9-MO-MO-21-26-00004728.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

21-26-09C	Avionics Ventilation Filter (Avionics ventilation system checked before each flight)

Ident.: 9-MO-MO-21-26-00004729.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

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

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

  The VENT AVNCS SYS FAULT alert will be displayed after landing.

21-26-10A	Avionics Equipment Ventilation Computer (AEVC)

Ident.: 9-MO-MO-21-26-00004730.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

Note: *If the ground horn sounds:*

EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull

The C/B must be closed again after first engine start

If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.

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

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

IN FLIGHT

- **In the case of an air conditioning pack failure:**
  - The cabin altitude may reach about 9700 ft (3000 m), and
  - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD.

21-28-03A	AFT Cargo Extraction Fan

Ident.: 9-MO-MO-21-28-00004731.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

Note: *Consider possible restrictions for loading of livestock and/or temperature sensitive cargo. Inform Ground Handling.*

DURING COCKPIT PREPARATION

AFT ISOL VALVE pb-sw. . . . . OFF

21-28-04A	AFT Cargo Isolation Valve (Valves checked closed)

Ident.: 9-MO-MO-21-28-00004732.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

The AFT Cargo Heating ⩤ and the ventilation in the AFT cargo compartment are not available.

Ensure that the AFT cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

Note: *Consider possible restrictions for loading of livestock and/or temperature sensitive cargo. Inform Ground Handling.*

DURING COCKPIT PREPARATION

ANN LT selector. . . . . TEST

Check that the AFT ISOL VALVE pb-sw FAULT light comes on.

ANN LT selector. . . . . BRT or DIM

AFT ISOL VALVE pb-sw. . . . . OFF

Check that the AFT ISOL VALVE pb-sw FAULT light does not come on.

- **If the AFT ISOL VALVE pb-sw FAULT light comes on:**

  The AFT cargo isolation valves must be secured in the closed position. *Refer to Item 21-28-04B AFT Cargo Isolation Valve*

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

21-28-04B	AFT Cargo Isolation Valve (Valves deactivated closed)

Ident.: 9-MO-MO-21-28-00004733.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

GENERAL INFORMATION

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

FLIGHT PREPARATION/LIMITATIONS

The AFT Cargo Heating ⋖ and the ventilation in the AFT cargo compartment are not available.

Ensure that the AFT cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

Note: *Consider possible restrictions for loading of livestock and/or temperature sensitive cargo. Inform Ground Handling.*

DURING COCKPIT PREPARATION

Disregard the AFT ISOL VALVE pb-sw FAULT light.

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

21-31-01A **21-31-01B**	**Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)**

Ident.: 9-MO-MO-21-31-00004734.0000100 / 28 JUN 2022
Criteria: A319 (-AIBP, -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

- **If CPC 1 is affected:**

  AIR COND/CAB/PRESS/CTL 1 (49VU D09) C/B. . . . . Pull

- **If CPC 2 is affected:**

  AIR COND/CAB/PRESS/CTL 2 (122VU Y22) C/B. . . . . Pull

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

21-31-01A **21-31-01B**	**Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)**

Ident.: 9-MO-MO-21-31-00004734.0000200 / 28 JUN 2022
Criteria: A319 (all ex. -AIBP, -AIBQ) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

DURING COCKPIT PREPARATION

- **If CPC 1 is affected:**

  AIR COND/CAB/PRESS/CTL 1 (49VU D09) C/B. . . . . Pull

- **If CPC 2 is affected:**

  AIR COND/CAB/PRESS/CTL 2 (122VU Y22) C/B. . . . . Pull

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

21-31-04A	Landing Elevation Selection AUTO Function

Ident.: 9-MO-MO-21-31-00004735.0000001 / 28 JUN 2022
Applicable to: ALL

BEFORE TAKEOFF

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

21-31-05A	Landing Elevation Selection MAN Function

Ident.: 9-MO-MO-21-31-00004736.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

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

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

21-43-02A	AFT Cargo Compartment Heating (Heating system set to OFF)

Ident.: 9-MO-MO-21-43-00004737.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

FLIGHT PREPARATION/LIMITATIONS

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

DURING COCKPIT PREPARATION

– HOT AIR pb-sw (on the CARGO HEAT overhead panel). . . . . OFF
– On the COND SD page, check that the operative valve (either the hot air pressure regulating valve or the trim air valve) is indicated closed.

21-43-02B	AFT Cargo Compartment Heating (Inoperative valve secured in the closed position)

Ident.: 9-MO-MO-21-43-00004738.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

FLIGHT PREPARATION/LIMITATIONS

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

21-51-03A	Pack Flow Sensor

Ident.: 9-MO-MO-21-51-00004739.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

GENERAL INFORMATION

The hot air pressure regulating valve automatically closes.

The Flow Control Valve on the affected side operates in pneumatic backup mode.

DURING COCKPIT PREPARATION

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

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

21-52-01D **21-52-01E** **21-52-01A** **21-52-01B**	**Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)**

Ident.: 9-MO-MO-21-52-00004740.0000100 / 18 SEP 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**

  One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

The aircraft is in engine hardware intermix configuration when:

– A CFM 56-5B SAC engine is installed on one side, and

– A CFM 56-5B DAC engine is installed on the other side.

- **If a placard "CAUTION : ENGINE INTERMIX"**
  or
  If a placard "CAUTION : ENGINE INTERMIX TYPE 1" is installed on the center pedestal:

  The dispatch is not permitted.

DURING COCKPIT PREPARATION

PACK FLOW selector. . . . . HI

IN FLIGHT

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
  - The cabin altitude may reach about 9700 ft, and
  - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD.

21-52-01D **21-52-01E** **21-52-01A** **21-52-01B**	**Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)**

Ident.: 9-MO-MO-21-52-00004740.0000200 / 18 SEP 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

PACK FLOW selector. . . . . HI

IN FLIGHT

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
  - The cabin altitude may reach about 9700 ft, and
  - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD.

21-52-01D **21-52-01E** **21-52-01A** **21-52-01B**	**Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)**

Ident.: 9-MO-MO-21-52-00004740.0000300 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING COCKPIT PREPARATION

PACK FLOW selector. . . . . HI

ONE ENGINE TAXI AT DEPARTURE

- **If Pack 1 is inoperative:**
  - **After engine 1 start:**

    X BLEED selector. . . . . OPEN
    Open the crossbleed valve in order to supply pack 2 with engine 1.
  - **After engine 2 start:**

    X BLEED selector. . . . . .AUTO

IN FLIGHT

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
  - The cabin altitude may reach about 9700 ft, and
  - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD.

ONE ENGINE TAXI AT ARRIVAL

- **If Pack 1 is inoperative:**
  - **Before engine 2 shutdown:**

    X BLEED selector. . . . . OPEN
    Open the crossbleed valve in order to supply pack 2 with engine 1.
  - **After engine 1 shutdown:**

    X BLEED selector. . . . . .AUTO

21-52-01D **21-52-01E** **21-52-01A** **21-52-01B**	**Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)**

Ident.: 9-MO-MO-21-52-00004740.0000400 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ECON FLOW pb-sw. . . . . .OFF

IN FLIGHT

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
  - The cabin altitude may reach about 9700 ft, and
  - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD

DURING DESCENT

- **At 10000 ft, if engine anti-ice (side with PACK pb-sw OFF) is available:**

  ANTI ICE ENG (side with PACK pb-sw OFF) pb-sw. . . . . .ON

21-52-01D **21-52-01E** **21-52-01A** **21-52-01B**	**Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)**

Ident.: 9-MO-MO-21-52-00004740.0000500 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ECON FLOW pb-sw. . . . . .OFF

IN FLIGHT

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
  - The cabin altitude may reach about 9700 ft, and
  - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD.

21-52-01C	Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)

Ident.: 9-MO-MO-21-52-00004741.0000100 / 18 SEP 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**

  One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

The aircraft is in engine hardware intermix configuration when

- A CFM 56-5B SAC engine is installed on one side, and
- A CFM 56-5B DAC engine is installed on the other side.

- **If a placard "CAUTION : ENGINE INTERMIX"**
  or
  If a placard "CAUTION : ENGINE INTERMIX TYPE 1" is installed on the center pedestal:

  The dispatch is not permitted.

DURING COCKPIT PREPARATION

PACK FLOW selector. . . . . HI

IN FLIGHT

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
  - The cabin altitude may reach about 9700 ft, and
  - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD
- **In the case of failure of the remaining air conditioning pack:**

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

21-52-01C	Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)

Ident.: 9-MO-MO-21-52-00004741.0000200 / 18 SEP 2024
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

PACK FLOW selector. . . . . HI

IN FLIGHT

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
  - The cabin altitude may reach about 9700 ft, and
  - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD
- **In the case of failure of the remaining air conditioning pack:**

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

21-52-01G	Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)

Ident.: 9-MO-MO-21-52-00004742.0000100 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**

  One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

The aircraft is in engine hardware intermix configuration when:

– A CFM 56-5B SAC engine is installed on one side, and
– A CFM 56-5B DAC engine is installed on the other side.

- **If a placard "CAUTION : ENGINE INTERMIX"**
  or
  If a placard "CAUTION : ENGINE INTERMIX TYPE 1" is installed on the center pedestal:

  The dispatch is not permitted.

DURING COCKPIT PREPARATION

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

IN FLIGHT

- **When the TAT is equal to or less than 12°C:**

  PACK 1(2) pb-sw in "heat exchanger cooling only". . . . . On

- **If the non affected air conditioning pack fails:**

  Maximum flight altitude. . . . . .31500 ft (9600 m)

DURING DESCENT

- **If the TAT is above 12°C:**

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

AT THE END OF THE DESCENT, BEFORE LANDING

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

21-52-01G	Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)

Ident.: 9-MO-MO-21-52-00004742.0000200 / 18 DEC 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING COCKPIT PREPARATION

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

ONE ENGINE TAXI AT DEPARTURE

- **If Pack 1 is inoperative:**
  - **After engine 1 start:**

    X BLEED selector. . . . . OPEN
    Open the crossbleed valve in order to supply pack 2 with engine 1.
  - **After engine 2 start:**

    X BLEED selector. . . . . .AUTO

IN FLIGHT

- **When the TAT is equal to or less than 12°C:**

  PACK 1(2) pb-sw in "heat exchanger cooling only". . . . . On

- **If the non affected air conditioning pack fails:**

  Maximum flight altitude. . . . . .31500 ft (9600 m)

DURING DESCENT

- **If the TAT is above 12°C:**

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

AT THE END OF THE DESCENT, BEFORE LANDING

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

ONE ENGINE TAXI AT ARRIVAL

- **If Pack 1 is inoperative:**
  - **Before engine 2 shutdown:**

    X BLEED selector. . . . . OPEN
    Open the crossbleed valve in order to supply pack 2 with engine 1.
  - **After engine 1 shutdown:**

    X BLEED selector. . . . . .AUTO

21-52-01G	Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)

Ident.: 9-MO-MO-21-52-00004742.0000300 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

IN FLIGHT

- **When the TAT is equal to or less than 12°C:**

  PACK 1(2) pb-sw in "heat exchanger cooling only". . . . . On
- **If the non affected air conditioning pack fails:**

  Maximum flight altitude. . . . . .31500 ft (9600 m)

DURING DESCENT

- **If the TAT is above 12°C:**

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

AT THE END OF THE DESCENT, BEFORE LANDING

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

21-52-01G	Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)

Ident.: 9-MO-MO-21-52-00004742.0000400 / 18 DEC 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

- **If Pack 1 is inoperative:**

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

IN FLIGHT

- **When the TAT is equal to or less than 12 °C:**

  PACK 1(2) pb-sw in "heat exchanger cooling only". . . . . On

- **If the non affected air conditioning pack fails:**

  Maximum flight altitude. . . . . .31500 ft (9600 m)

DURING DESCENT

- **If the TAT is above 12 °C°:**

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

  - **At 10000 ft, if engine anti-ice (side with PACK pb-sw OFF) is available:**

    ANTI ICE ENG (side with PACK pb-sw OFF) pb-sw. . . . . ON

AT THE END OF THE DESCENT, BEFORE LANDING

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

- **If engine anti-ice (side with PACK pb-sw OFF) is available:**

  ANTI ICE ENG (side with PACK pb-sw OFF) pb-sw. . . . . .ON

21-61-02A	Pack Controller Primary Channel

Ident.: 9-MO-MO-21-61-00004743.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

GENERAL INFORMATION

- **If primary channel is failed:**

  Pack flow is fixed at the value reached at the time of failure.

- **If primary and secondary channels are failed:**

  The air conditioning pack outlet temperature is controlled by the anti-ice valve to a nominal value of 15°C.

21-63-01A	Zone Controller Channel (Primary Channel Inoperative)

Ident.: 9-MO-MO-21-63-00004744.0000001 / 18 SEP 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

DURING COCKPIT PREPARATION

– HOT AIR pb-sw (on the AIR COND overhead panel). . . . . OFF
– On the COND SD page, check that the hot air pressure regulating valve is closed.

21-63-01C	Zone Controller Channel (Both channels inoperative)

Ident.: 9-MO-MO-21-63-00004745.0000001 / 18 SEP 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

DURING COCKPIT PREPARATION

HOT AIR pb-sw (on the AIR COND overhead panel). . . . . OFF

21-63-02D 21-63-02A	Cockpit and Cabin Trim Air Valve (Affected valve secured in the closed position)

Ident.: 9-MO-MO-21-63-00004746.0000001 / 18 SEP 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

DURING COCKPIT PREPARATION

- **When one trim air valve is secured in the closed position:**

  The zone controller closes all trim air valves and the hot air pressure regulating valve at each power up.

  To recover normal operation of the operative valves, apply the following procedure after air conditioning pack start:

  - **If the COND HOT AIR FAULT alert is displayed on the EWD, reset the following C/Bs:**
    – AIR COND/ZONE TEMP CTL/115 VAC/SYS 1 (122VU V17) C/B
    – AIR COND/ZONE TEMP CTL/115 VAC/SYS 2 (122VU V18) C/B
    – AIR COND/ZONE TEMP CTL/28 VDC/SYS 1 (122VU V19) C/B
    – AIR COND/ZONE TEMP CTL/28 VDC/SYS 2 (122VU V20) C/B
  - **If the COND HOT AIR FAULT alert is still displayed on the EWD:**

    Refer to 9-MI-21-63-03 Hot Air Pressure Regulating Valve

IN FLIGHT

- **If the affected zone temperature becomes uncomfortable:**

  HOT AIR pb-sw (on the AIR COND overhead panel). . . . . OFF

21-63-02D **21-63-02A**	**Cockpit and Cabin Trim Air Valve (Affected valve checked closed)**

Ident.: 9-MO-MO-21-63-00004746.0000002 / 18 SEP 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

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

IN FLIGHT

- **If the affected zone temperature becomes uncomfortable:**

  HOT AIR pb-sw (on the AIR COND overhead panel). . . . . OFF

21-63-02C **21-63-02B**	**Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed)**

Ident.: 9-MO-MO-21-63-00004747.0000001 / 18 SEP 2024
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

DURING COCKPIT PREPARATION

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

21-63-02C **21-63-02B**	**Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked operative)**

Ident.: 9-MO-MO-21-63-00004747.0000002 / 18 SEP 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

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

IN FLIGHT

- **If affected zone temperature becomes uncomfortable:**

  HOT AIR pb-sw (on the AIR COND overhead panel). . . . . OFF

21-63-03A	Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)

Ident.: 9-MO-MO-21-63-00004748.0000001 / 18 SEP 2024
Applicable to: ALL

DURING COCKPIT PREPARATION

– HOT AIR pb-sw (on the AIR COND overhead panel). . . . . OFF
– On the COND SD page, check that the hot air pressure regulating valve is closed amber.

21-63-03B	Hot Air Pressure Regulating Valve (Trim air valve checked closed)

Ident.: 9-MO-MO-21-63-00004749.0000001 / 18 SEP 2024
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

GENERAL INFORMATION

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

DURING COCKPIT PREPARATION

– HOT AIR pb-sw (on the AIR COND overhead panel). . . . . OFF
– On the COND SD page, check that all the trim air valves are closed.

21-63-03C	Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)

Ident.: 9-MO-MO-21-63-00004750.0000001 / 18 SEP 2024
Applicable to: ALL

DURING COCKPIT PREPARATION

HOT AIR pb-sw (on the AIR COND overhead panel). . . . . OFF

21-63-05A	Cockpit Heater

Ident.: 9-MO-MO-21-63-00004751.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING COCKPIT PREPARATION

Associated COCKPIT HEATER selector. . . . . OFF

22-00-01A	**“INOP SYS: CAT III DUAL” Message**

Ident.: 9-MO-MO-22-00-00004752.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT III SINGLE.

22-05-01A	AP Related Indications on the FMA (inoperative on one FMA)

Ident.: 9-MO-MO-22-05-00004753.0000001 / 3 FEB 2023
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

22-05-01B	AP Related Indications on the FMA (inoperative on both FMAs)

Ident.: 9-MO-MO-22-05-00004754.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

RVSM operations are not permitted.

Maximum landing capability is CAT 1.

22-05-03A	Approach and Landing Capabilities on the FMA

Ident.: 9-MO-MO-22-05-00004755.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When one FMA is affected:**

  Maximum landing capability is CAT 2.

- **When both FMAs are affected:**

  Maximum landing capability is CAT 1.

22-10-01A **22-10-01B**	**Autopilot (AP)**

Ident.: 9-MO-MO-22-10-00004756.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When one AP is inoperative:**

  Maximum landing capability is CAT 3 SINGLE.

- **When both APs are inoperative:**

  RVSM operations are not permitted.

  Maximum landing capability is CAT 1.

22-10-02A **22-10-02B**	**Flight Director (FD)**

Ident.: 9-MO-MO-22-10-00004757.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If both sides are affected:**

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNP APCH operations are not permitted.

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

  RNP APCH operations are not permitted.

FOR TAKEOFF

- **For a takeoff without FDs:**

  Refer to 2-SRP-01-30 No Flight Director Takeoff.

22-10-04A	**Take-over pb AP Disconnection Function (One inoperative)**

Ident.: 9-MO-MO-22-10-00004758.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

BEFORE ENGINE START

– AP 1. . . . . On

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

BEFORE APPROACH

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

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

22-10-04B	Take-over pb AP Disconnection Function (Both inoperative)

Ident.: 9-MO-MO-22-10-00004759.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 1.

22-10-05A	AUTO LAND light

Ident.: 9-MO-MO-22-10-00004760.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When both lights are inoperative:**

  Maximum landing capability is CAT 1.

22-10-06A	AP Disengagement Warning

Ident.: 9-MO-MO-22-10-00004761.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RVSM operations are not permitted.

Maximum landing capability is CAT 1.

22-10-07A	Sticks and Rudder Pedals Locking Solenoid in AP Mode

Ident.: 9-MO-MO-22-10-00004762.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2 without autoland.

22-10-08A	AP/FD TCAS Mode

Ident.: 9-MO-MO-22-10-00004763.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

IN FLIGHT

In the case of a TCAS Resolution Advisory, the flight crew must apply the basic TCAS procedure.
Refer to 3-SURV [MEM] TCAS WARNING - RESOLUTION ADVISORY

22-10-09A	Soft Go-Around Function

Ident.: 9-MO-MO-22-10-00004764.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FOR GO-AROUND

Set and maintain TOGA until thrust reduction altitude.

22-30-01A	Autothrust (A/THR)

Ident.: 9-MO-MO-22-30-00004765.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2.

AFTER ENGINE START

– Press and hold either autothrust instinctive disconnect pb for at least 15 s.

The A/THR system is permanently disconnected for the entire flight.
– Check that A/THR INOP SYS is displayed on the STATUS SD page.

All A/THR functions including ALPHA FLOOR protection are lost.

22-30-02A	Autothrust Instinctive Disconnect pb

Ident.: 9-MO-MO-22-30-00004766.0000001 / 28 JUN 2022
Applicable to: ALL

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

AFTER IRS ALIGNMENT

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

Aircraft configuration for the check via the FMS 1:

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

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

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

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

– A/THR pb (on the FCU). . . . . Off
– Check that the A/THR pb light bars are OFF.

– Check that green SPEED and white A/THR indications are no more displayed on the PFD.
– A/THR. . . . . On

Aircraft configuration for the check via the FMS 2:

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

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

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

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

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

Restore normal aircraft configuration:

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

22-60-02A	FAC 2

Ident.: 9-MO-MO-22-60-00004767.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

ON GROUND

- **If the AUTO FLT FAC 2 FAULT alert is displayed on the EWD**
  or
  If erroneous speeds are displayed:
  - AUTO FLT/FAC 2/28VDC (121VU M19) C/B. . . . . Pull
  - FAC 2 pb-sw. . . . . OFF

22-60-03A	Reactive Windshear Detection Function

Ident.: 9-MO-MO-22-60-00004768.0000001 / 28 JUN 2022
Applicable to: ALL

GENERAL INFORMATION

If windshear potential exists during any phase of next flight, it is not allowed to dispatch with the predictive windshear detection system operative only.

FLIGHT PREPARATION/LIMITATIONS

The flight crew must ensure that windshear conditions are not likely to be encountered at departure, destination or alternate airfields, having regard to actual and forecast weather conditions.

IN FLIGHT

In the case of perceivable windshear:

Apply memory actions associated to a windshear event. *Refer to 3-SURV [MEM] WINDSHEAR WARNING - REACTIVE WINDSHEAR*.

22-60-04A	Yaw Damper System

Ident.: 9-MO-MO-22-60-00004769.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

22-70-01A **22-70-01B**	**Flight Management System (FMS)**

Ident.: 9-MO-MO-22-70-00004770.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

IN FLIGHT

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

  MCDU NAV B/UP. . . . . Use
  Refer to DSC-22_20-60-130 MCDU Back Up Navigation.

22-70-01C **22-70-01D**	**Flight Management System (FMS) (Flight within radio navaids)**

Ident.: 9-MO-MO-22-70-00004771.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

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

22-70-01C **22-70-01D**	**Flight Management System (FMS) (Flight within radio navaids)**

Ident.: 9-MO-MO-22-70-00004771.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

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

  RNAV 10 operations are not permitted.

  RNP 4 operations are not permitted.

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

22-70-02A	Navigation Database

Ident.: 9-MO-MO-22-70-00004772.0000001 / 14 SEP 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

1. At FRA or MUC, call maintenance to load actual navigation database.
2. If the update of the out-of-date navigation database is not possible, the flight crew must check the out-of-date navigation database with the current navigation database.

   Note: *Out-of-date navigation database may only be used if the following conditions are satisfied:*
   1. *The flight crew has confirmed that the parts of the database which are intended to be used during the flight and any contingencies that are reasonable to expect are not changed in the current version,*
   2. *any NOTAMs associated with the navigational data are taken into account,*
   3. *Maps and e-charts corresponding to the planned flight are current and have not been amended since the last cycle,*
   4. *any MEL limitations are observed, and*
   5. *the database has expired by no more than 28 days.*

The flight crew must crosscheck, as applicable, procedures (for SID, Airways, STAR, APPR) with the current aeronautical information (charts).

- **If the navigation database procedure intended to be flown is identical to the current aeronautical information (charts):**

  Use the procedure of the out of date navigation database.

- **If the navigation database procedure intended to be flown is not identical to the current aeronautical information (charts):**

  – RNP APCH, RNP AR, RNAV 1 SID, RNAV 1 STAR, RNP 1 SID, RNP 1 STAR procedures are not permitted.

  – For conventional SID, STAR, APPR procedures, use the procedure intended to be flown by manually tuning the radio navigation aids (VOR, DME, ADF, ILS), or request the assistance of the Air Navigation Service Providers.

  – For En route operations, insert new routings according to the current airways.

22-70-03A	Performance Information

Ident.: 9-MO-MO-22-70-00004773.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If inoperative on both FMS:**

  For aircraft with the 4D Operations capability, 4D Operations are not permitted.

22-70-04A	Fuel/Time Prediction

Ident.: 9-MO-MO-22-70-00004774.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If inoperative on both FMS:**

  For aircraft with the 4D Operations capability, 4D Operations are not permitted.

AUTO FLIGHT CONTROL PANEL (FCU)

22-81-01-03A	Mode Engagement pb (LOC, APPR)

Ident.: 9-MO-MO-22-81-01-00004775.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

- **If APPR pb is inoperative:**

  RNP APCH operations down to LNAV/VNAV minima are not permitted.

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

  Maximum landing capability is CAT 1.

  The following modes remain available for approach:

  – NAV/FPA
  – TRK/FPA
  – LOC/FPA (if LOC pb is available)
  – The manual mode in RAW data.

22-81-01-03A	Mode Engagement pb (LOC, EXPED, APPR)

Ident.: 9-MO-MO-22-81-01-00004775.0000002 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

- **If APPR pb is inoperative:**

  RNP APCH operations down to LNAV/VNAV minima are not permitted.

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

  Maximum landing capability is CAT 1.

  The following modes remain available for approach:

  – NAV/FPA
  – TRK/FPA
  – LOC/FPA (if LOC pb is available)
  – The manual mode in RAW data.

EFIS CONTROL PANEL (FCU)

22-81-02-07A	ND Range Selector

Ident.: 9-MO-MO-22-81-02-00004776.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

- **If range 10 NM and range 20 NM are not available on one side:**

  RNP APCH operations are not permitted.

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

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNP APCH operations are not permitted.

22-81-02-08A	ND Mode Selector

Ident.: 9-MO-MO-22-81-02-00004777.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

- **If ROSE NAV and ARC modes are not available on one side:**

  RNP APCH operations are not permitted.

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

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNP APCH operations are not permitted.

FCU CHANNEL

22-81-03-01A **22-81-03-01B**	**FCU Channel**

Ident.: 9-MO-MO-22-81-03-00004778.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNP APCH operations are not permitted.

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

22-82-01A	MCDU 1

Ident.: 9-MO-MO-22-82-00004779.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

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

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

22-82-02A	MCDU 2

Ident.: 9-MO-MO-22-82-00004780.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

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

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

22-83-01A **22-83-01B**	**Flight Management and Guidance Computer (FMGC)**

Ident.: 9-MO-MO-22-83-00004781.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

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

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

  RNAV 10 operations are not permitted.

  RNP 4 operations are not permitted.

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

DURING COCKPIT PREPARATION

- **If FMGC 1 is affected:**

  AUTO FLT/FMGC/1 (49VU B02 or 121VU M16) C/B. . . . . .Pull

  - **If ADS-B ⩤ or EHS ⩤ is required for the intended flight:**

    ATC selector. 2

- **If FMGC 2 is affected:**

  AUTO FLT/FMGC/2 (121VU M17) C/B. . . . . .Pull

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

  - **If ADS-B ⩤ or EHS ⩤ is required for the intended flight:**

    ATC selector. 1

22-83-01A **22-83-01B**	**Flight Management and Guidance Computer (FMGC)**

Ident.: 9-MO-MO-22-83-00004781.0000003 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

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

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

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

DURING COCKPIT PREPARATION

- **If FMGC 1 is affected:**

  AUTO FLT/FMGC/1 (49VU B02 or 121VU M16) C/B. . . . . Pull

  - **If ADS-B ⩤ or EHS ⩤ is required for the intended flight:**

    ATC selector. 2

- **If FMGC 2 is affected:**

  AUTO FLT/FMGC/2 (121VU M17) C/B. . . . . Pull

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

  - **If ADS-B ⩤ or EHS ⩤ is required for the intended flight:**

    ATC selector. 1

23-09-01A	COMHF 1(2) EMITTING ◁ **Alert**

Ident.: 9-MO-MO-23-09-00004782.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

GENERAL INFORMATION

To make troubleshooting easier, *Refer to 3-COM COM VHF 1(2)(3)/HF 1(2) EMITTING (If Installed)*.

DURING COCKPIT PREPARATION

- **To deactivate the HF1 system, apply:**

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

  or

  COM NAV/HF1 (121 VU L10) C/B. . . . . PULL

- **To deactivate the HF2 system, apply:**

  COM NAV/HF2 (121 VU L13) C/B. . . . . PULL

23-09-02A	COM VHF 1(2)(3) EMITTING **Alert (3 VHFs installed)**

Ident.: 9-MO-MO-23-09-00004783.0000001 / 28 JUN 2022
Applicable to: ALL

GENERAL INFORMATION

To make troubleshooting easier, *Refer to 3-COM VHF 1(2)(3)/HF 1(2) EMITTING*.

DURING COCKPIT PREPARATION

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

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

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

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

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

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

23-10-02A **23-10-02B** **23-10-02C** **23-10-02D**	**VHF Voice**

Ident.: 9-MO-MO-23-10-00004784.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

Prior to each flight, set VHF3 ⋖ to VOICE mode if VHF1 or VHF2 is inoperative.

A "VHF3 VOICE" memo is displayed on the ECAM.

23-10-02A **23-10-02B** **23-10-02C** **23-10-02D**	**VHF Voice**

Ident.: 9-MO-MO-23-10-00004784.0000200 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

DURING COCKPIT PREPARATION

To deactivate ACARS ⋖ , apply:

ACARS MU (121 VU L6) C/B. . . . . PULL

23-20-04B	VHF Datalink ⩤ (procedures do not require ATC datalink)

Ident.: 9-MO-MO-23-20-00004787.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

- **For operations that use FANS A aircraft capability:**
  - **If SATCOM datalink is operative:**

    Within VHF coverage, if SATCOM datalink is not permitted as an alternate subnetwork:

    – CPDLC over ACARS is lost

    – RCP 130, RCP 240 and above for CPDLC over ACARS is lost.
  - **If SATCOM datalink is inoperative:**

    – ATC datalink applications (ADS-C, CPDLC, DCL, OCL and D-ATIS) over ACARS are lost

    – Required Communication / Surveillance Performance (RCP 130, RCP 240 and above for CPDLC and RSP 160, RSP 180 and above for ADS-C) capabilities are lost.
- **For operations that use FANS B aircraft capability:**
  - **If SATCOM datalink is operative:**

    – CPDLC over ATN is lost

    – Required Communication Performance (Initial continental Performance, RCP 130 for CPDLC) capability is lost.
  - **If SATCOM datalink is inoperative:**

    – CPDLC over ATN is lost

    – ATC datalink applications (DCL, OCL, and D-ATIS) over ACARS are lost

    – Required Communication Performance (Initial Continental Performance, RCP 130 for CPDLC) capability is lost.
- **For operations that use FANS C aircraft capability:**
  - **If SATCOM datalink is operative:**

    – ATC datalink applications (CPDLC and ADS-C) over ATN are lost

    – Required Communication / Surveillance Performance (RCP 130 and above for CPDLC and RSP 160 and above for ADS-C) capabilities are lost.

- **If SATCOM datalink is inoperative:**
  - ATC datalink applications (CPDLC and ADS-C) over ATN are lost
  - ATC datalink applications (DCL, OCL and D-ATIS) over ACARS are lost
  - Required Communication / Surveillance Performance (RCP 130 and above for CPDLC and RSP 160 and above for ADS-C) capabilities are lost.

For aircraft equipped with the 4D Operations capability, 4D Operations are not permitted.

For more information on aircraft capability on ATC datalink communication, *Refer to 12-46-10-10 Overview*.

23-20-04C	VHF Datalink ⩤ (procedures require ATC datalink)

Ident.: 9-MO-MO-23-20-00004788.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

- **For operations that use FANS A aircraft capability:**
  - **If SATCOM datalink is operative:**

    Within VHF coverage, if SATCOM datalink is not permitted as an alternate subnetwork:
    - CPDLC over ACARS is lost
    - RCP 130, RCP 240 and above for CPDLC over ACARS is lost
    - Alternate procedures for ATC communications: ATC may permit the use of alternate communication means for operations that require FANS A aircraft capability via VHF datalink.
  - **If SATCOM datalink is inoperative:**
    - ATC datalink applications (ADS-C, CPDLC, DCL, OCL and D-ATIS) over ACARS are lost
    - Required Communication / Surveillance Performance (RCP 130, RCP 240 and above for CPDLC and RSP 160, RSP 180 and above for ADS-C) capabilities are lost
    - Alternate procedures for ATC communications: ATC may permit the use of alternate communication means for operations that require FANS A aircraft capability via VHF datalink.
- **For operations that use FANS B aircraft capability:**
  - **If SATCOM datalink is operative:**
    - CPDLC over ATN is lost
    - Required Communication Performance (Initial continental Performance, RCP 130 for CPDLC) capability is lost
    - Alternate procedures for ATC communications: ATC permits the use of voice communication for operations that require FANS B aircraft capability.

- **If SATCOM datalink is inoperative:**
  - CPDLC over ATN is lost
  - ATC datalink applications (DCL, OCL and D-ATIS) over ACARS are lost
  - Required Communication Performance (Initial Continental Performance, RCP 130 for CPDLC) capability is lost
  - Alternate procedures for ATC communications: ATC permits the use of voice communication for operations that require FANS B aircraft capability.

- **For operations that use FANS C aircraft capability:**
  - **If SATCOM datalink is operative:**
    - ATC datalink applications (CPDLC, and ADS-C) over ATN are lost
    - Required Communication / Surveillance Performance (RCP 130 and above for CPDLC and RSP 160 and above for ADS-C) capabilities are lost.
  - **If SATCOM datalink is inoperative:**
    - ATC datalink applications (CPDLC, ADS-C) over ATN are lost
    - ATC datalink applications (DCL, OCL, and D-ATIS) over ACARS are lost
    - Required Communication / Surveillance Performance (RCP 130 and above for CPDLC and RSP 160 and above for ADS-C) capabilities are lost.

  For aircraft equipped with the 4D Operations capability, 4D Operations are not permitted.

For more information on aircraft capability on ATC datalink communication, *Refer to 12-46-10-10 Overview*

23-40-01A	Ground External Horn

Ident.: 9-MO-MO-23-40-00004789.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND

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

  Monitor the avionics equipment ventilation in the cockpit.

BEFORE LEAVING THE AIRCRAFT

Set the three ADIRS Mode selectors to OFF.

23-40-03A	Flight Crew to Ground Communication System

Ident.: 9-MO-MO-23-40-00004790.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND

Observe marshalling signals.

Refer to OM-A.

23-40-04A	Service Interphone Jack

Ident.: 9-MO-MO-23-40-00004791.0000001 / 15 DEC 2023
Applicable to: ALL

ON GROUND

When the use of the inoperative jack(s) is (are) needed, use other communication methods to establish contact with the cockpit (such as mobile phone or hand signals).

23-51-05A	Cockpit Loudspeaker Volume Control

Ident.: 9-MO-MO-23-51-00004792.0000001 / 28 JUN 2022
Applicable to: ALL

IN FLIGHT

Procedures for monitoring communications during the flight have be established.

23-52-01A	CAPT and F/O ACP

Ident.: 9-MO-MO-23-52-00004793.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

To recover the audio channel on the affected side:

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

23-72-01A	Cockpit Door Surveillance System (CDSS)

Ident.: 9-MO-MO-23-72-00004795.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

Alternate procedures for a check of the area outside the cockpit are established by the commander and used:

Refer to OM-A/10.2.2.3 Cockpit Door Handling Procedures OM-A. chap. 10, SECURITY.

For CABIN READY function refer to MEL Item: *Refer to 9-MI-23-74-03 Other Controls on the Hardkey FAP Sub-panel*.

DEU A

23-73-02-01A	Cabin DEU A

Ident.: 9-MO-MO-23-73-02-00004796.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

On the affected cabin area:

– general cabin illumination is set to full brightness,

Note: In case of a DEU A failure the adjustment of cabin lighting in respect to the flight phase is restricted. In this case the cabin READY is considered fulfilled without dimming the affected area.

– Passenger Call is not available,

– The (No Smoking/Fasten Seat Belt/No Portable Electric Device) Signs are not available.

IN FLIGHT

- **When return to seat is requested,**
  or
  When seat belts should be fasten,
  or
  When smoking is prohibited,
  or
  When portable electric device use is prohibited,

  Use the passenger address system to alert cabin attendants and passengers.

23-73-02-01A	Redefined Flight Deck (RFD) DEU A (200RH1)

Ident.: 9-MO-MO-23-73-02-00004797.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

GENERAL INFORMATION

The Return to Seat Sign at Lavatory W is not available.

IN FLIGHT

- **When there is a turbulence or when return to seat sign is requested,**

  Use the passenger address system to alert occupant in the lavatory W to return to his seat and fasten the seat belt.

- **When seat belts should be fasten,**

  Alternate normal procedures and emergency procedures must be established for the flight crews to alert the other crew members.

DEU B

23-73-03-01A **23-73-03-01B**	**Cabin DEU B**

Ident.: 9-MO-MO-23-73-03-00004798.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE FLIGHT

Make sure that each pair of exit doors has a handset available.

The cockpit crew informs the cabin crew before the flight and the LFA determines the use of microphone at the specified location and informs the commander.

The slide bottle pressure and door bottle pressure associated with each affected DEU B have to be checked on the associated direct reading pressure gauge before the first flight of each day.

CABIN LOUDSPEAKER

23-73-05-01A	Cabin Loudspeaker

Ident.: 9-MO-MO-23-73-05-00004799.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

Ensure that the passengers occupying the affected seats can clearly hear the passenger address announcements.

Otherwise, the affected seat must not be occupied and must be placarded inoperative. *Refer to 9-MI-25-20-01 Passenger Seat*.

Note: When one loudspeaker adjacent to the inoperative loudspeaker is operative, it ensures that passengers can hear passenger announcements.

23-73-05-02A	Lavatory Loudspeaker

Ident.: 9-MO-MO-23-73-05-00004800.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE FLIGHT

The cockpit crew informs the cabin crew before the flight, and the flight attendants inform the passengers who are using the affected lavatory.

23-73-05-03A	Galley Loudspeaker (Announcements audible)

Ident.: 9-MO-MO-23-73-05-00013530.0000001 / 25 MAR 2025
Applicable to: ALL

FLIGHT PREPARATION / LIMITATIONS

The commander must ensure that passenger address announcements can be clearly heard in the affected galley.

23-73-05-03B	Galley Loudspeaker (Announcements not audible)

Ident.: 9-MO-MO-23-73-05-00013531.0000001 / 25 MAR 2025
Applicable to: ALL

FLIGHT PREPARATION / LIMITATIONS

The commander must establish alternate normal procedures and emergency procedures to alert the cabin crew or the passengers in the vicinity of the galley.

23-73-05-02A	Lavatory W Loudspeaker

Ident.: 9-MO-MO-23-73-05-00004801.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

BEFORE FLIGHT

The flight crew shall establish an alternate procedure to alert the occupant of the lavatory in an event of emergency if necessary.

HANDSET

23-73-06-02A	Cabin Handset

Ident.: 9-MO-MO-23-73-06-00004802.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE FLIGHT

Make sure that each pair of exit doors has a handset available.

The cockpit crew informs the cabin crew before the flight, and the LFA determine the use of microphone at the specified location and informs the commander.

PRERECORDED ANNOUNCEMENT AND MUSIC REPRODUCER (PRAM)

23-73-07-01A	Prerecorded Announcement and Music Reproducer (PRAM) ⋖

Ident.: 9-MO-MO-23-73-07-00004803.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

For passenger briefing use passenger address system.

23-74-01A	FAP Display Unit

Ident.: 9-MO-MO-23-74-00004804.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

GENERAL INFORMATION

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

23-74-12A	CIDS Caution Light of the Forward Attendant Panel

Ident.: 9-MO-MO-23-74-00004805.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

ON GROUND

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

  Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)

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

  Refer to 9-MI-25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed)

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

  Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)

23-74-12A	CIDS Caution Light of the Forward Attendant Panel

Ident.: 9-MO-MO-23-74-00004805.0000200 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

ON GROUND

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

  Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)

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

  Refer to 9-MI-25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed)

23-74-13A	Lighting Module of the Forward Attendant Panel

Ident.: 9-MO-MO-23-74-00004806.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

GENERAL INFORMATION

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

ELEC OVERHEAD PANEL

24-01-01-07A	EXT PWR pb AVAIL light

Ident.: 9-MO-MO-24-01-01-00004807.0000001 / 28 JUN 2022
Applicable to: ALL

BEFORE PUSHBACK

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

PARKING

- **If the APU is not available:**
  - EXT PWR pb. . . . . ON
  - Confirm the external power connection either on the ELEC SD page or with the ground crew before engine shutdown.

24-01-01-09A	GALLEY pb-sw FAULT light

Ident.: 9-MO-MO-24-01-01-00004808.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

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

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

24-01-01-09A	GALY & CAB pb-sw FAULT light

Ident.: 9-MO-MO-24-01-01-00004808.0000002 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

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

– ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B. . . . . Push

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

24-07-01A	AC Generation Indications on the ELEC SD page

Ident.: 9-MO-MO-24-07-00004809.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

Check that GEN 1(2) pb-sw FAULT light is on (with the GEN 1(2) pb-sw in the on position).

Check of the galley automatic load shed system:

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

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

24-07-01A	AC Generation Indications on the ELEC SD page

Ident.: 9-MO-MO-24-07-00004809.0000200 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

DURING COCKPIT PREPARATION

Check that GEN 1(2) pb-sw FAULT light is on (with the GEN 1(2) pb-sw in the on position).

Check of the galley automatic load shed system:

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

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

24-09-01A	ELEC AC ESS BUS SHED **Alert**

Ident.: 9-MO-MO-24-09-00004810.0000002 / 28 JUN 2022
Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)
Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

When the ELEC AC ESS BUS SHED alert is displayed on the EWD:

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

DURING COCKPIT PREPARATION

Check of the AC ESS BUS SHED:

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

IN FLIGHT

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

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

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

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

  ADR 3 pb-sw. . . . . OFF

24-09-01A	ELEC AC ESS BUS SHED **Alert**

Ident.: 9-MO-MO-24-09-00004810.0000004 / 28 JUN 2022
Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK

GENERAL INFORMATION

When the ELEC AC ESS BUS SHED alert is displayed on the EWD:

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

DURING COCKPIT PREPARATION

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

Check of the AC ESS BUS SHED:

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

IN FLIGHT

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

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

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

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

  ADR 3 pb-sw. . . . . .OFF

24-09-03B **24-09-03D**	ELEC IDG 1(2) OIL LO LVL **Alert (Actual alert with generator set to OFF or with evidence of IDG oil leakage)**

Ident.: 9-MO-MO-24-09-00004811.0000001 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING COCKPIT PREPARATION

Associated GEN 1(2) pb-sw. . . . . .OFF

BEFORE ENGINE START

- **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

  Check that the DISC message is displayed on the ELEC SD page.

  On the FUEL SD page, check that the wing tank (affected side) fuel temperature is above -39 °C.

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

24-09-03C	ELEC IDG 1(2) OIL LO LVL **Alert (Actual alert with no evidence of IDG oil leakage)**

Ident.: 9-MO-MO-24-09-00013081.0000001 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

- **In case of dispatch with** ELEC IDG 1 OIL LO LVL **Alert:**

  In case of one engine taxi, the APU generator must be used.

AFTER START

- **If one engine taxi at departure:**
  - **After engine 1 start:**

    APU. . . . . KEEP ON

    The APU generator must be used.
  - **After engine 2 start:**

    APU. . . . . AS RQRD

ONE ENGINE TAXI AT ARRIVAL

- **Before engine 2 shutdown:**

  APU. . . . . ON

  The APU generator must be used.
- **After engine 1 shutdown:**

  APU. . . . . AS RQRD

24-09-04B	ELEC IDG 1(2) FILTER CLOG **Alert (Actual alert with generator set to OFF)**

Ident.: 9-MO-MO-24-09-00004812.0000001 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING COCKPIT PREPARATION

Associated GEN 1(2) pb-sw. . . . . OFF

IN FLIGHT

Monitor affected IDG oil temperature on the ELEC SD page.

- **In the case of ELEC IDG 1(2) OIL LO PR/OVHT,** apply associated ECAM procedure.

24-09-04C	ELEC IDG 1(2) FILTER CLOG **Alert (Actual alert)**

Ident.: 9-MO-MO-24-09-00013080.0000001 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

- **In case of dispatch with** ELEC IDG 1 FILTER CLOG **Alert:**

  In case of one engine taxi, the APU generator must be used.

AFTER START

- **If one engine taxi at departure:**
  - **After engine 1 start:**

    APU. . . . . KEEP ON

    The APU generator must be used.
  - **After engine 2 start:**

    APU. . . . . AS RQRD

ONE ENGINE TAXI AT ARRIVAL

- **Before engine 2 shutdown:**

  APU. . . . . ON

  The APU generator must be used.
- **After engine 1 shutdown:**

  APU. . . . . AS RQRD

24-22-01A **24-22-01B**	**AC Main Generation (IDG, GCU, Line Contactor)**

Ident.: 9-MO-MO-24-22-00004813.0000100 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

APU fuel consumption with APU GEN pb-sw On:

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

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

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

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

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

TWO ENGINE TAXI AT DEPARTURE

- **Before engine start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

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

- **After engine start:**

  Check that the electrical busses have power:

  – APU MASTER SW pb-sw. . . . . .ON
  – APU GEN pb-sw. . . . . ON
  – GEN 1 pb-sw. . . . . .OFF
  – GEN 2 pb-sw. . . . . .OFF
  – On the ELEC SD page, check that all AC busses have power.
  – GEN pb-sw (operative). . . . . ON
  – APU GEN pb-sw. . . . . .OFF

– On the ELEC SD page, check that all AC busses have power.
– APU GEN pb-sw. . . . . ON

ONE ENGINE TAXI AT DEPARTURE

- **Before engine 1 start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

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

- **If AC main generation 2 is inoperative:**
  - **After engine 1 start:**
    – APU MASTER SW pb-sw. . . . . ON
    – APU GEN pb-sw. . . . . ON
    – GEN 1 pb-sw. . . . . OFF
    – GEN 2 pb-sw. . . . . OFF
    – On the ELEC SD page, check that all AC busses have power.
    – GEN 1 pb-sw. . . . . ON
    – APU GEN pb-sw. . . . . OFF
    – On the ELEC SD page, check that all AC busses have power.
    – APU GEN pb-sw. . . . . ON
- **If AC main generation 1 is inoperative:**
  - **After engine 1 start:**
    – APU MASTER SW pb-sw. . . . . ON
    – APU GEN pb-sw. . . . . ON
    – GEN 1 pb-sw. . . . . OFF
    – GEN 2 pb-sw. . . . . OFF
    – On the ELEC SD page, check that all AC busses have power.
  - **After engine 2 start:**
    – GEN 2 pb-sw. . . . . ON
    – APU GEN pb-sw. . . . . OFF
    – On the ELEC SD page, check that all AC busses have power.
    – APU GEN pb-sw. . . . . ON

BEFORE TAKE-OFF

- **If OAT is at or below -40 °C,**

  Check on the ENG SD page that oil temperature is at or above 60 °C.
- **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

  Check on the FUEL SD page that the associated inner/wing tank fuel temperature is above -30 °C.

IN FLIGHT

- **If the SMOKE/FUMES/AVNCS SMOKE QRH's procedure is applied**
  - **If the GEN 1 is inoperative:**

    When the GEN 2 is set to OFF, the aircraft reverts to the ELEC EMER configuration.

    Apply the ELEC EMER CONFIG procedure of the SMOKE/FUMES/AVNCS SMOKE QRH's procedure.
- **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

  Monitor the fuel temperature. If needed, descend and/or accelerate in order to maintain the fuel temperature at or above -43 °C.

If fuel additives are used, the inner/wing tank fuel temperature must not be less than -45 °C before takeoff and during the flight, instead of -30 °C before take off and -43 °C in flight.

Approved FSII (Fuel System Ice Inhibitors) additives are (in a concentration between 0.10% and 0.15% by volume):

– Diethylene Glycol Monomethyl Ether (DiEGME) conforming to MIL-DTL-85470.
– Russian additive "I" (Ethylene Glycol Monoethyl Ether)
– Russian additive "I-M"

24-22-01A **24-22-01B**	**AC Main Generation (IDG, GCU, Line Contactor)**

Ident.: 9-MO-MO-24-22-00004813.0000200 / 18 SEP 2024
Criteria: A320 (-AIQW)
Applicable to: D-AIQW

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

APU fuel consumption with APU GEN pb-sw On:

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

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

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

– Supply the electrical network from the APU or the external power.
– GALY & CAB pb-sw. . . . . AUTO
– ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B. . . . . Pull

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

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

TWO ENGINE TAXI AT DEPARTURE

- **Before engine start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

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

- **After engine start:**

  Check that the electrical busses have power:

  – APU MASTER SW pb-sw. . . . . .ON
  – APU GEN pb-sw. . . . . ON
  – GEN 1 pb-sw. . . . . .OFF
  – GEN 2 pb-sw. . . . . .OFF
  – On the ELEC SD page, check that all AC busses have power.
  – GEN pb-sw (operative). . . . . ON
  – APU GEN pb-sw. . . . . .OFF
  – On the ELEC SD page, check that all AC busses have power.
  – APU GEN pb-sw. . . . . ON

ONE ENGINE TAXI AT DEPARTURE

- **Before engine 1 start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

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

- **If AC main generation 2 is inoperative:**
  - **After engine 1 start:**

    – APU MASTER SW pb-sw. . . . . .ON
    – APU GEN pb-sw. . . . . .ON
    – GEN 1 pb-sw. . . . . OFF
    – GEN 2 pb-sw. . . . . OFF
    – On the ELEC SD page, check that all AC busses have power.
    – GEN 1 pb-sw. . . . . .ON
    – APU GEN pb-sw. . . . . .OFF
    – On the ELEC SD page, check that all AC busses have power.

– APU GEN pb-sw. . . . . .ON

■ **If AC main generation 1 is inoperative:**

● **After engine 1 start:**

– APU MASTER SW pb-sw. . . . . .ON
– APU GEN pb-sw. . . . . .ON
– GEN 1 pb-sw. . . . . .OFF
– GEN 2 pb-sw. . . . . .OFF
– On the ELEC SD page, check that all AC busses have power.

● **After engine 2 start:**

– GEN 2 pb-sw. . . . . .ON
– APU GEN pb-sw. . . . . .OFF
– On the ELEC SD page, check that all AC busses have power.
– APU GEN pb-sw. . . . . .ON

IN FLIGHT

● **If the SMOKE/FUMES/AVNCS SMOKE QRH's procedure is applied**

● **If the GEN 1 is inoperative:**

When the GEN 2 is set to OFF, the aircraft reverts to the ELEC EMER configuration.

Apply the ELEC EMER CONFIG procedure of the SMOKE/FUMES/AVNCS SMOKE QRH's procedure.

24-22-01A **24-22-01B**	**AC Main Generation (IDG, GCU, Line Contactor)**

Ident.: 9-MO-MO-24-22-00004813.0000300 / 18 SEP 2024
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

APU fuel consumption with APU GEN pb-sw On:

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

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

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

– Supply the electrical network from the APU or the external power.

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

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

TWO ENGINE TAXI AT DEPARTURE

- **Before engine start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

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

- **After engine start:**

  Check that the electrical busses have power:

  – APU MASTER SW pb-sw. . . . . .ON
  – APU GEN pb-sw. . . . . ON
  – GEN 1 pb-sw. . . . . .OFF
  – GEN 2 pb-sw. . . . . .OFF
  – On the ELEC SD page, check that all AC busses have power.
  – GEN pb-sw (operative). . . . . ON
  – APU GEN pb-sw. . . . . .OFF
  – On the ELEC SD page, check that all AC busses have power.
  – APU GEN pb-sw. . . . . ON

ONE ENGINE TAXI AT DEPARTURE

- **Before engine 1 start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

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

- **If AC main generation 2 is inoperative:**
  - **After engine 1 start:**

    – APU MASTER SW pb-sw. . . . . .ON
    – APU GEN pb-sw. . . . . .ON
    – GEN 1 pb-sw. . . . . OFF
    – GEN 2 pb-sw. . . . . OFF
    – On the ELEC SD page, check that all AC busses have power.
    – GEN 1 pb-sw. . . . . .ON

– APU GEN pb-sw. . . . . OFF
– On the ELEC SD page, check that all AC busses have power.
– APU GEN pb-sw. . . . . .ON

■ **If AC main generation 1 is inoperative:**

● **After engine 1 start:**

– APU MASTER SW pb-sw. . . . . ON
– APU GEN pb-sw. . . . . .ON
– GEN 1 pb-sw. . . . . OFF
– GEN 2 pb-sw. . . . . OFF
– On the ELEC SD page, check that all AC busses have power.

● **After engine 2 start:**

– GEN 2 pb-sw. . . . . .ON
– APU GEN pb-sw. . . . . OFF
– On the ELEC SD page, check that all AC busses have power.
– APU GEN pb-sw. . . . . .ON

IN FLIGHT

● **If the SMOKE/FUMES/AVNCS SMOKE QRH's procedure is applied**

● **If the GEN 1 is inoperative:**

When the GEN 2 is set to OFF, the aircraft reverts to the ELEC EMER configuration.

Apply the ELEC EMER CONFIG procedure of the SMOKE/FUMES/AVNCS SMOKE QRH's procedure.

24-22-01A **24-22-01B**	**AC Main Generation (IDG, GCU, Line Contactor)**

Ident.: 9-MO-MO-24-22-00004813.0000400 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

APU fuel consumption with APU GEN pb-sw On:

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

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

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

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

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

TWO ENGINE TAXI AT DEPARTURE

- **Before engine start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

    On the FUEL SD page, check that the wing tank (affected side) fuel temperature is above -39 °C.

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

- **After engine start:**

  Check that the electrical busses have power:

  - APU MASTER SW pb-sw. . . . . .ON
  - APU GEN pb-sw. . . . . ON
  - GEN 1 pb-sw. . . . . .OFF
  - GEN 2 pb-sw. . . . . .OFF
  - On the ELEC SD page, check that all AC busses have power.
  - GEN pb-sw (operative). . . . . ON
  - APU GEN pb-sw. . . . . .OFF
  - On the ELEC SD page, check that all AC busses have power.
  - APU GEN pb-sw. . . . . ON

ONE ENGINE TAXI AT DEPARTURE

- **Before engine 1 start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

    On the FUEL SD page, check that the wing tank (affected side) fuel temperature is above -39 °C.

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

- **If AC main generation 2 is inoperative:**
  - **After engine 1 start:**
    - APU MASTER SW pb-sw. . . . . ON
    - APU GEN pb-sw. . . . . ON
    - GEN 1 pb-sw. . . . . OFF
    - GEN 2 pb-sw. . . . . OFF
    - On the ELEC SD page, check that all AC busses have power.
    - GEN 1 pb-sw. . . . . ON
    - APU GEN pb-sw. . . . . OFF
    - On the ELEC SD page, check that all AC busses have power.
    - APU GEN pb-sw. . . . . ON
- **If AC main generation 1 is inoperative:**
  - **After engine 1 start:**
    - APU MASTER SW pb-sw. . . . . ON
    - APU GEN pb-sw. . . . . ON
    - GEN 1 pb-sw. . . . . OFF
    - GEN 2 pb-sw. . . . . OFF
    - On the ELEC SD page, check that all AC busses have power.
  - **After engine 2 start:**
    - GEN 2 pb-sw. . . . . ON
    - APU GEN pb-sw. . . . . OFF
    - On the ELEC SD page, check that all AC busses have power.
    - APU GEN pb-sw. . . . . ON

24-22-01A **24-22-01B**	**AC Main Generation (IDG, GCU, Line Contactor)**

Ident.: 9-MO-MO-24-22-00004813.0000500 / 18 SEP 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

APU fuel consumption with APU GEN pb-sw On:

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

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

DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

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

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

TWO ENGINE TAXI AT DEPARTURE

- **Before engine start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

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

- **After engine start:**

  Check that the electrical busses have power:

  – APU MASTER SW pb-sw. . . . . .ON
  – APU GEN pb-sw. . . . . ON
  – GEN 1 pb-sw. . . . . .OFF
  – GEN 2 pb-sw. . . . . .OFF
  – On the ELEC SD page, check that all AC busses have power.
  – GEN pb-sw (operative). . . . . ON
  – APU GEN pb-sw. . . . . .OFF
  – On the ELEC SD page, check that all AC busses have power.
  – APU GEN pb-sw. . . . . ON

ONE ENGINE TAXI AT DEPARTURE

- **Before engine 1 start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

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

- **If AC main generation 2 is inoperative:**
  - **After engine 1 start:**

    – APU MASTER SW pb-sw. . . . . .ON
    – APU GEN pb-sw. . . . . .ON
    – GEN 1 pb-sw. . . . . OFF

– GEN 2 pb-sw. . . . . OFF
– On the ELEC SD page, check that all AC busses have power.
– GEN 1 pb-sw. . . . . ON
– APU GEN pb-sw. . . . . OFF
– On the ELEC SD page, check that all AC busses have power.
– APU GEN pb-sw. . . . . ON

■ **If AC main generation 1 is inoperative:**

● **After engine 1 start:**

– APU MASTER SW pb-sw. . . . . ON
– APU GEN pb-sw. . . . . ON
– GEN 1 pb-sw. . . . . OFF
– GEN 2 pb-sw. . . . . OFF
– On the ELEC SD page, check that all AC busses have power.

● **After engine 2 start:**

– GEN 2 pb-sw. . . . . ON
– APU GEN pb-sw. . . . . OFF
– On the ELEC SD page, check that all AC busses have power.
– APU GEN pb-sw. . . . . ON

24-22-01A **24-22-01B**	**AC Main Generation (IDG, GCU, Line Contactor)**

Ident.: 9-MO-MO-24-22-00004813.0000600 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

APU fuel consumption with APU GEN pb-sw On:

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

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

TWO ENGINE TAXI AT DEPARTURE

● **Before engine start:**

● **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

Check that the DISC message is displayed on the ELEC SD page.

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

- **After engine start:**

  Check that the electrical busses have power:

  – APU MASTER SW pb-sw. . . . . .ON
  – APU GEN pb-sw. . . . . ON
  – GEN 1 pb-sw. . . . . .OFF
  – GEN 2 pb-sw. . . . . .OFF
  – On the ELEC SD page, check that all AC busses have power.
  – GEN pb-sw (operative). . . . . ON
  – APU GEN pb-sw. . . . . .OFF
  – On the ELEC SD page, check that all AC busses have power.
  – APU GEN pb-sw. . . . . ON

ONE ENGINE TAXI AT DEPARTURE

- **Before engine 1 start:**
  - **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

    Check that the DISC message is displayed on the ELEC SD page.

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

- **If AC main generation 2 is inoperative:**
  - **After engine 1 start:**

    – APU MASTER SW pb-sw. . . . . .ON
    – APU GEN pb-sw. . . . . .ON
    – GEN 1 pb-sw. . . . . OFF
    – GEN 2 pb-sw. . . . . OFF
    – On the ELEC SD page, check that all AC busses have power.
    – GEN 1 pb-sw. . . . . .ON
    – APU GEN pb-sw. . . . . .OFF
    – On the ELEC SD page, check that all AC busses have power.
    – APU GEN pb-sw. . . . . .ON

- **If AC main generation 1 is inoperative:**
  - **After engine 1 start:**

    – APU MASTER SW pb-sw. . . . . .ON
    – APU GEN pb-sw. . . . . .ON
    – GEN 1 pb-sw. . . . . OFF
    – GEN 2 pb-sw. . . . . OFF
    – On the ELEC SD page, check that all AC busses have power.

- **After engine 2 start:**
  - GEN 2 pb-sw. . . . . ON
  - APU GEN pb-sw. . . . . OFF
  - On the ELEC SD page, check that all AC busses have power.
  - APU GEN pb-sw. . . . . ON

BEFORE TAKE-OFF

- **If OAT is at or below -40 °C,**

  Check on the ENG SD page that oil temperature is at or above 60 °C.

- **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

  Check on the FUEL SD page that the associated inner/wing tank fuel temperature is above -30 °C.

IN FLIGHT

- **If the SMOKE/FUMES/AVNCS SMOKE QRH's procedure is applied**
  - **If the GEN 1 is inoperative:**

    When the GEN 2 is set to OFF, the aircraft reverts to the ELEC EMER configuration.

    Apply the ELEC EMER CONFIG procedure of the SMOKE/FUMES/AVNCS SMOKE QRH's procedure.
- **If the IDG 1(2) associated with the inoperative AC main generation 1(2) has been disconnected:**

  Monitor the fuel temperature. If needed, descend and/or accelerate in order to maintain the fuel temperature at or above -43 °C.

If fuel additives are used, the inner/wing tank fuel temperature must not be less than -45 °C before takeoff and during the flight, instead of -30 °C before take off and -43 °C in flight.

Approved FSII (Fuel System Ice Inhibitors) additives are (in a concentration between 0.10% and 0.15% by volume):

– Diethylene Glycol Monomethyl Ether (DiEGME) conforming to MIL-DTL-85470.

– Russian additive "I" (Ethylene Glycol Monoethyl Ether)

– Russian additive "I-M"

24-23-01A **24-23-01B**	**AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)**

Ident.: 9-MO-MO-24-23-00004815.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

APU GEN pb-sw. . . . . Off

No electrical power will be available from the APU generator.

AFTER LANDING, AT THE GATE

In absence of external electrical power ground equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of electrical power for engine starting.

Refer to 2-SUP-FUEL Refueling with One Engine Running.

24-23-01A **24-23-01B**	**AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)**

Ident.: 9-MO-MO-24-23-00004815.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING PRELIMINARY COCKPIT PREPARATION

APU GEN pb-sw. . . . . Off

No electrical power will be available from the APU generator.

AFTER LANDING, AT THE GATE

In absence of external electrical power ground equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of electrical power for engine starting.

Refer to 2-SUP-FUEL Refueling with One Engine Running.

24-23-01C	AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (AC auxiliary generation de-activated or removed)

Ident.: 9-MO-MO-24-23-00004816.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING PRELIMINARY COCKPIT PREPARATION

No electrical power will be available from the APU generator.

AFTER LANDING, AT THE GATE

In absence of external electrical power ground equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of electrical power for engine starting.

Refer to 2-SUP-FUEL Refueling with One Engine Running.

24-23-01C	AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (AC auxiliary generation de-activated or removed)

Ident.: 9-MO-MO-24-23-00004816.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

No electrical power will be available from the APU generator.

AFTER LANDING, AT THE GATE

In absence of external electrical power ground equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of electrical power for engine starting.

Refer to 2-SUP-FUEL Refueling with One Engine Running.

24-25-01A	Manual Transfer to the AC BUS 2 (ALTN Function)

Ident.: 9-MO-MO-24-25-00004817.0000001 / 28 JUN 2022
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

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

24-25-02A	Automatic Transfer to the AC BUS 2

Ident.: 9-MO-MO-24-25-00004818.0000001 / 28 JUN 2022
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

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

24-26-02B	GALY & CAB Manual Load Shed System (GALY & CAB pb-sw)

Ident.: 9-MO-MO-24-26-00004819.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

ON GROUND OR IN FLIGHT

- **If the** SMOKE / FUMES / AVNCS SMOKE **QRH procedure is applied, replace the action to set the GALY & CAB pb-sw to OFF by the following actions:**

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

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

24-26-03A	Commercial Supply System

Ident.: 9-MO-MO-24-26-00004820.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

ON GROUND OR IN FLIGHT

- **If the** SMOKE / FUMES / AVNCS SMOKE **QRH procedure is applied, replace the action to set the COMMERCIAL pb-sw to OFF by the following actions:**

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

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

  - **If the smoke persists:**

    – GEN 2 pb-sw. . . . . On

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

  Before the landing gear extension:

  – GEN 2 pb-sw. . . . . On

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

24-32-01A	DC Main Generation (TR 1 inoperative)

Ident.: 9-MO-MO-24-32-00004821.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

DURING PRELIMINARY COCKPIT PREPARATION

TR 1/CNTOR/SPLY (125VU CF01) C/B. . . . . .Pull

On the ELEC SD page, disregard the indications related to the deactivated TR 1.

On the ELEC SD page, check that the TR 2 and the ESS TR voltages are both equal to or above 27 V.

The batteries must be set to OFF for the following check: On the battery voltage indicator, check that the BAT 1 and the BAT 2 voltages are both equal to or above 25.5 V.

24-32-01B	DC Main Generation (TR 2 inoperative)

Ident.: 9-MO-MO-24-32-00004822.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

DURING PRELIMINARY COCKPIT PREPARATION

TR 2/CNTOR/SPLY (124VU BC01) C/B. . . . . .Pull

On the ELEC SD page, disregard the indications related to the deactivated TR 2.

On the ELEC SD page, check that the TR 1and the ESS TR voltages are both equal to or above 27 V.

The batteries must be set to OFF for the following check: On the battery voltage indicator, check that the BAT 1 and the BAT 2 voltages are both equal to or above 25.5 V.

AC ESS FEED pb-sw. . . . . ALTN

IN FLIGHT

- **In the case of failure of the AC BUS 2, all DUs are lost. In this case:**

  AC ESS FEED pb-sw. . . . . Norm

- **In the case of failure of the AC BUS 1:**

  RAT MAN ON pb-sw (on HYD overhead panel). . . . . Set

24-38-02A	Battery Charger Limiter (BCL)

Ident.: 9-MO-MO-24-38-00004823.0000100 / 18 SEP 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

- **If BAT 1 is affected:**

  BAT 1 pb-sw. . . . . OFF

- **If BAT 2 is affected:**

  BAT 2 pb-sw. . . . . OFF

24-38-02A	Battery Charger Limiter (BCL)

Ident.: 9-MO-MO-24-38-00004823.0000200 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

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

DURING PRELIMINARY COCKPIT PREPARATION

- **If BAT 1 is affected:**

  BAT 1 pb-sw. . . . . OFF

- **If BAT 2 is affected:**

  BAT 2 pb-sw. . . . . OFF

25-07-01A	Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page

Ident.: 9-MO-MO-25-07-00004824.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

ON GROUND

Cabin crew must confirm before each flight that the associated slide is armed.

Note: *Slide is armed, if slide lever is in the armed position.*

25-07-02A	Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page

Ident.: 9-MO-MO-25-07-00004825.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

ON GROUND

Cabin crew must confirm before each flight that the associated slide is armed.

Note: *Slide is armed, if slide lever is in the armed position.*

25-11-05A	Pilot Seat Electrical Adjustment

Ident.: 9-MO-MO-25-11-00004826.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

- **If the CAPT seat is affected:**

  COCKPIT SEATS/SEAT CTL/CAPT (122VU U11) C/B. . . . . .Pull

- **If the F/O seat is affected:**

  COCKPIT SEATS/SEAT CTL/F/O (122VU U14) C/B. . . . . Pull

25-11-07A	Pilot Seat Fifth Strap

Ident.: 9-MO-MO-25-11-00004828.0000001 / 28 JUN 2022
Applicable to: ALL

DURING FLIGHT

To cope with any potential turbulence situation:

The crewmember of the affected seat must tightly fasten the operative harness straps.

25-12-04A	Third Occupant Seat Fifth Strap

Ident.: 9-MO-MO-25-12-00004829.0000001 / 28 JUN 2022
Applicable to: ALL

DURING FLIGHT

To cope with any potential turbulence situation:

The third occupant must tightly fasten the operative harness straps.

25-12-09A	Fourth Occupant Seat Fifth Strap

Ident.: 9-MO-MO-25-12-00004830.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

DURING FLIGHT

To cope with any potential turbulence situation:

The fourth occupant must tightly fasten the operative harness straps.

25-15-01A	Pilot Foot Warmer

Ident.: 9-MO-MO-25-15-00004831.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

– FOOT WARMER selector. . . . . OFF
– FOOT WARMER (122VU X15) C/B. . . . . PULL

25-20-02E **25-20-02C**	**Passenger Seat Backrest (Affected seats considered inoperative)**

Ident.: 9-MO-MO-25-20-00004832.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

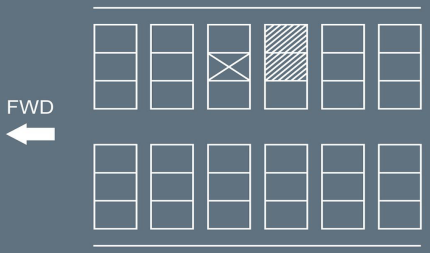
GENERAL INFORMATION

The cockpit crew informs the cabin crew about the inoperative passenger seat and ensures that:

– The seat with the inoperative backrest is placarded inoperative and not used, and

– The seats with restricted access to the main aisle due to the inoperative backrest are placarded inoperative and not used.

Example



Seat with the inoperative backrest that must be considered inoperative

Seats with restricted access to the main aisle that must be considered inoperative

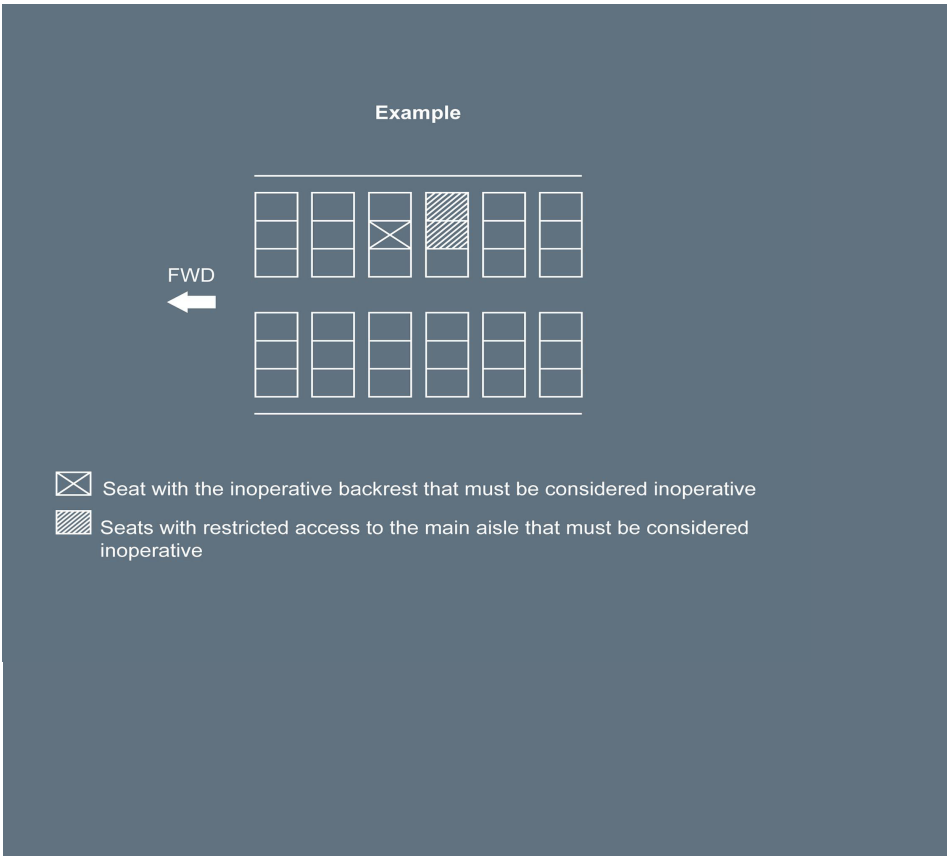
25-20-02F	Passenger Seat Backrest (Affected Cabin Doors Considered Inoperative)

Ident.: 9-MO-MO-25-20-00004833.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL

Procedures must be established to ensure that:

- The seat with the inoperative backrest is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative backrest are placarded inoperative and not used.



25-20-02D	Passenger Seat Backrest (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)

Ident.: 9-MO-MO-25-20-00004834.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

GENERAL INFORMATION

Procedures must be established to ensure that:

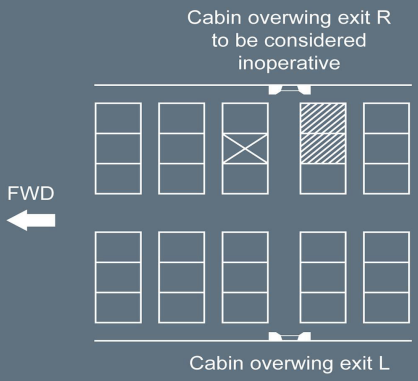
– The seat with the inoperative backrest is placarded inoperative and not used, and

– The seats with restricted access to the main aisle due to the inoperative backrest are placarded inoperative and not used.

TIM will be generated automatically by ADR or must be triggered by phone-call.

Refer to OM-A/8.2.2.1.8 Passengers in Emergency Exit Seat Rows

Example



Seat with the inoperative backrest that must be considered inoperative

Seats with restricted access to the main aisle that must be considered inoperative

25-20-05D **25-20-05B**	**Passenger Seat Armrest (Affected Seats Considered Inoperative)**

Ident.: 9-MO-MO-25-20-00004836.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

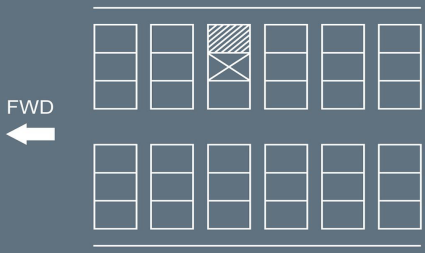
GENERAL INFORMATION

The cockpit crew informs the cabin crew about the inoperative passenger seat and ensures that

– The seat with the inoperative armrest is placarded inoperative and not used, and

– The seats with restricted access to the main aisle due to the inoperative armrest are placarded inoperative and not used.

Example



Seat with the inoperative armrest that must be considered inoperative

Seats with restricted access to the main aisle that must be considered inoperative

25-20-05C	Passenger Seat Armrest (Affected Cabin Overwing Exit Considered Inoperative)

Ident.: 9-MO-MO-25-20-00004837.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

GENERAL INFORMATION

Procedures must be established to ensure that:

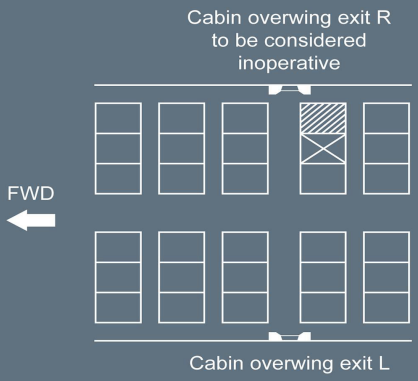
– The seat with the inoperative armrest is placarded inoperative and not used, and

– The seats with restricted access to the main aisle due to the inoperative armrest are placarded inoperative and not used.

TIM will be generated automatically by ADR or must be triggered by phone-call.

Refer to OM-A/8.2.2.1.8 Passengers in Emergency Exit Seat Rows

Example



Seat with the inoperative armrest that must be considered inoperative

Seats with restricted access to the main aisle that must be considered inoperative

25-20-06A	Underseat Baggage Restraining Bar

Ident.: 9-MO-MO-25-20-00004838.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

The cockpit crew must brief the cabin crew about affected seats position before departure.

It has to be ensured that no baggage is stowed under seat with inoperative restraining bar.

25-20-07B	Passenger Seat Meal Table (Affected seats considered inoperative)

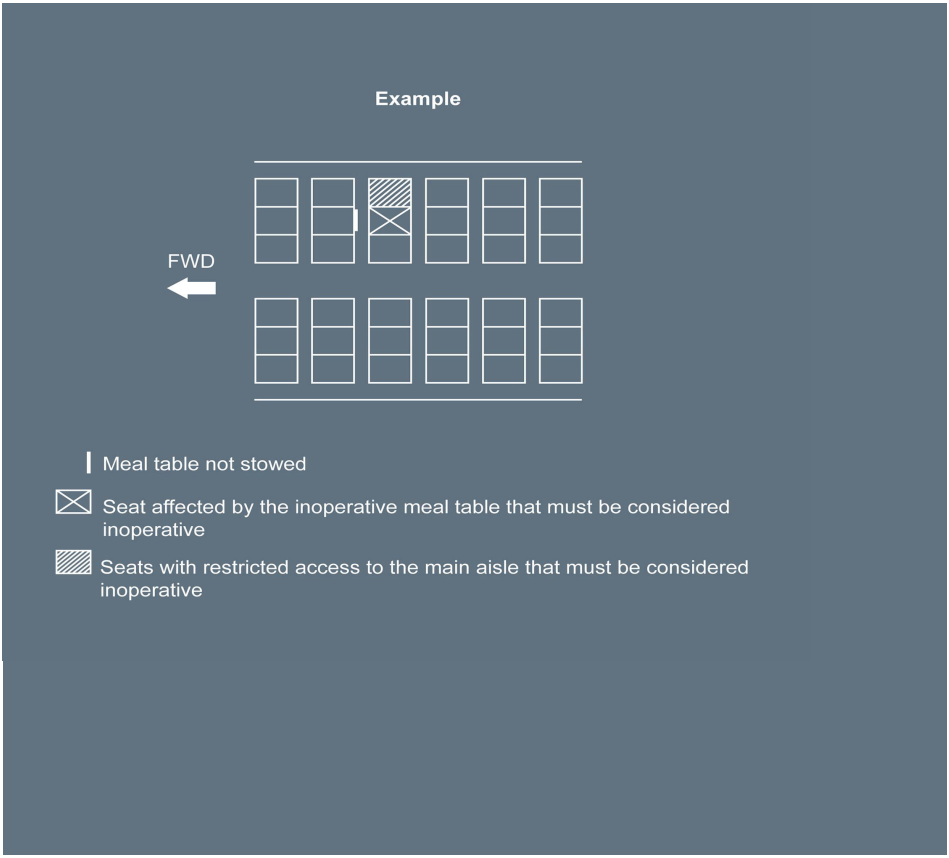
Ident.: 9-MO-MO-25-20-00004839.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION

The cockpit crew informs the cabin crew about the inoperative passenger seat and ensures that:

– The seat affected by the inoperative meal table is placarded inoperative and not used, and

– The seats with restricted access to the main aisle due to the inoperative meal table are placarded inoperative and not used.



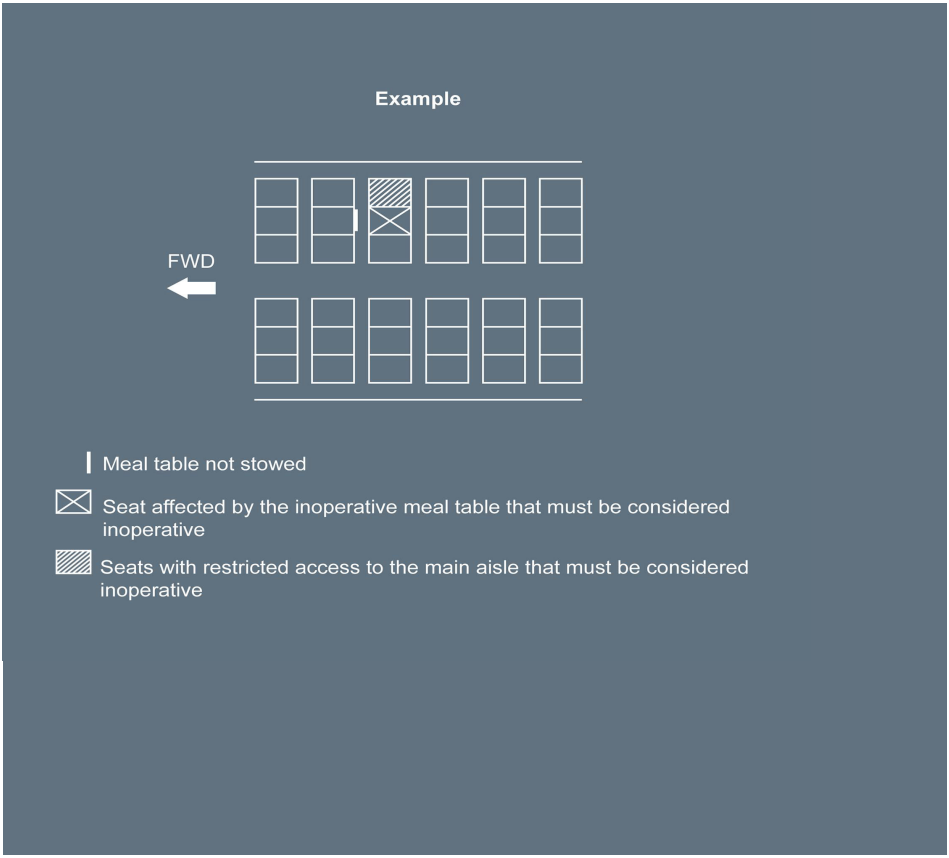
25-20-07C	Passenger Seat Meal Table (Affected Cabin Doors Considered Inoperative)

Ident.: 9-MO-MO-25-20-00004840.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION

Procedures must be established to ensure that:

- The seat affected by the inoperative meal table is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative meal table are placarded inoperative and not used.



25-20-07C	Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)

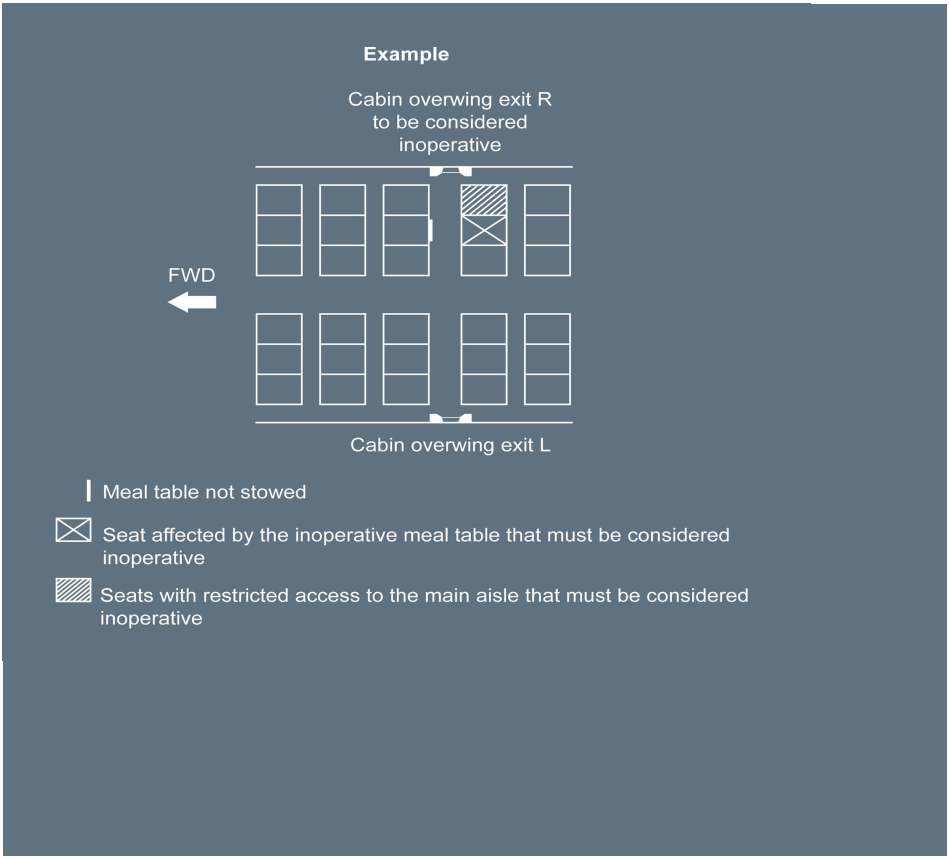
Ident.: 9-MO-MO-25-20-00004841.0000001 / 15 DEC 2023
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION

The cockpit crew informs the cabin crew about the inoperative passenger seat and ensures that:

– The seat affected by the inoperative meal table is placarded inoperative and not used, and

– The seats with restricted access to the main aisle due to the inoperative meal table are placarded inoperative and not used.



25-20-09A	Non-Required Cabin Attendant Seat Station 3LA, 3RA)

Ident.: 9-MO-MO-25-20-00004842.0000001 / 28 JUN 2022
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION

- The recommended passenger seat for the affected crew member is 30D.
- The passenger seat used for cabin crew member must be appropriate placarded.
- The inoperative station must be appropriate placarded.

25-20-09A	Non-Required Cabin Attendant Seat (Station 3LA, 3R)

Ident.: 9-MO-MO-25-20-00004842.0000002 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

FLIGHT PREPARATION

- If station 3LA is affected, the asigned crew member should use station 3R and vise versa.
- If both stations are affected, the recommended passenger seat for the affected crew member is 25D.
- The inoperative station must be appropriate placarded.
- If a passenger seat is used for cabin crew member, it must be appropriate placarded.

25-20-09A	Non-Required Cabin Attendant Seat (Station 3RA)

Ident.: 9-MO-MO-25-20-00004842.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION

- The recommended passenger seat for the affected crew member is 32D.
- The passenger seat used for cabin crew member must be appropriate placarded.
- The inoperative station must be appropriate placarded.

25-20-09A	Non-Required Cabin Attendant Seat (Station 1L, 4LA, 4R, 4RA)

Ident.: 9-MO-MO-25-20-00004842.0000004 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION

- The affected crew member should use an other functional station most suitable to perform assigned duties.
- If all stations are affected, the recommended passenger seat for the affected crew member is 38D.
- If a passenger seat is used for cabin crew member, it must be appropriate placarded.
- The inoperative station must be appropriate placarded.

25-20-09B	Required Cabin Attendant Seat (3R)

Ident.: 9-MO-MO-25-20-00004844.0000001 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION

- Cabin crew must be briefed not to use the affected seat, and
- The inoperative station must be appropriate placarded, and
- Cabin crew member affected by inoperative seat must be seated as follow:

Seat inoperative on Station	Seat to be used
3R	3RA

25-20-09B	Required Cabin Attendant Seat (3R)

Ident.: 9-MO-MO-25-20-00004844.0000002 / 18 SEP 2024
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION

- Cabin crew must be briefed not to use the affected seat, and
- The inoperative station must be appropriate placarded, and
- Cabin crew member affected by inoperative seat must be seated as follow:

Seat inoperative on Station	Seat to be used
3R	3LA or 3RA

25-20-09B	Required Cabin Attendant Seat (1R)

Ident.: 9-MO-MO-25-20-00004844.0000003 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION

- Cabin crew must be briefed not to use the affected seat, and
- The inoperative station must be appropriate placarded, and
- Cabin crew member affected by inoperative seat must be seated as follow:

Seat inoperative on Station	Seat to be used
1R	1L

- If station 1R is affected, the MCD must be stowed for takeoff and landing.

25-20-09C	Required Cabin Attendant Seat (1L, 1R, 3L or 3R)

Ident.: 9-MO-MO-25-20-00004845.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION

Note: *One of the seats 1L, 1R, 3L or 3R may be inoperative.*

– Cabin crew must be briefed not to use the affected seat, and

– The inoperative station must be appropriate placarded, and

– If a passenger seat is used for cabin crew member, it must be appropriate placarded, and

– Cabin crew member affected by inoperative seat must be seated as follow:

Seat inoperative on Station	Seat to be used
1L or 1R	1C
3L or 3R	32C or 32D

Note: *Preferred seat is 32C to enable better access to the cabin interphone.*

– If station 1R is affected, the MCD must be stowed for takeoff and landing.

25-20-09C	Required Cabin Attendant Seat (1L, 1R, 3L or 3R)

Ident.: 9-MO-MO-25-20-00004845.0000002 / 28 JUN 2022
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

Note: *One of the seats 1L, 1R, 3L or 3R may be inoperative.*

FLIGHT PREPARATION

– Cabin crew must be briefed not to use the affected seat, and

– The inoperative station must be appropriate placarded, and

– If a passenger seat is used for cabin crew member, it must be appropriate placarded, and

– Cabin crew member affected by inoperative seat must be seated as follow:

Seat inoperative on Station	Seat to be used
1L or 1R	1C
3L or 3R	30D

– If station 1R is affected, the MCD must be stowed for takeoff and landing.

25-20-09C	Required Cabin Attendant Seat (1L, 1R or 3L)

Ident.: 9-MO-MO-25-20-00004845.0000003 / 28 JUN 2022
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

FLIGHT PREPARATION

Note: *One of the seats 1L, 1R or 3L may be inoperative.*

– Cabin crew must be briefed not to use the affected seat, and
– The inoperative station must be appropriate placarded, and
– If a passenger seat is used for cabin crew member, it must be appropriate placarded, and
– Cabin crew member affected by inoperative seat must be seated as follow:

Seat inoperative on Station	Seat to be used
1L or 1R	1C
3L	25D

– If station 1R is affected, the MCD must be stowed for takeoff and landing.

25-20-09C	Required Cabin Attendant Seat (1R, 2L, 3L or 4L)

Ident.: 9-MO-MO-25-20-00004845.0000004 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

Note: *One of the seats 1R, 2L, 3L or 4L may be inoperative.*

FLIGHT PREPARATION

– Cabin crew must be briefed not to use the affected seat, and
– The inoperative station must be appropriate placarded, and
– If a passenger seat is used for cabin crew member, it must be appropriate placarded, and
– Cabin crew member affected by inoperative seat must be seated as follow:

Seat inoperative on Station	Seat to be used
1R	1C
2L	10E 10F must remain empty
3L	26E 26F must remain empty
4L	38D

– If station 1R is affected, the MCD must be stowed for takeoff and landing.

25-24-02C	Overhead Stowage Compartment (Door Removed)

Ident.: 9-MO-MO-25-24-00009190.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE FLIGHT

Cockpit Crew must brief Cabin Crew and passengers to not use the associated stowage compartment.

25-24-03B	Coat Stowage/Stowage (Door Removed)

Ident.: 9-MO-MO-25-24-00009191.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE FLIGHT

Cockpit Crew must brief Cabin Crew and passengers to not use the associated stowage compartment.

25-35-01A **25-35-01B**	**Galley Waste Compartment Flapper Door**

Ident.: 9-MO-MO-25-35-00004846.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE DEPARTURE

The cockpit crew informs the cabin crew about the inoperative Galley Waste Compartment Flapper Door before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

25-35-02A **25-35-02B**	**Galley Waste Compartment Access Door**

Ident.: 9-MO-MO-25-35-00004847.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE DEPARTURE

The cockpit crew informs the cabin crew about the inoperative Galley Waste Compartment Access Door before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

25-35-07A	**FWD Galley Curtain**

Ident.: 9-MO-MO-25-35-00004848.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

DURING FLIGHT

During cockpit door opening, access to the galley must be prevented by alternate means.

25-35-03B	**Galley Stowage Compartment (Door Removed)**

Ident.: 9-MO-MO-25-35-00009192.0000001 / 31 AUG 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE FLIGHT

Cockpit Crew must brief Cabin Crew to not use the associated stowage compartment.

25-40-01A	Toilet Waste Compartment Flapper Door

Ident.: 9-MO-MO-25-40-00004849.0000001 / 15 DEC 2023
Applicable to: ALL

BEFORE DEPARTURE

The cockpit crew informs the cabin crew before departure to ensure that the cabin crew is aware that the affected toilet waste is no longer available.

25-40-04A	Toilet Waste Compartment Access Door

Ident.: 9-MO-MO-25-40-00004850.0000001 / 15 DEC 2023
Applicable to: ALL

BEFORE DEPARTURE

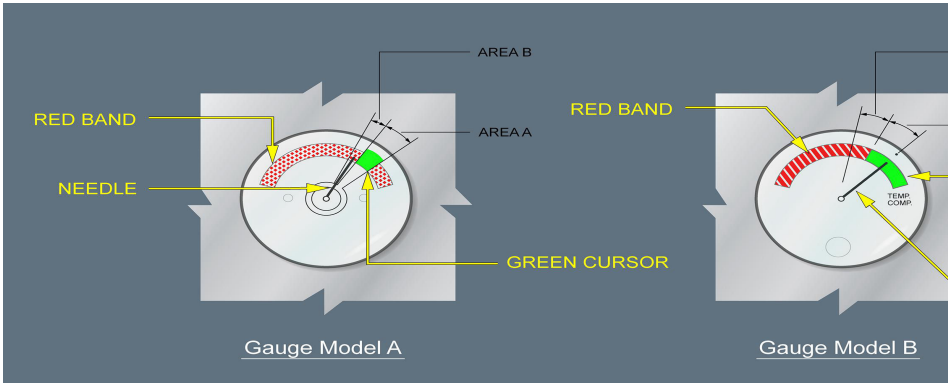
The cockpit crew informs the cabin crew before departure to ensure that the cabin crew is aware that the affected toilet waste is no longer available.

25-62-06A	Cabin Door CHECK SLIDE PRESSURE Message on the FAP ⋘

Ident.: 9-MO-MO-25-62-00004851.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

BEFORE PASSENGER BOARDING

Check of the pressure of the slide bottle by direct reading on the gauge:



- **If the pointer is located in the area A (for Gauge Model A) or in the green band (for Gauge Model B):**

  The slide bottle pressure is acceptable

- **If the pointer is located in the area B (which is half the range of area A for Gauge Model A, or a range equal to area A for Gauge Model B),**
  and
  If the escape slide/raft pack assembly has been exposed to positive temperature changes (moving from a cold to a warm environment):

  The slide bottle pressure is still acceptable but the maintenance must be notified and the slide bottle pressure must be checked before the next flight. Servicing must be envisaged at short notice.

- **In all other cases:**

  Servicing is mandatory, or

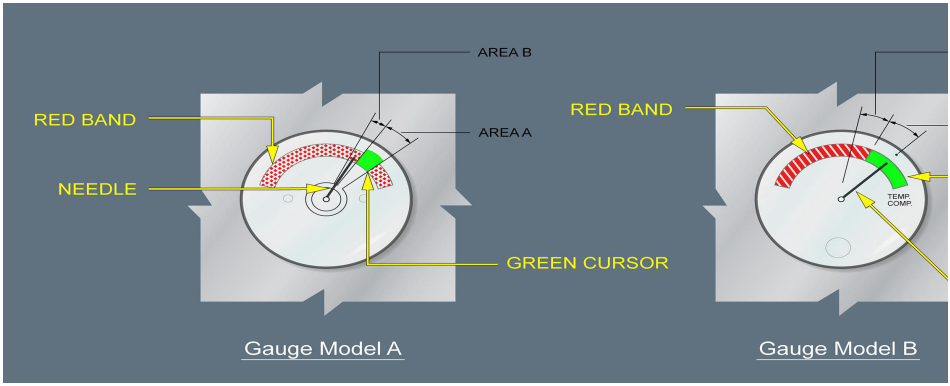
  The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

25-62-06A	Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ⋖

Ident.: 9-MO-MO-25-62-00004852.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

BEFORE PASSENGER BOARDING

Check of the pressure of the slide bottle by direct reading on the gauge:



- **If the pointer is located in the area A (for Gauge Model A) or in the green band (for Gauge Model B):**

  The slide bottle pressure is acceptable

- **If the pointer is located in the area B (which is half the range of area A for Gauge Model A, or a range equal to area A for Gauge Model B),**
  and
  If the escape slide/raft pack assembly has been exposed to positive temperature changes (moving from a cold to a warm environment):

  The slide bottle pressure is still acceptable but the maintenance must be notified and the slide bottle pressure must be checked before the next flight. Servicing must be envisaged at short notice.

- **In all other cases:**

  Servicing is mandatory, or

  The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

25-63-01A	Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) ⩤

Ident.: 9-MO-MO-25-63-00004853.0000001 / 28 JUN 2022
Applicable to: ALL

GENERAL INFORMATION

If necessary, the information will be given through the passenger address system or the cabin interphone system.

25-64-03A **25-64-03B**	**First Aid Kit Additional Equipment**

Ident.: 9-MO-MO-25-64-00004855.0000001 / 14 SEP 2022
Applicable to: ALL

GENERAL INFORMATION

At least one set of required First Aid Kit (FAK) additional equipment must be installed.

As per LH risk analysis further additional equipment is loaded.

The following additional equipment should be carried on board each aircraft equipped with a first-aid kit, though not necessarily in the first-aid kit. The additional equipment should include, as a minimum:

1. automated external defibrillator (AED) on all aircraft required to carry at least one cabin crew;
2. bag-valve masks (masks in three sizes: one for adults, one for children, and one for infants);
3. suitable airway management device (e.g. supraglottic airway devices, oropharyngeal or nasopharyngeal airways);
4. eye irrigator;
5. biohazard disposal bags; and
6. basic delivery kit (including sterile umbilical cord scissors and a pair of cord clamps) on all aircraft required to carry at least one cabin crew.

25-65-04A **25-65-04B**	**Survival Emergency Locator Transmitter** ⩤

Ident.: 9-MO-MO-25-65-00004856.0000001 / 15 DEC 2023
Applicable to: ALL

CABIN CREW PROCEDURE

Before flight, the cockpit crew informs the cabin crew of the location of the inoperative survival (portable) ELT.

26-12-01A	Engine Fire Detection Loop A on the Engine 1

Ident.: 9-MO-MO-26-12-00004859.0000001 / 28 JUN 2022
Applicable to: ALL

COCKPIT PREPARATION

The engine fire test is made before each flight.

Note: *Disregard the FIRE light 1 located on the ENG MASTER panel (pedestal)*

26-12-02A 26-12-03A	Engine Fire Detection Loop A on the Engine 2 or Loop B on the Engine 1

Ident.: 9-MO-MO-26-12-00004860.0000001 / 28 JUN 2022
Applicable to: ALL

COCKPIT PREPARATION

The engine fire test is made before each flight.

26-12-04A	Engine Fire Detection Loop B on the Engine 2

Ident.: 9-MO-MO-26-12-00004861.0000001 / 28 JUN 2022
Applicable to: ALL

COCKPIT PREPARATION

The engine fire test is made before each flight.

Note: *Disregard the FIRE light 2 located on the ENG MASTER panel (pedestal)*

26-13-01A **26-13-01B**	**APU Fire Detection Loop**

Ident.: 9-MO-MO-26-13-00004862.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND

The APU fire test is made before each APU start.

26-15-01A	Avionics Smoke Detection System

Ident.: 9-MO-MO-26-15-00004863.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND OR IN FLIGHT

Disregard:

– on the VENTILATION overhead panel: the BLOWER pb-sw FAULT light and the EXTRACT pb-sw FAULT light

– on the EMER ELEC PWR overhead panel: the GEN 1 LINE pb-sw SMOKE light

IN FLIGHT

- **In the case of an electrical smoke:**

  Apply the AVNCS SMOKE emergency procedure. *Refer to 3-SMOKE [QRH] SMOKE / FUMES / AVNCS SMOKE - GENERAL*.

26-17-01A	Lavatory Smoke Detection System

Ident.: 9-MO-MO-26-17-00004864.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

The commander informs the LFA before departure. The LFA arranges the periodically check of the affected lavatory to confirm the absence of smoke.

Note: *A periodic check of the lavatory every 15 minutes is recommended.*

26-24-01A	Cabin Portable Fire Extinguisher

Ident.: 9-MO-MO-26-24-00004866.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

The commander has to brief crew members of inoperative or missing equipment.

27-07-02A	Aileron Position Indication on the F/CTL SD page

Ident.: 9-MO-MO-27-07-00004867.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the aileron control through the ELACs:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw. . . . . ON
- PTU pb-sw. . . . . AUTO
- BLUE ELEC PUMP pb-sw. . . . . AUTO
- BLUE PUMP OVRD pb. . . . . ON
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On

Check of the aileron control through the ELAC 1:

- Move the CAPT stick from right stop to left stop.
- Visually check the full travel of the ailerons.

CAUTION	If the expected aileron movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the aileron control through the ELAC 2:

- ELAC 1 pb-sw. . . . . OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- Visually check the full travel of the ailerons.

CAUTION	If the expected aileron movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw. . . . . Off
- BLUE PUMP OVRD pb-sw. . . . . Off
- ELAC 1 pb-sw. . . . . On

27-07-04A	Elevator Position Indication on the F/CTL SD page

Ident.: 9-MO-MO-27-07-00004868.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the elevator control:

- YELLOW ELEC PUMP pb-sw. . . . . ON
- PTU pb-sw. . . . . AUTO
- BLUE ELEC PUMP pb-sw. . . . . AUTO
- BLUE PUMP OVRD pb. . . . . ON
- Establish communication with the ground crew.
- Move the CAPT or the F/O stick to the maximum nose down position.
- Visually check that both elevators move down.
- Move the CAPT or the F/O stick to the maximum nose up position.
- Visually check that both elevators move up.
- Move the CAPT or the F/O stick to the neutral position.
- Visually check that both elevators go back to the neutral position.
- YELLOW ELEC PUMP pb-sw. . . . . Off
- BLUE PUMP OVRD pb-sw. . . . . Off

27-07-05A	Pitch Trim Position Indication on the F/CTL SD page

Ident.: 9-MO-MO-27-07-00004869.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the stabilizer control:

- YELLOW ELEC PUMP pb-sw. . . . . ON
- Establish communication with the ground crew.
- Move the pitch trim handwheel to the full DN position.

– Visually check that the stabilizer moves to the full down position.
– Move the pitch trim handwheel to the full UP position.
– Visually check that the stabilizer moves to the full up position.
– Move the pitch trim handwheel to the required position.
– YELLOW ELEC PUMP pb-sw. . . . . Off

27-07-06A	Rudder Position Indication on the F/CTL SD page

Ident.: 9-MO-MO-27-07-00004870.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
– *Pressurize the Yellow Hydraulic System with:*
• *A Ground cart, or with*
• *The Yellow Engine 2 Pump with the Engine 2 running.*
– *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the rudder control:

– YELLOW ELEC PUMP pb-sw. . . . . .ON
– Establish communication with the ground crew.
– On the CAPT or the F/O side, apply left rudder.
– Visually check that the rudder moves to the left.
– On the CAPT or the F/O side, apply right rudder.
– Visually check that the rudder moves to the right.
– On the CAPT or the F/O side, release the pedals.
– Visually check that the rudder moves to the neutral position.
– YELLOW ELEC PUMP pb-sw. . . . . Off

27-07-11A	Spoilers/Speedbrakes Indication on the F/CTL SD page

Ident.: 9-MO-MO-27-07-00004871.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
– *Pressurize the Yellow Hydraulic System with:*
• *A Ground cart, or with*
• *The Yellow Engine 2 Pump with the Engine 2 running.*
– *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

- **If surface 1 indication is inoperative:**

CAUTION	The aircraft must be stopped during the check.

– YELLOW ELEC PUMP pb-sw. . . . . ON
– PTU pb-sw. . . . . AUTO
– SPEEDBRAKES lever. . . . . FULL
– Visually check that surface 1 slightly extends (approximately 6°).
– YELLOW ELEC PUMP pb-sw. . . . . Off

- **If surface 3 indication is inoperative:**

– BLUE ELEC PUMP pb-sw. . . . . AUTO
– BLUE PUMP OVRD pb-sw. . . . . ON
– Move the stick from left stop to right stop.
– Visually check the correct movement of surface 3.
– BLUE PUMP OVRD pb-sw. . . . . Off

- **If surface 2, 4, or 5 indication is inoperative:**

– YELLOW ELEC PUMP pb-sw. . . . . ON
– PTU pb-sw. . . . . AUTO
– Move the stick from left stop to right stop and visually check the correct movement of surfaces 2, 4 and 5.
– YELLOW ELEC PUMP pb-sw. . . . . Off

27-07-12A	Spoilers/Speedbrakes Indication on the WHEEL SD page

Ident.: 9-MO-MO-27-07-00004872.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
– *Pressurize the Yellow Hydraulic System with:*
  • *A Ground cart, or with*
  • *The Yellow Engine 2 Pump with the Engine 2 running.*
– *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

- **If surface 1 indication is inoperative:**

CAUTION	The aircraft must be stopped during the check.

– YELLOW ELEC PUMP pb-sw. . . . . ON
– PTU pb-sw. . . . . AUTO
– SPEEDBRAKES lever. . . . . FULL
– Visually check that surface 1 slightly extends (approximately 6°).
– YELLOW ELEC PUMP pb-sw. . . . . Off

- **If surface 3 indication is inoperative:**
  - BLUE ELEC PUMP pb-sw. . . . . AUTO
  - BLUE PUMP OVRD pb-sw. . . . . ON
  - Move the stick from left stop to right stop.
  - Visually check the correct movement of surface 3.
  - BLUE PUMP OVRD pb-sw. . . . . Off
- **If surface 2, 4, or 5 indication is inoperative:**
  - YELLOW ELEC PUMP pb-sw. . . . . ON
  - PTU pb-sw. . . . . AUTO
  - Move the stick from left stop to right stop and visually check the correct movement of surfaces 2, 4 and 5.
  - YELLOW ELEC PUMP pb-sw. . . . . Off

27-14-01A	Left Aileron Blue Servo-Control (Controlled by ELAC 1)

Ident.: 9-MO-MO-27-14-00004873.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

27-14-03A	Right Aileron Green Servo-Control (Controlled by ELAC 1)

Ident.: 9-MO-MO-27-14-00004874.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

27-14-04A	Right Aileron Blue Servo-Control (Controlled by ELAC 2)

Ident.: 9-MO-MO-27-14-00004875.0000001 / 28 JUN 2022
Applicable to: ALL

DURING ENGINE START

- The F/CTL ELAC2 FAULT alert may be/is displayed on the EWD after the first engine start.
- Check that the F/CTL ELAC2 FAULT alert disappear after the second engine start.

27-21-01A	Rudder Pedal Adjustment System

Ident.: 9-MO-MO-27-21-00004876.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Simultaneously apply loads on both pedals (in rudder control movement direction) to make sure that the secured position is reached. For that purpose, the effort shall be equivalent to a full rudder deflection.

27-22-01A **27-22-01B**	**Rudder Trim System**

Ident.: 9-MO-MO-27-22-00004877.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

27-22-03A	**Rudder Trim Position Indication on the Center Pedestal**

Ident.: 9-MO-MO-27-22-00004878.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

RUD TRIM position indication. . . . . CHECK CENTERED

- **If the RUD TRIM position indication is not centered:**

  RESET pb. . . . . PRESS

27-51-01A	SFCC Flap Channel

Ident.: 9-MO-MO-27-51-00004879.0000001 / 18 DEC 2024
Applicable to: ALL

GENERAL INFORMATION

The F/CTL MAINTENANCE message and SFCS MAINTENANCE message may be displayed on the STATUS SD page.

FLIGHT PREPARATION/LIMITATIONS

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

DURING COCKPIT PREPARATION

Disregard and clear the F/CTL FLAP SYS 2 FAULT alert displayed on the EWD.

AFTER ENGINE START

ENG 2 APPR IDLE ONLY message is displayed on the STATUS SD page.

FLAPS SLOW message is displayed on the STATUS SD page.

27-51-02A	Flap Wing Tip Brakes Solenoid

Ident.: 9-MO-MO-27-51-00004880.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

27-64-01A	Spoiler 5

Ident.: 9-MO-MO-27-64-00004881.0000001 / 28 JUN 2022
Applicable to: ALL

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

Note: No performance penalty applies when the pair of spoilers 5 is inoperative.

27-64-02A	Spoiler 1 or 3

Ident.: 9-MO-MO-27-64-00004882.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 1 PAIR INOPERATIVE".

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

27-64-03A	Spoiler 2 or 4

Ident.: 9-MO-MO-27-64-00004883.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 1 PAIR INOPERATIVE".

AFTER ENGINE START

On the HYD SD page, check the absence of amber data.

27-64-04A	Spoilers 1 and 2

Ident.: 9-MO-MO-27-64-00004884.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 2 PAIRS INOPERATIVE".

DURING COCKPIT PREPARATION

– SEC 3 pb-sw. . . . . .OFF
– FLIGHT CONTROLS/SEC3/SPLY (121VU Q19) C/B. . . . . .Pull

IN FLIGHT

- **In the case of further failure of SEC 1 and SEC 2:**
  – Autoland is not permitted.
  – Disengage the AP at 500 ft RA before landing in direct law. As soon as the AP is disengaged when the three SECs are failed, it cannot be engaged again.
  – Maximum landing capability is CAT 1

27-64-05A	**Spoilers 3 and 4**

Ident.: 9-MO-MO-27-64-00004885.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 2 PAIRS INOPERATIVE".

DURING COCKPIT PREPARATION

Check that the DC TIE contactor 1 is closed:

– Supply the electrical network from the APU or the external power.
– On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

IN FLIGHT

Do not use the speedbrakes.

27-81-01A	SFCC Slat Channel

Ident.: 9-MO-MO-27-81-00004886.0000001 / 18 DEC 2024
Applicable to: ALL

GENERAL INFORMATION

The F/CTL MAINTENANCE message and SFCS MAINTENANCE message may be displayed on the STATUS SD page.

FLIGHT PREPARATION/LIMITATIONS

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

DURING COCKPIT PREPARATION

Disregard and clear the F/CTL SLAT SYS 2 FAULT alert displayed on the EWD.

AFTER ENGINE START

SLATS SLOW message is displayed on the STATUS SD page.

Note: The Slats retract at half speed. The flight crew must take into account the slats retraction speed to avoid transitory VFE exceedance.

FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

Note: When the SFCC 2 Slat channel is deactivated, and if the aircraft is in CONF 1+F, the SFCS 2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS 2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the SFCC 2 Slat channel is deactivated.

27-81-02A	Slat Wing Tip Brakes Solenoid

Ident.: 9-MO-MO-27-81-00004887.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

27-92-01A	Speedbrake Control System (speedbrake control system inoperative)

Ident.: 9-MO-MO-27-92-00004888.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc Ground Spoiler Control System (ground spoiler control system inoperative)

27-92-01B	Speedbrake Control System (speedbrake 2 inoperative)

Ident.: 9-MO-MO-27-92-00004889.0000001 / 18 DEC 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Apply performance penalties associated with the pair of spoilers 2 inoperative.

Note: *In the EFB PERF application, this corresponds to the MEL Procedure 9-27-64 Flight Control - Spoiler Hydraulic Actuation - 9-27-64-03 "PAIR No. 2 INOPERATIVE".*

27-92-01C	Speedbrake Control System (speedbrakes 3 and 4 inoperative)

Ident.: 9-MO-MO-27-92-00013167.0000001 / 18 DEC 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Apply performance penalties associated with two pairs of spoilers inoperative.

Note: *In the EFB PERF application, this corresponds to the MEL Procedure 9-27-64 Flight Control - Spoiler Hydraulic Actuation - 9-27-64-05 "PAIRS No. 3+4 INOPERATIVE".*

IN FLIGHT

Do not use the speedbrakes.

27-92-02A	Ground Spoiler Control System

Ident.: 9-MO-MO-27-92-00004890.0000001 / 18 SEP 2024
Applicable to: ALL

GENERAL INFORMATION

The autobrake function is not available. *Refer to OpsProc AUTO/BRK Function*

CAUTION	One or both thrust reversers may not deploy at landing. Consequently, for performance determination, do not take into account the credit of the thrust reversers.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ALL INOPERATIVE".*

27-92-02B	Ground Spoiler Control System (Pair of spoilers 5 inoperative)

Ident.: 9-MO-MO-27-92-00004891.0000001 / 31 AUG 2023
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For performance penalties, *Refer to OpsProc Spoiler 5*

27-92-02C	Ground Spoiler Control System (Pairs of spoilers 1 and 2 or pairs of spoilers 3 and 4 inoperative)

Ident.: 9-MO-MO-27-92-00004892.0000001 / 31 AUG 2023
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If the pairs of spoilers 1 and 2 are inoperative:**

  Apply performance penalties associated with two pairs of spoilers inoperative.

  Note: *In the EFB PERF application, this corresponds to the MEL Procedure 9-27-64 Flight Controls - Spoiler Hydraulic Actuation - 9-27-64-04 "PAIRS No. 1+2 INOPERATIVE".*

- **If the pairs of spoilers 3 and 4 are inoperative:**

  Apply performance penalties associated with two pairs of spoilers inoperative.

  Note: *In the EFB PERF application, this corresponds to the MEL Procedure 9-27-64 Flight Controls - Spoiler Hydraulic Actuation - 9-27-64-05 "PAIRS No. 3+4 INOPERATIVE".*

27-93-01A	ELAC 1

Ident.: 9-MO-MO-27-93-00004893.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

- **If the AP 1 is engaged for landing:**

  Maximum landing capability is CAT 1.

- **If the AP 2 is engaged for landing:**

  Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *Both Yellow and Green Engines Hydraulic Pumps with both Engines running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.*

- **If the F/CTL ELAC 1 FAULT alert is displayed on the EWD:**

  Note:
  1. *After application of the maintenance procedure, the following ECAM alerts remain displayed on the EWD :*
     - *C/B TRIPPED R ELEC BAY alert , and*
     - *C/B TRIPPED ON OVHD PNL alert, and*
     - *F/CTL ELAC 1 FAULT alert.*
  2. *After first engine start, the F/CTL ALTN LAW alert may be spuriously displayed. It normally disappears after second engine start.*

  Check of the elevator and the roll spoilers control through the SECs:

  Put the aircraft in the test configuration:

  - YELLOW ELEC PUMP pb-sw. . . . . ON

    Note: *If the Yellow Electric Pump is not available, pressurize the Yellow Hydraulic System with a Ground Cart or with both Green and Yellow Engines Hydraulic Pumps with both Engines running.*
  - PTU pb-sw. . . . . AUTO
  - BLUE ELEC PUMP pb-sw. . . . . .AUTO
  - BLUE PUMP OVRD pb. . . . . ON
  - ELAC 2 pb-sw. . . . . On

- SEC 1 pb-sw. . . . . On
- SEC 2 pb-sw. . . . . On
- SEC 3 pb-sw. . . . . On
- Wait 5 s

Check of the elevator control through the SEC 1 and the spoilers control through the SEC 1 and the SEC 3:

- BLUE PUMP OVRD pb-sw. . . . . Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw. . . . . ON
- ELAC 2 pb-sw. . . . . OFF
- SEC 2 pb-sw. . . . . OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the elevator control through the SEC 2 and of the spoilers control through the SEC 2 and the SEC 3:

- ELAC 2 pb-sw. . . . . On
- SEC 2 pb-sw. . . . . On
- Wait 5 s
- YELLOW ELEC PUMP pb-sw. . . . . Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the yellow and the green elevator actuators symbols become amber.
- Wait 5 s
- YELLOW ELEC PUMP pb-sw. . . . . ON
- ELAC 2 pb-sw. . . . . OFF
- SEC 1 pb-sw. . . . . OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the ailerons control through the ELAC 2:

- SEC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On
- BLUE PUMP OVRD pb-sw. . . . . Off
- YELLOW ELEC PUMP pb-sw. . . . . Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the blue and the green ailerons actuators symbols become amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw. . . . . ON
- YELLOW ELEC PUMP pb-sw. . . . . ON
- Move the CAPT stick from right stop to left stop.
- On the F/CTL SD page, check the full travel of the ailerons.
- Move the F/O stick from right stop to left stop.
- On the F/CTL SD page, check full travel of ailerons.

CAUTION	If an expected ailerons movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw. . . . . Off
- BLUE PUMP OVRD pb-sw. . . . . Off
- ELAC1 pb-sw. . . . . Check Off

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

■ **If the F/CTL ELAC 1 PITCH FAULT alert is displayed on the EWD:**

Note: After first engine start, the F/CTL ALTN LAW alert may be spuriously displayed on the EWD. It normally disappears after second engine start.

Check of the elevator and the roll spoilers control through the SECs:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw. . . . . ON
- PTU pb-sw. . . . . AUTO
- BLUE ELEC PUMP pb-sw. . . . . AUTO
- BLUE PUMP OVRD pb. . . . . ON
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On

- SEC 1 pb-sw. . . . . On
- SEC 2 pb-sw. . . . . On
- SEC 3 pb-sw. . . . . On
- Wait 5 s

Check of the elevator control through the SEC 1 and of the spoilers control through the SEC 1 and the SEC 3:

- BLUE PUMP OVRD pb-sw. . . . . Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw. . . . . ON
- ELAC 1 pb-sw. . . . . OFF
- ELAC 2 pb-sw. . . . . OFF
- SEC 2 pb-sw. . . . . OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the elevator control through the SEC 2 and of the spoilers control through the SEC 2 and the SEC 3:

- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On
- SEC 2 pb-sw. . . . . On
- Wait 5 s
- YELLOW ELEC PUMP pb-sw. . . . . Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the yellow and the green elevator actuators symbols become amber.
- Wait 5 s
- YELLOW ELEC PUMP pb-sw. . . . . ON
- ELAC 1 pb-sw. . . . . OFF
- ELAC 2 pb-sw. . . . . OFF
- SEC 1 pb-sw. . . . . OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

– Move the F/O stick from right stop to left stop, then from forward stop to aft stop.
– On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

– YELLOW ELEC PUMP pb-sw. . . . . Off
– BLUE PUMP OVRD pb-sw. . . . . Off
– ELAC 1 pb-sw. . . . . On
– ELAC 2 pb-sw. . . . . On
– SEC 1 pb-sw. . . . . On

Check that the DC TIE contactor 1 is closed:

– Supply the electrical network from the APU or the external power.
– On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

APPROACH

- **If the AP 1 is used for the approach:**

  The captain must be the PF.

Note: *Due to the fact that the ELAC 1 is not electrically supplied, the F/O take-over pb cannot disengage the AP 1.*

27-94-01A	SEC 1

Ident.: 9-MO-MO-27-94-00004894.0000001 / 31 AUG 2023
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Apply performance penalties associated with two pairs of spoilers inoperative.

Note: *In the LH EFB PERF application, this corresponds to the MEL Procedure 9-27-64 Flight Controls - Spoiler Hydraulic Actuation - 9-27-64-05 "PAIRS No. 3+4 INOPERATIVE".*

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *Both Yellow and Green Engine Hydraulic Pumps with both Engines running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Note: *After application of the maintenance procedure, the C/B TRIPPED R ELEC BAY and the C/B TRIPPED ON OVHD PNL alerts are displayed on the EWD.*

Check of the elevator control and roll spoilers control through the operative computers:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw. . . . . ON
- PTU pb-sw. . . . . AUTO
- BLUE ELEC PUMP pb-sw. . . . . AUTO
- BLUE PUMP OVRD pb. . . . . ON
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On
- SEC 2 pb-sw. . . . . On
- SEC 3 pb-sw. . . . . On
- Wait 5 s

Check of the elevator control through the ELAC 1:

- BLUE PUMP OVRD pb-sw. . . . . Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw. . . . . ON
- ELAC 2 pb-sw. . . . . OFF
- SEC 2 pb-sw. . . . . OFF
- Move the CAPT stick from forward stop to aft stop.
- On the F/CTL SD page, check the full travel of both elevators.

CAUTION	If an expected elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the elevator control through the SEC 2:

- ELAC 2 pb-sw. . . . . On
- SEC 2 pb-sw. . . . . On
- Wait 5 s
- YELLOW ELEC PUMP pb-sw. . . . . Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the yellow and the green elevator actuators symbols become amber.
- Wait 5 s
- YELLOW ELEC PUMP pb-sw. . . . . ON
- ELAC 1 pb-sw. . . . . OFF
- ELAC 2 pb-sw. . . . . OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.

Each stop must be applied during 3 s

- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.

Each stop must be applied during 3 s

- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2 and 5 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw. . . . . Off
- BLUE PUMP OVRD pb-sw. . . . . Off
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On
- SEC 1 pb-sw. . . . . Off

Check that the DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page, check the link between the DC BUS 1 and the DC BAT BUS.

IN FLIGHT

Do not use the speedbrakes.

- **If the SEC 2 and the SEC 3 fail during the flight:**

  Autoland is not permitted.

Maximum landing capability is CAT 1

Disengage the AP at 500 ft RA before landing in direct law.

When the AP is disengaged with the three SECs failed, it cannot be engaged again.

27-94-02A	SEC 2

Ident.: 9-MO-MO-27-94-00004895.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *Both Yellow and Green Engine Hydraulic Pumps with both Engines running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Note: *After application of the maintenance procedure, the C/B TRIPPED REAR PNL N-R alert is displayed on the EWD.*

Check of the elevator control and roll spoilers control through the operative computers:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw. . . . . ON
- PTU pb-sw. . . . . AUTO
- BLUE ELEC PUMP pb-sw. . . . . AUTO
- BLUE PUMP OVRD pb. . . . . ON
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On
- SEC 1 pb-sw. . . . . On
- SEC 3 pb-sw. . . . . On
- Wait 5 s

Check of the elevator control through the ELAC 1:

- BLUE PUMP OVRD pb-sw. . . . . Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page, check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw. . . . . ON
- ELAC 2 pb-sw. . . . . OFF
- SEC 1 pb-sw. . . . . OFF
- Move the CAPT stick from forward stop to aft stop.
- On the F/CTL SD page, check the full travel of both elevators.

CAUTION	If an expected elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Check of the elevator control through the SEC 1:

- ELAC 2 pb-sw. . . . . On
- SEC 1 pb-sw. . . . . On
- Wait 5 s
- BLUE PUMP OVRD pb-sw. . . . . Off
- Wait for hydraulic circuits depressurization.
- On the F/CTL SD page, check that the blue elevator actuator symbols becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw. . . . . ON
- ELAC 1 pb-sw. . . . . OFF
- ELAC 2 pb-sw. . . . . OFF
- Move the CAPT stick from right stop to left stop, then from forward stop to aft stop.

  Each stop must be applied during 3 s
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.
- Move the F/O stick from right stop to left stop, then from forward stop to aft stop.

  Each stop must be applied during 3 s
- On the F/CTL SD page, check the correct movement of the pairs of spoilers 2, 3, and 4 and the full travel of both elevators.

CAUTION	If an expected spoiler or elevator movement does not occur, do not attempt any reset. Contact the maintenance.

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw. . . . . Off
- BLUE PUMP OVRD pb-sw. . . . . Off
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On
- SEC 2 pb-sw. . . . . Off

AFTER ENGINE START

Note: The F/CTL ELEV SERVO FAULT alert may be displayed on the EWD if the PTU is inhibited and only one engine is operating. This alert must disappear when the PTU or the second engine is started.

IN FLIGHT

- **If the SEC 1 and the SEC 3 fail during the flight:**

  Autoland is not permitted.

  Maximum landing capability is CAT 1

Disengage the AP at 500 ft RA before landing in direct law.

When the AP is disengaged with the three SECs failed, it cannot be engaged again.

27-94-03A	SEC 3

Ident.: 9-MO-MO-27-94-00004896.0000001 / 31 AUG 2023
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Apply performance penalties associated with two pairs of spoilers inoperative.

Note: In the LH EFB PERF application, this corresponds to the MEL Procedure 9-27-64 Flight Controls - Spoiler Hydraulic Actuation - 9-27-64-04 "PAIRS No. 1+2 INOPERATIVE".

DURING COCKPIT PREPARATION

Deactivation of the SEC 3:

– SEC 3 pb-sw. . . . . .OFF
– FLIGHT CONTROLS/SEC 3/SPLY (121VU Q19) C/B. . . . . Pull

IN FLIGHT

- **If the SEC 1 and the SEC 2 fail during the flight:**

  Autoland is not permitted.

  Maximum landing capability is CAT 1

  Disengage the AP at 500 ft RA before landing in direct law.

  When the AP is disengaged with the three SECs failed, it cannot be engaged again.

27-95-02A	FCDC 2

Ident.: 9-MO-MO-27-95-00004897.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

FLIGHT CONTROLS/FCDC2/SPLY (121VU Q20) C/B. . . . . Pull

FUEL OVERHEAD PANEL

28-01-01-07A	FUEL MODE SEL pb-sw FAULT light

Ident.: 9-MO-MO-28-01-01-00004898.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

AFTER ENGINE START

- **If there is fuel in the center tank and with the slats retracted:**

  On the FUEL SD page, check that the center tank pumps indications are in line.

- **With the slats extended:**

  On the FUEL SD page, check that the center tank pumps indications are cross line.

AFTER TAKEOFF

- **If there is fuel in the center tank and with the slats retracted:**

  On the FUEL SD page, check that the center tank pumps indications are in line.

28-01-01-08A	ACT pb-sw FAULT light

Ident.: 9-MO-MO-28-01-01-00004899.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

IN FLIGHT

- **If a manual transfer from the ACT to the CTR tank is necessary:**
  - *Refer to 3-FUEL FUEL ACT XFR FAULT (If Installed).*
  - On the FUEL SD page, monitor the fuel transfer.

FUEL QUANTITY INDICATIONS ON THE FUEL SD PAGE

28-07-01-01A	Fuel On Board (FOB) Indication on the FUEL SD page

Ident.: 9-MO-MO-28-07-01-00004900.0000001 / 28 JUN 2022
Applicable to: ALL

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

  Insert the FOB.

  The FOB may be calculated either using the indications on the refuel control panel or by using the Manual Magnetic Indicators by maintenance.

28-07-01-02A	Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page

Ident.: 9-MO-MO-28-07-01-00004901.0000100 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

ON GROUND

The FQI is in degraded mode when the FOB indication is displayed with two dashes across the two last digits on the EWD.

- **When the FQI is in degraded mode:**

  On the FUEL SD page, determine which tank is affected.

The resulting loss of accuracy must be taken into account by using the two following parameters:

1. Fq : The extra fuel quantity to be loaded.
2. W: The weight to be added to the total fuel weight for TOW calculation only.

Fq and W parameters are given as follows :

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in kg)		
	Fq (kg)	**W (kg)**
WING TANK	130	310
CENTER TANK	130	130
ALL TANKS	390	750

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in lb - If applicable)		
	Fq (lb)	**W (lb)**
WING TANK	290	690
CENTER TANK	290	290
ALL TANKS	870	1670

Note: At airline convenience, it is permitted to round up Fq and W values given in the above tables, as well as the calculated results (i.e. Fm+Fq, Fm+Fq+W, and/or Fm+Fq+W), to next 50 or 100 kg (lb).*

Preselect the fuel quantity required for the mission : Fm

- **When the refuel stops:**
  - Enter the table and determine Fq and W values for the affected tank.
  - Start again the refuel with the new preselected quantity which corresponds to the total FOB : Fm+Fq

    Note: If all tanks reach high level before having loaded the complete Fq value, this shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with the fuel density. Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

- **When the refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm+Fq+W

  - **If all tanks reach high level before having loaded Fq value:**
    - The extra fuel quantity known to be onboard is Fq* with: Fq* < Fq
    - The FOB value to be considered for TOW calculation is: FOB = Fm+Fq *+W

- **If the resulting TOW is higher than the MTOW:**

  The aircraft load must be reduced.

28-07-01-02A	Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page

Ident.: 9-MO-MO-28-07-01-00004901.0000200 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

ON GROUND

The FQI is in degraded mode when the FOB indication is displayed with two dashes across the two last digits on the EWD.

- **When the FQI is in degraded mode:**

  On the FUEL SD page, determine which tank is affected.

  The resulting loss of accuracy must be taken into account by using the two following parameters:

  1. Fq : The extra fuel quantity to be loaded.
  2. W: The weight to be added to the total fuel weight for TOW calculation only.

  Fq and W parameters are given as follows :

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in kg)		
	Fq (kg)	**W (kg)**
OUTER TANK	20	200
INNER TANK	110	110
CENTER TANK	130	130
ALL TANKS	390	750

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in lb - If applicable)		
	Fq (lb)	**W (lb)**
OUTER TANK	45	450
INNER TANK	240	240
CENTER TANK	290	290
ALL TANKS	860	1670

Note: At airline convenience, it is permitted to round up Fq and W values given in the above tables, as well as the calculated results (i.e. Fm+Fq, Fm+Fq+W, and/or Fm+Fq+W), to next 50 or 100 kg (lb).*

Preselect the fuel quantity required for the mission : Fm

- **When the refuel stops:**
  - Enter the table and determine Fq and W values for the affected tank.

– Start again the refuel with the new preselected quantity which corresponds to the total FOB : Fm+Fq

Note: *If all tanks reach high level before having loaded the complete Fq value, this shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with the fuel density. Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.*

- **When the refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm+Fq+W

  - **If all tanks reach high level before having loaded Fq value:**
    - The extra fuel quantity known to be onboard is Fq* with: Fq* < Fq
    - The FOB value to be considered for TOW calculation is: FOB = Fm+Fq *+W
- **If the resulting TOW is higher than the MTOW:**

  The aircraft load must be reduced.

28-07-01-03A 28-07-01-03C	Outer Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MO-MO-28-07-01-00004902.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel or by using the Manual Magnetic Indicators by maintenance.

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

  Insert the FOB.

28-07-01-04A	Inner/Wing Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MO-MO-28-07-01-00004903.0000001 / 28 JUN 2022
Applicable to: ALL

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel or by using the Manual Magnetic Indicators by maintenance.

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

  Insert the FOB.

28-07-01-05A	Center Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MO-MO-28-07-01-00004904.0000100 / 28 JUN 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel or by using the Manual Magnetic Indicators by maintenance.

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

  Insert the FOB.

AT TOP OF CLIMB

- Check on the FUEL SD page that the fuel is transferred from one additional center tank (from ACT 2 if ACT 2 is installed and not empty) to the center tank.
- Check that the fuel quantity in one additional center tank has decreased (from ACT 2 if ACT 2 is installed and not empty).

- **If the automatic transfer has not started:**
  - **After 30 minutes of flight:**
    - ACT pb-sw. . . . . FWD
    - If necessary perform a descent to FL 270.
- **When ACT (both ACTs if two ACTs installed) empty:**

  ACT pb-sw. . . . . AUTO

28-07-01-05A	Center Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MO-MO-28-07-01-00004904.0000200 / 28 JUN 2022
Criteria: A319 / A320 / A321 (all ex. -AEUA)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AFTER REFUELING

The FOB may be calculated either using the indications on the refuel control panel or by using the Manual Magnetic Indicators by maintenance.

AFTER ENGINE START

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

  Insert the FOB.

28-07-01-06B	ACT Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MO-MO-28-07-01-00004905.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

AT TOP OF CLIMB

Check of the fuel transfer from one additional center tank (from ACT 2 if ACT 2 is installed and not empty) to the center tank:

On the FUEL SD page, check that the transfer indication (arrow) is displayed or check that the total fuel indicated is above the actual fuel indicated after refuel minus FU.

- **If the automatic transfer has not started:**
  - **After 30 minutes of flight:**
    - ACT pb-sw. . . . . FWD
    - If necessary perform a descent to FL 270.
- **When ACT (both ACTs if two ACTs installed) is empty:**

  ACT pb-sw. . . . . AUTO

VALVE INDICATIONS ON THE FUEL SD PAGE

28-07-04-04A	Wing Transfer Valve Indication on the FUEL SD page

Ident.: 9-MO-MO-28-07-04-00004906.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

IN FLIGHT

- **When any inner tank fuel quantity reaches 750 kg (1650 lb) of fuel:**

  On the FUEL SD page, check the associated outer tank transfer.

28-09-01A	FUEL L(R) WING TK HI TEMP **Alert (One inoperative)**

Ident.: 9-MO-MO-28-09-00012584.0000001 / 15 DEC 2023
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature using the fuel temperature indications of the opposite wing, before takeoff and periodically during the flight.

Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff and shut down the engine on the affected side.
  - **In flight:**
    - Increase the engine fuel flow on the affected side.
    - If necessary use the APU GEN and switch off the IDG on the affected side (if the opposite GEN is available).

28-09-01A	FUEL L(R) INNER(OUTER) TK HI TEMP **Alert (One or two inoperative)**

Ident.: 9-MO-MO-28-09-00012584.0000002 / 15 DEC 2023
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature using the fuel temperature indications of the non affected tanks, before takeoff and periodically during the flight.

Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*
For fuel temperature limits when JP4 and JET B fuels are used, Refer to 1-FUEL Fuel Temperature Limits when JP4 and JET B Fuels are Used.

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff and shut down the engine on the affected side.
  - **In flight:**
    - Increase the engine fuel flow on the affected side.
    - If necessary use the APU GEN and switch off the IDG on the affected side (if the opposite GEN is available).

28-09-01B	FUEL L(R) INNER(OUTER) TK HI TEMP **Alert (One or more inoperative)**

Ident.: 9-MO-MO-28-09-00004907.0000003 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature before takeoff and periodically during the flight.

Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*
For fuel temperature limits when JP4 and JET B fuels are used, Refer to 1-FUEL Fuel Temperature Limits when JP4 and JET B Fuels are Used.

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff and shut down the engine on the affected side.
  - **In flight:**
    - Increase the engine fuel flow on the affected side.
    - If necessary use the APU GEN and switch off the IDG on the affected side (if the opposite GEN is available).

28-09-01B	FUEL L(R) WING TK HI TEMP **Alert (Two inoperative)**

Ident.: 9-MO-MO-28-09-00004907.0000004 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature before takeoff and periodically during the flight.

Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff and shut down the engine on the affected side.
  - **In flight:**
    - Increase the engine fuel flow on the affected side.
    - If necessary use the APU GEN and switch off the IDG on the affected side (if the opposite GEN is available).

28-09-02A	FUEL L(R) WING TK LO TEMP **Alert (One inoperative)**

Ident.: 9-MO-MO-28-09-00012585.0000001 / 15 DEC 2023
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature using the fuel temperature indications of the opposite wing, before takeoff and periodically during the flight.

Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff.
  - **In flight:**

    Consider descending to a lower altitude and/or increasing the mach to increase the TAT.

28-09-02A	FUEL L(R) INNER(OUTER) TK LO TEMP **Alert (One or two inoperative)**

Ident.: 9-MO-MO-28-09-00012585.0000002 / 15 DEC 2023
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature using the fuel temperature indications of the non affected tanks, before takeoff and periodically during the flight.

Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*
For fuel temperature limits when JP4 and JET B fuels are used, Refer to 1-FUEL Fuel Temperature Limits when JP4 and JET B Fuels are Used.

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff.
  - **In flight:**

    Consider descending to a lower altitude and/or increasing the mach to increase the TAT.

28-09-02B	FUEL L(R) INNER(OUTER) TK LO TEMP **Alert (One or more inoperative)**

Ident.: 9-MO-MO-28-09-00004909.0000003 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature before takeoff and periodically during the flight.

Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*
For fuel temperature limits when JP4 and JET B fuels are used, Refer to 1-FUEL Fuel Temperature Limits when JP4 and JET B Fuels are Used.

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff.
  - **In flight:**

    Consider descending to a lower altitude and/or increasing the mach to increase the TAT.

28-09-02B	FUEL L(R) WING TK LO TEMP **Alert (Both inoperative)**

Ident.: 9-MO-MO-28-09-00004909.0000004 / 28 JUN 2022
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

ON GROUND OR IN FLIGHT

On the FUEL SD page, monitor the fuel temperature before takeoff and periodically during the flight.

Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff.
  - **In flight:**

    Consider descending to a lower altitude and/or increasing the mach to increase the TAT.

28-09-03B	FUELACT XFR FAULT **Alert**

Ident.: 9-MO-MO-28-09-00004911.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

Refer to OpsProc Center Tank Fuel Quantity Indication on the FUEL SD page

28-12-01A	Overpressure Protector Between the Inner and the Outer Tank (Inner tank fuel temperature monitored)

Ident.: 9-MO-MO-28-12-00004912.0000001 / 14 SEP 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

GENERAL INFORMATION

The dispatch condition results in an unusual distribution of the fuel quantity: the outer tank of the affected wing will be partially empty with the transfer valves normally closed.

The FCOM Maximum Fuel Imbalance does not apply if a overpressure protector is inoperative.

FLIGHT PREPARATION/LIMITATIONS

Fuel management should be performed with care.

ON GROUND AND IN FLIGHT

- **After a long taxi or if the outside air temperature is high, with the outer tank of the affected wing empty:**

  The FUEL L(R) OUTER TK HI TEMP alert may be displayed on the EWD.

  - **If the FUEL L(R) OUTER TK HI TEMP alert is displayed on the EWD:**
    - Disregard the FUEL L(R) OUTER TK HI TEMP alert.
    - Monitor the inner tank fuel temperature during taxi and in flight to ensure that it decreases and remains within the temperature limitations.

      Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*
      For fuel temperature limits when JP4 and JET B fuels are used, Refer to 1-FUEL Fuel Temperature Limits when JP4 and JET B Fuels are Used.
    - If the inner tank fuel temperature exceeds the temperature limitations, apply the FUEL L(R) INNER TK HI TEMP procedure: *Refer to OpsProc FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert.*

28-12-01B	Overpressure Protector Between the Inner and the Outer Tank (Transfer valves opened)

Ident.: 9-MO-MO-28-12-00004913.0000001 / 15 NOV 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

GENERAL INFORMATION

The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in both outer tanks will transfer to the inner tanks even when the inner tanks are not empty.

The FCOM Maximum Fuel Imbalance does not apply if a overpressure protector is inoperative.

ON GROUND

Check that the associated wing transfer valves are indicated open on the FUEL SD page.

28-12-02A	Overpressure Protector in the Vent Surge Tank

Ident.: 9-MO-MO-28-12-00004914.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND AND IN FLIGHT

- Avoid lateral accelerations in order to reduce the possibility of fuel spill during taxi and climb out.
- In cruise check that no fuel spillage occurred.
- Check that the FOB is sufficient to reach the destination with the adequate reserve.

28-15-01A **28-15-01C**	**LH Wing Transfer Valve (At least one transfer valve open)**

Ident.: 9-MO-MO-28-15-00004915.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

GENERAL INFORMATION

- **If one or both wing transfer valves are inoperative in the open position:**

  The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in the outer tank on the affected side will transfer to the inner tank even when the inner tank is not empty. The FCOM Maximum Fuel Imbalance does not apply if one or both wing transfer valves are inoperative in the open position.

- **If one wing transfer valve is secured in the open position:**

  The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in both outer tanks will transfer to the inner tanks even when the inner tanks are not empty. The FCOM Maximum Fuel Imbalance does not apply if one wing transfer valve is secured in the open position.

ON GROUND

- **If one wing transfer valve is secured in the open position:**

  Check that the wing transfer valve is indicated open on the FUEL SD page.

28-15-01B	**LH Wing Transfer Valve (At least one transfer valve failed closed)**

Ident.: 9-MO-MO-28-15-00004916.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

The fuel in the affected outer tank should be considered as not usable for the flight planning.

28-15-02A **28-15-02C**	**RH Wing Transfer Valve (At least one transfer valve open)**

Ident.: 9-MO-MO-28-15-00004917.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

GENERAL INFORMATION

- **If one or both wing transfer valves are inoperative in the open position:**

  The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in the outer tank on the affected side will transfer to the inner tank even when the inner tank is not empty. The FCOM Maximum Fuel Imbalance does not apply if one or both wing transfer valves are inoperative in the open position.

- **If one wing transfer valve is secured in the open position:**

  The dispatch condition results in an unusual distribution of the fuel quantity: the fuel in both outer tanks will transfer to the inner tanks even when the inner tanks are not empty. The FCOM Maximum Fuel Imbalance does not apply if one wing transfer valve is secured in the open position.

ON GROUND

- **If one wing transfer valve is secured in the open position:**

  Check that the wing transfer valve is indicated open on the FUEL SD page.

28-15-02B	**RH Wing Transfer Valve (At least one transfer valve failed closed)**

Ident.: 9-MO-MO-28-15-00004918.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

The fuel in the affected outer tank should be considered as not usable for the flight planning.

28-20-01A	Automatic Fuel Feed System

Ident.: 9-MO-MO-28-20-00004919.0000003 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

ON GROUND

- **If the center tank is empty for the flight:**

  MODE SEL pb-sw. . . . . MAN

  CTR TK PUMP 1 and 2 pb-sw. . . . . OFF

- **If the center tank is not empty for the flight:**
  - **Before engine start:**

    MODE SEL pb-sw. . . . . MAN
  - **3 min after engine start:**

    CTR TK PUMP 1 and 2 pb-sw. . . . . OFF

IN FLIGHT

- **If the center tank is not empty for the flight:**
  - **After slat retraction and when the fuel in one wing is less than 5000 kg (11000 lb):**

    CTR TK PUMP 1 and 2 pb-sw. . . . . ON
  - **If the FUEL CTR TK PUMPS LO PR alert is displayed on the EWD, or if the center tank is not empty at slat extension:**

    CTR TK PUMP 1 and 2 pb-sw. . . . . OFF

28-21-01A **28-21-01B**	**Wing Tank Pump**

Ident.: 9-MO-MO-28-21-00004920.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

TK PUMP (AFFECTED) . . . . . OFF

28-21-02A	**Center Tank Pump (One inoperative)**

Ident.: 9-MO-MO-28-21-00004921.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

In the case of dispatch with fuel in the center tank, the remaining center tank pump failure must be considered for the flight planning. Operator has to ensure that, from any point of the first part of the route where the center tank is not empty the aircraft may reach a suitable airport considering the fuel quantity (FQ) contained in the center tank as definitely not usable for the flight planning (as a consequence of the failure of the remaining center tank pump).

DURING COCKPIT PREPARATION

– X FEED pb-sw. . . . . CHECK Off
– Affected CTR TK PUMP pb-sw. . . . . OFF
– Operative CTR TK PUMP pb-sw. . . . . OFF

IN FLIGHT

- **If the fuel quantity in the center tank is less than 200 kg (440 lb):**

  Operative CTR TK PUMP pb-sw. . . . . Maintain OFF

- **If the fuel quantity in the center tank is more than 200 kg (440 lb):**

  The fuel in the center tank can be completely used if the operative center tank pump does not fail before the center tank is empty. If the operative center tank pump fails before the center tank is empty, consider the fuel quantity remaining and the time to destination to decide either to continue the flight or to divert.

  - **When the fuel quantity in one wing inner tank is less than 4500 kg (10000 lb):**

    Operative CTR TK PUMP pb-sw. . . . . On

    X FEED pb-sw. . . . . ON

  - **When the fuel quantity in one wing inner tank increases above 5500 kg (12000 lb):**

    X FEED pb-sw. . . . . Off

    Operative CTR TK PUMP pb-sw. . . . . OFF

Note: Repeat the previous two steps as many times as necessary until the center tank is empty.The operative center tank pump will switch off automatically

- **When the fuel quantity in the center tank is less than 250 kg (550 lb):**

  X FEED pb-sw. . . . . Off

28-21-02D	Center Tank Pump (Both inoperative)

Ident.: 9-MO-MO-28-21-00004922.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

CTR TK PUMP 1 and 2 pb-sw. . . . . OFF

28-22-01A **28-22-01B**	**APU Fuel Pump**

Ident.: 9-MO-MO-28-22-00004923.0000001 / 28 JUN 2022
Applicable to: ALL

FOR APU START AND FOR APU OPERATION

Pressurize the LH fuel manifold with at least one fuel tank pump.

28-26-01B	Center Tank Transfer Valve

Ident.: 9-MO-MO-28-26-00004924.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

IN FLIGHT

- Disregard the FUEL CTR L(R) XFR FAULT alert displayed on the EWD.
- MODE SEL pb-sw. . . . . Auto
- Operative CTR TK L(R) XFR pb-sw. . . . . On
- Affected CTR TK L(R) XFR pb-sw. . . . . OFF

- **When differences between fuel quantities in two wings is above 1500 kg (3300 lb):**

  Monitor the fuel imbalance.

  Note: *Apply the FUEL IMBALANCE FCOM procedure as required provided that no fuel leak is suspected. Refer to 3-FUEL [QRH] FUEL IMBALANCE.*

28-28-01B	ACT Auto Transfer System (Manual transfer from the ACT(s) to the center tank operative)

Ident.: 9-MO-MO-28-28-00004925.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

DURING COCKPIT PREPARATION

Establish cockpit to ground communications for the following procedure.

REFUEL PANEL DOOR. . . . . OPEN

The refuel panel door must be open to check the operation of the manual transfer.

- **If the center tank is full:**

  ACT pb-sw. . . . . CHECK AUTO

  TEST sw. . . . . SELECT AND MAINTAIN HI. LVL

  Manual fuel transfer from the ACT(s) to the center tank is usually performed with the center tank not full (center tank high level sensor dry). Therefore, if the center tank is full, keeping selected the TEST sw on the refuel/defuel control panel overrides the high level sensor.

CAUTION	When the ACT pb-sw is set to FWD, fuel may spill out from the center tank to the left surge tank. Once manual fuel transfer is checked operative, set immediately the ACT pb-sw to AUTO. Otherwise, fuel may spill out from the left tank.

ACT pb-sw. . . . . FWD

FUEL SD page. . . . . MONITOR

Manual fuel transfer is checked operative when one of the following occurs:

– *The ACT to center tank fuel transfer indication is fully green*

– *The fuel quantity of one ACT decreases (ACT 1, or ACT 2 ◁ if not empty).*

ACT pb-sw. . . . . AUTO

TEST sw. . . . . RELEASE

REFUEL PANEL DOOR. . . . . CLOSE

30 MIN AFTER TAKEOFF

ACT pb-sw. . . . . FWD

FUEL SD page. . . . . MONITOR

Check that the fuel is transferred from the ACTs to the center tank.

If necessary perform a descent to FL 270.

- **When ACT (both ACTs if two ACTs installed) is empty:**

  ACT pb-sw. . . . . AUTO

28-28-01C	ACT Auto Transfer System (Fuel in the ACT(s) considered as not usable)

Ident.: 9-MO-MO-28-28-00004926.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

ON GROUND OR IN FLIGHT

- **When there is less than 3000 kg (6700 lb) of fuel in the center tank:**

  Disregard and clear the FUEL ACT XFR FAULT alert displayed on the EWD.

28-28-02C	ACT Transfer Valve

Ident.: 9-MO-MO-28-28-00004927.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

ON GROUND OR IN FLIGHT

- **When there is less than 3000 kg (6700 lb) of fuel in the center tank:**

  Disregard and clear the FUEL ACT XFR FAULT alert displayed on the EWD.

28-28-05A	ACT Inward Pressure Relief Valve

Ident.: 9-MO-MO-28-28-00004928.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

DURING COCKPIT PREPARATION

1. The refuel panel door must be open to check the operation of the manual transfer on the ground using the FUEL SD page. Establish ground communications and ensure that the refuel panel door is open during following check and closed after the check is done.
2. The manual transfer may be performed only if the center tank is not full (center tank high level sensor dry). If the center tank is full, the high level sensor may be overridden by keeping pressed in the HI LVL pb test of the refuel panel. When the high level sensor is overridden, take care to not overfill the center tank. Otherwise, fuel may spill out from the surge tanks.

– ACT pb-sw. . . . . FWD
– On the FUEL SD page, check that the fuel is transferred from one ACT (from the ACT 2 if the ACT 2 is installed and not empty) to the center tank.
– ACT pb-sw. . . . . AUTO

AT TOP OF CLIMB

Check that the fuel is transferred from the ACTs to the center tank.

- **If the automatic transfer has not started:**
  - **After 30 min of flight:**
    - ACT pb-sw. . . . . FWD
    - If necessary perform a descent to FL 270.
- **When ACT (both ACTs if two ACTs installed) is empty:**

  ACT pb-sw. . . . . AUTO

28-28-06A	ACT Vent Valve (Manual transfer from the ACT(s) to the center tank operative)

Ident.: 9-MO-MO-28-28-00004929.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

Refer to OpsProc ACT Auto Transfer System (Manual transfer from the ACT(s) to the center tank operative)

28-28-06B	ACT Vent Valve (Fuel in the ACT(s) considered as not usable)

Ident.: 9-MO-MO-28-28-00004930.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

ON GROUND OR IN FLIGHT

- **When there is less than 3000 kg (6700 lb) of fuel in the center tank:**

  Disregard and clear the FUEL ACT XFR FAULT alert displayed on the EWD.

28-28-09C	ACT 1 Inlet Valve

Ident.: 9-MO-MO-28-28-00004931.0000001 / 14 SEP 2022
Criteria: A321 (-AEUA)
Applicable to: D-AEUA

ON GROUND OR IN FLIGHT

- **When there is less than 3000 kg (6700 lb) of fuel in the center tank:**

  Disregard and clear the FUEL ACT XFR FAULT alert displayed on the EWD.

28-29-01A	APU LP Fuel Valve

Ident.: 9-MO-MO-28-29-00004932.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING PRELIMINARY COCKPIT PREPARATION

Do not use the APU.

APU MASTER SW pb-sw. . . . . Off

No APU bleed air will be available for Main Engine Start (MES) or air conditioning.

No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START

For engine start without APU, *Refer to 2-SUP-ENG Engine Start with an Air Start Unit*.

On the FUEL SD page, check that the APU LP valve is indicated closed: *Refer to 12-28-20 ECAM Fuel Page*.

AFTER LANDING, AT THE GATE

In absence of suitable ground support equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of bleed air and electrical power for engine starting.

Refer to 2-SUP-FUEL Refueling with One Engine Running.

28-29-01A	APU LP Fuel Valve

Ident.: 9-MO-MO-28-29-00004932.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

Do not use the APU.

APU MASTER SW pb-sw. . . . . Off

No APU bleed air will be available for Main Engine Start (MES) or air conditioning.

No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START

For engine start without APU, *Refer to 2-SUP-ENG Engine Start with an Air Start Unit*.

On the FUEL SD page, check that the APU LP valve is indicated closed: *Refer to 12-28-20 ECAM Fuel Page*.

AFTER LANDING, AT THE GATE

In absence of suitable ground support equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of bleed air and electrical power for engine starting.

Refer to 2-SUP-FUEL Refueling with One Engine Running.

28-50-01A	Fuel Quantity Indicating Computer (FQIC) Channel

Ident.: 9-MO-MO-28-50-00004933.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

1. Ensure that correct weights are entered in the FMGC associated with the affected FQIC channel.
2. In the case of failure in-flight of the remaining FQIC channel, all fuel quantities indications on the EWD are lost.

29-07-07A	System Label Indication on the HYD SD page

Ident.: 9-MO-MO-29-07-00004934.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

– YELLOW ELEC PUMP pb-sw. . . . . .ON
– BLUE ELEC PUMP pb-sw. . . . . AUTO
– BLUE PUMP OVRD pb-sw. . . . . ON
– PTU pb-sw. . . . . .AUTO
– Move the CAPT stick left or right.
– On the F/CTL SD page, check the pairs of spoilers movement.
– YELLOW ELEC PUMP pb-sw. . . . . .Off
– BLUE PUMP OVRD pb-sw. . . . . .OFF

29-07-08A	System Pressure Indication on the HYD SD page

Ident.: 9-MO-MO-29-07-00004935.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

■ **If the blue system pressure indication is inoperative:**

Check of the system label:

– On the HYD SD page, check that the BLUE system label is amber.
– BLUE ELEC PUMP pb-sw. . . . . AUTO
– BLUE PUMP OVRD pb-sw. . . . . .ON
– On the HYD SD page, check that the BLUE system label is white and that the arrow is green.
– BLUE PUMP OVRD pb-sw. . . . . Off

- **If the yellow system pressure indication is inoperative:**

  Check of the system label:

  – YELLOW ELEC PUMP pb-sw. . . . . Off
  – On the HYD SD page, check that the YELLOW system label is amber.
  – YELLOW ELEC PUMP pb-sw. . . . . ON
  – On the HYD SD page, check that the YELLOW system label is white and that the arrow is green.
  – YELLOW ELEC PUMP pb-sw. . . . . Off

- **If the green system pressure indication is inoperative:**

  Check of the system label:

  – On the HYD SD page, check that the GREEN system label is amber.
  – YELLOW ELEC PUMP pb-sw. . . . . ON
  – PTU pb-sw. . . . . AUTO
  – On the HYD SD page, check that the GREEN system label is white and that the arrow is green.
  – YELLOW ELEC PUMP pb-sw. . . . . Off

AFTER ENGINES START

Note: The HYD PTU FAULT ECAM alert may be triggered.

29-09-03A	HYDG(Y) ENG 1(2) PUMP LO PR **Alert**

Ident.: 9-MO-MO-29-09-00004936.0000001 / 28 JUN 2022
Applicable to: ALL

AFTER ENGINE START

Check of the engines pumps:

– PTU pb-sw. . . . . OFF
– On the HYD SD page, check that the green and the yellow hydraulic systems pressures are correct.

A correct pressure is 3000 PSI (± 200 PSI).

– PTU pb-sw. . . . . AUTO

Note: On the HYD SD page, the PTU remains indicated running .

TAXI

Note: Due to a false HYD G(Y) ENG 1(2) PUMP LO PR alert displayed on the EWD, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO.

Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST except a false HYD G(Y) ENG 1(2) PUMP LO PR alert.

CAUTION	The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert except a false HYD G(Y) ENG 1(2) PUMP LO PR alert.

29-09-07A	HYDPTU FAULT **Alert**

Ident.: 9-MO-MO-29-09-00004937.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Note: If the Yellow Electric Pump is not available:
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the PTU:

– YELLOW ELEC PUMP pb-sw. . . . . ON
– PTU pb-sw. . . . . AUTO
– On the HYD SD page, check that the green hydraulic system pressure indication is green.

If the green hydraulic system pressure indication is not available, check on the HYD SD page that the GREEN system label is white and the arrow is green.

– YELLOW ELEC PUMP pb-sw. . . . . Off

29-10-03A	Blue System Electric Pump

Ident.: 9-MO-MO-29-10-00004938.0000001 / 28 JUN 2022
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

- **If the blue electric pump continuously runs:**

  At electrical power supply application:

  BLUE ELEC PUMP pb-sw. . . . . OFF

AFTER ENGINE START

BLUE ELEC PUMP pb-sw. . . . . AUTO

- **If the blue electric pump does not automatically start:**
  - BLUE PUMP OVRD pb-sw. . . . . ON
  - On the HYD SD page, check that the blue hydraulic circuit pressure is available.

AFTER ENGINE SHUTDOWN

BLUE ELEC PUMP pb-sw. . . . . OFF

29-23-01A	Power Transfer Unit (PTU)

Ident.: 9-MO-MO-29-23-00004939.0000001 / 28 JUN 2022
Applicable to: ALL

AFTER ENGINE START

Check of the PTU operation:

– GREEN ENG 1 PUMP pb-sw. . . . . OFF
– On the HYD SD page, check that the green system pressure is correct.

A correct pressure is 3000 PSI (± 200 PSI).

– GREEN ENG 1 PUMP pb-sw. . . . . On
– YELLOW ENG 2 PUMP pb-sw. . . . . OFF
– YELLOW ELEC PUMP pb-sw. . . . . Off
– On the HYD SD page, check that the yellow system pressure is correct.

A correct pressure is 3000 PSI (± 200 PSI).

– YELLOW ENG 2 PUMP pb-sw. . . . . On

Note:

1. *The PTU pressurizes the system to a nominal value of 3000 PSI (± 200 PSI), but if no consumers are operated the pressure is not constant. The PTU operates in a cycle which keeps the pressure in the hydraulic systems between 2100 PSI and 3200 PSI.*
2. *For passengers comfort, the PTU may be set to OFF during the taxi after landing provided that both engines hydraulic pumps are operative and running. The PTU must be set back to AUTO before leaving the aircraft.*

29-24-01A	Yellow System Electric Pump

Ident.: 9-MO-MO-29-24-00004940.0000002 / 28 JUN 2022
Applicable to: ALL

ONE ENGINE TAXI

During one engine taxi, the PTU pressurizes the yellow hydraulic system and generates noise in the cockpit and the cabin.

ON GROUND

- **If the pump continuously runs and does not stop when set to off:**

  DOORS/CARGO (T12 on 122 VU) C/B. . . . . Pull

  - **If unsuccessful:**

    – Y HYD/ELEC PUMP/NORM (AB 03 on 123 VU) C/B. . . . . Pull
    – Y HYD/ELEC/PUMP (AB 06 on 123 VU) C/B. . . . . Pull

  Note: *1. If the pump continuously runs on the ground, there is a potential overheat situation.*

  2. The reset of the C/Bs must be limited to the time required to open or close the cargo doors.

ANTI ICE OVERHEAD PANEL

30-01-01-03A	ANTI ICE WING pb-sw FAULT light

Ident.: 9-MO-MO-30-01-01-00004941.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Check of the anti-ice "arrow" symbol:

- Make sure that a bleed air supply system is available.
- ANTI ICE WING pb-sw. . . . . ON
- On the BLEED SD page, check that the anti-ice "arrow" symbols are displayed amber and disappear after 30 s.
- ANTI ICE WING pb-sw. . . . . Off

30-09-01A	ANTI ICE ENG 1(2) CTL FAULT Alert

Ident.: 9-MO-MO-30-09-00004942.0000001 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

GENERAL INFORMATION

A higher idle speed is set on both engines when the alert ANTI-ICE ENG 1(2) CTL FAULT is displayed on EWD with the ENG 1(2) A.ICE VALVE OPEN subtitle displayed.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".

Flight planning:

Increase fuel consumption by:

Zp (ft)	ENG 1 CTL FAULT and ENG 2 CTL FAULT displayed	ENG 1(2) CTL FAULT displayed
5000	1.2 %	0.6 %
10000	1.2 %	0.6 %
15000	1.2 %	0.6 %
20000	1.2 %	0.6 %
25000	1.3 %	0.6 %
30000	1.3 %	0.6 %
35000	1.3 %	0.6 %
40000	2.3 %	1.2 %

Single engine cruise:

Decrease drift down ceilings by:

0 ft when OAT ≤ ISA + 5 °C

950 ft when OAT >ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. . . . . ON

30-11-01A	Wing Anti-Ice Control Valve

Ident.: 9-MO-MO-30-11-00004943.0000100 / 25 MAR 2025
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	5.0 %	4.5 %	5.0 %	4.0 %	3.0 %	2.5 %	2.5 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:

500 ft when OAT ≤ ISA

3200 ft when OAT >ISA

Approach climb performance:

- **When the engine bleed air supply system is closed:**

  No penalty.

- **When the engine bleed air supply system is open:**

  Maximum climb limiting weight reductions are applied by Flysmart Takeoff / Landing performance calculation.

DURING COCKPIT PREPARATION

Note: *If A/C anti icing required, perform Engine Start and ECAM procedure ANTI ICE R WING VALVE OPEN prior to anti icing. This sequence avoids unintentional wing anti ice duct heating through the open valve impairing the applied anti ice fluid.*

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

  On the BLEED SD page, check that the anti-ice arrow symbol is displayed.

  The anti-ice arrow symbol may be displayed amber or green.

  The WING A. ICE L(R) HI PR alert must not be displayed on the EWD.

BEFORE ENGINE START

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

Maintain the X BLEED selector at SHUT during the start of engine 1.

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING A. ICE R VALVE OPEN alert displayed on the EWD.

AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

IN FLIGHT

If the wing anti ice is operated in flight, WING A. ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

AFTER LANDING

Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

30-11-01A	Wing Anti-Ice Control Valve

Ident.: 9-MO-MO-30-11-00004943.0000200 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	4.5 %	4.0 %	6.0 %	4.5 %	3.5 %	2.5 %	2.5 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:

900 ft when OAT ≤ ISA

3300 ft when OAT >ISA

Approach climb performance:

- **When the engine bleed air supply system is closed:**

  No penalty.

- **When the engine bleed air supply system is open:**

  Maximum climb limiting weight reductions are applied by Flysmart Takeoff / Landing performance calculation.

DURING COCKPIT PREPARATION

Note: *If A/C anti icing required, perform Engine Start and ECAM procedure ANTI ICE R WING VALVE OPEN prior to anti icing. This sequence avoids unintentional wing anti ice duct heating through the open valve impairing the applied anti ice fluid.*

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

  On the BLEED SD page, check that the anti-ice arrow symbol is displayed.

  The anti-ice arrow symbol may be displayed amber or green.

  The WING A. ICE L(R) HI PR alert must not be displayed on the EWD.

BEFORE ENGINE START

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

Maintain the X BLEED selector at SHUT during the start of engine 1.

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING A. ICE R VALVE OPEN alert displayed on the EWD.

AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

IN FLIGHT

If the wing anti ice is operated in flight, WING A. ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

AFTER LANDING

Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

30-11-01A	Wing Anti-Ice Control Valve

Ident.: 9-MO-MO-30-11-00004943.0000300 / 25 MAR 2025
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	4.5 %	4.0 %	5.0 %	4.0 %	4.0 %	3.5 %	3.0 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:

500 ft when OAT ≤ ISA

2500 ft when OAT >ISA

Approach climb performance:

- **When the engine bleed air supply system is closed:**

  No penalty.

- **When the engine bleed air supply system is open:**

  Maximum climb limiting weight reductions are applied by Flysmart Takeoff / Landing performance calculation.

DURING COCKPIT PREPARATION

Note: If A/C anti icing required, perform Engine Start and ECAM procedure ANTI ICE R WING VALVE OPEN prior to anti icing. This sequence avoids unintentional wing anti ice duct heating through the open valve impairing the applied anti ice fluid.

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

  On the BLEED SD page, check that the anti-ice arrow symbol is displayed.

  The anti-ice arrow symbol may be displayed amber or green.

  The WING A. ICE L(R) HI PR alert must not be displayed on the EWD.

BEFORE ENGINE START

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

Maintain the X BLEED selector at SHUT during the start of engine 1.

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING A. ICE R VALVE OPEN alert displayed on the EWD.

AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

IN FLIGHT

If the wing anti ice is operated in flight, WING A. ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

AFTER LANDING

Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

30-11-01A	Wing Anti-Ice Control Valve

Ident.: 9-MO-MO-30-11-00004943.0000400 / 25 MAR 2025
Criteria: A320 (-AIZJ, -AIZM)
Applicable to: D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	4.5 %	4.5 %	6.0 %	4.5 %	3.5 %	2.5 %	2.5 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:

1100 ft when OAT ≤ ISA

4500 ft when OAT >ISA

Approach climb performance:

- **When the engine bleed air supply system is closed:**

  No penalty.

- **When the engine bleed air supply system is open:**

  Maximum climb limiting weight reductions are applied by Flysmart Takeoff / Landing performance calculation.

DURING COCKPIT PREPARATION

Note: If A/C anti icing required, perform Engine Start and ECAM procedure ANTI ICE R WING VALVE OPEN prior to anti icing. This sequence avoids unintentional wing anti ice duct heating through the open valve impairing the applied anti ice fluid.

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

  On the BLEED SD page, check that the anti-ice arrow symbol is displayed.

  The anti-ice arrow symbol may be displayed amber or green.

  The WING A. ICE L(R) HI PR alert must not be displayed on the EWD.

BEFORE ENGINE START

- Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
- Start the engine 1.

Maintain the X BLEED selector at SHUT during the start of engine 1.

- Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
- Apply the procedure associated with the WING A. ICE R VALVE OPEN alert displayed on the EWD.

AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

IN FLIGHT

If the wing anti ice is operated in flight, WING A. ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

AFTER LANDING

Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

30-11-01A	Wing Anti-Ice Control Valve

Ident.: 9-MO-MO-30-11-00004943.0000500 / 25 MAR 2025
Criteria: A320 (-AIQW)
Applicable to: D-AIQW

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	5.0 %	4.5 %	4.5 %	4.5 %	3.0 %	2.5 %	2.5 %	2.5 %

Single engine cruise:

Decrease drift down ceilings by:

600 ft when OAT ≤ ISA

2400 ft when OAT >ISA

Approach climb performance:

- **When the engine bleed air supply system is closed:**

  No penalty.

- **When the engine bleed air supply system is open:**

  Maximum climb limiting weight reductions are applied by Flysmart Takeoff / Landing performance calculation.

DURING COCKPIT PREPARATION

Note: If A/C anti icing required, perform Engine Start and ECAM procedure ANTI ICE R WING VALVE OPEN prior to anti icing. This sequence avoids unintentional wing anti ice duct heating through the open valve impairing the applied anti ice fluid.

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

  On the BLEED SD page, check that the anti-ice arrow symbol is displayed.

  The anti-ice arrow symbol may be displayed amber or green.

  The WING A. ICE L(R) HI PR alert must not be displayed on the EWD.

BEFORE ENGINE START

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

Maintain the X BLEED selector at SHUT during the start of engine 1.

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING A. ICE R VALVE OPEN alert displayed on the EWD.

AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

IN FLIGHT

If the wing anti ice is operated in flight, WING A. ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

AFTER LANDING

Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

30-11-01A	Wing Anti-Ice Control Valve

Ident.: 9-MO-MO-30-11-00004943.0000600 / 25 MAR 2025
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	4.0 %	3.5 %	2.5 %	3.0 %	3.5 %	3.5 %	3.5 %	3.5 %

Single engine cruise:

Decrease drift down ceilings by:

1200 ft when OAT ≤ ISA + 15 °C

2200 ft when OAT >ISA + 15 °C

Approach climb performance:

- **When the engine bleed air supply system is closed:**

  No penalty.

- **When the engine bleed air supply system is open:**

  Maximum climb limiting weight reductions are applied by Flysmart Takeoff / Landing performance calculation.

DURING COCKPIT PREPARATION

Note: If A/C anti icing required, perform Engine Start and ECAM procedure ANTI ICE R WING VALVE OPEN prior to anti icing. This sequence avoids unintentional wing anti ice duct heating through the open valve impairing the applied anti ice fluid.

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

  On the BLEED SD page, check that the anti-ice arrow symbol is displayed.

  The anti-ice arrow symbol may be displayed amber or green.

  The WING A. ICE L(R) HI PR alert must not be displayed on the EWD.

BEFORE ENGINE START

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

Maintain the X BLEED selector at SHUT during the start of engine 1.

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING A. ICE R VALVE OPEN alert displayed on the EWD.

AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

IN FLIGHT

If the wing anti ice is operated in flight, WING A. ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

AFTER LANDING

Apply the automatic recall of the WING A. ICE R VALVE OPEN procedure displayed on the EWD.

30-21-01C **30-21-01B**	**Engine Anti-Ice Valve**

Ident.: 9-MO-MO-30-21-00004944.0000100 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".

Flight planning:

Increase fuel consumption by:

Zp (ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5000	7.0 %	3.5 %
10000	5.0 %	2.5 %
15000	5.5 %	3.0 %
20000	4.0 %	2.0 %
25000	4.0 %	2.0 %
30000	3.5 %	2.0 %
35000	3.5 %	2.0 %
40000	3.5 %	2.0 %

Single engine cruise:

Decrease drift down ceilings by:

300 ft when OAT ≤ ISA + 5 °C

2400 ft when OAT >ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. . . . . ON

30-21-01C **30-21-01B**	**Engine Anti-Ice Valve**

Ident.: 9-MO-MO-30-21-00004944.0000200 / 18 SEP 2024
Criteria: A320 (-AIQW)
Applicable to: D-AIQW

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".*

Flight planning:

Increase fuel consumption by:

Zp (ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5000	6.0 %	3.0 %
10000	6.0 %	3.0 %
15000	4.0 %	2.0 %
20000	3.0 %	1.5 %
25000	3.0 %	1.5 %
30000	2.0 %	1.0 %
35000	2.0 %	1.0 %
40000	2.0 %	1.0 %

Single engine cruise:

Decrease drift down ceilings by:

200 ft when OAT ≤ ISA + 5 °C

2300 ft when OAT >ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. . . . . ON

30-21-01C **30-21-01B**	**Engine Anti-Ice Valve**

Ident.: 9-MO-MO-30-21-00004944.0000300 / 18 SEP 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".*

Flight planning:

Increase fuel consumption by:

Zp (ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5000	6.0 %	3.0 %
10000	5.0 %	2.5 %
15000	5.0 %	2.5 %
20000	5.0 %	2.5 %
25000	4.5 %	2.0 %
30000	2.5 %	1.5 %
35000	2.5 %	1.0 %
40000	2.0 %	1.0 %

Single engine cruise:

Decrease drift down ceilings by:

200 ft when OAT ≤ ISA + 5 °C

2300 ft when OAT >ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. . . . . ON

30-21-01C **30-21-01B**	**Engine Anti-Ice Valve**

Ident.: 9-MO-MO-30-21-00004944.0000400 / 18 SEP 2024
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".*

Flight planning:

Increase fuel consumption by:

Zp (ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5000	6.0 %	3.0 %
10000	6.0 %	3.0 %
15000	4.0 %	2.0 %
20000	3.0 %	1.5 %
25000	3.5 %	2.0 %
30000	2.0 %	1.0 %
35000	2.0 %	1.0 %
40000	2.0 %	1.0 %

Single engine cruise:

Decrease drift down ceilings by:

200 ft when OAT ≤ ISA + 5 °C

2700 ft when OAT >ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. . . . . ON

30-21-01C **30-21-01B**	**Engine Anti-Ice Valve**

Ident.: 9-MO-MO-30-21-00004944.0000500 / 18 SEP 2024
Criteria: A320 (-AIZJ, -AIZM)
Applicable to: D-AIZJ, D-AIZM

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".*

Flight planning:

Increase fuel consumption by:

Zp (ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5000	5.5 %	3.0 %
10000	4.5 %	2.5 %
15000	4.0 %	2.0 %
20000	3.0 %	1.5 %
25000	3.0 %	1.5 %
30000	2.0 %	1.0 %
35000	2.0 %	1.0 %
40000	2.0 %	1.0 %

Single engine cruise:

Decrease drift down ceilings by:

400 ft when OAT ≤ ISA + 5 °C

3700 ft when OAT >ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. . . . . ON

30-21-01C **30-21-01B**	**Engine Anti-Ice Valve**

Ident.: 9-MO-MO-30-21-00004944.0000600 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".*

Flight planning:

Increase fuel consumption by:

Zp (ft)	2 Valves blocked OPEN	1 Valve blocked OPEN
5000	4.0 %	2.0 %
10000	4.0 %	2.0 %
15000	3.5 %	2.0 %
20000	3.5 %	2.0 %
25000	3.5 %	2.0 %
30000	3.5 %	2.0 %
35000	3.5 %	2.0 %
40000	3.0 %	1.5 %

Single engine cruise:

Decrease drift down ceilings by:

1100 ft when OAT ≤ ISA + 15 °C

3300 ft when OAT >ISA + 15 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. . . . . ON

30-21-01A	Engine Anti-Ice Valve (Inop in the closed position)

Ident.: 9-MO-MO-30-21-00004945.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw . . . . . OFF

30-31-01A	PHC (associated probe heating operative)

Ident.: 9-MO-MO-30-31-00004946.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Disregard and clear the ANTI ICE CAPT(F/O)(STBY) PROBES alert associated with the CAPT(F/O)(STBY) probe heating, as long as the CAPT(F/O)(STBY) probe heating is well checked operative before the flight.

30-31-01B	PHC (F/O PHC inoperative)

Ident.: 9-MO-MO-30-31-00004947.0000100 / 14 MAY 2024
Criteria: A321 (-AEUI)
Applicable to: D-AEUI

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

- **If icing conditions are encountered:**

  ADR 2 pb-sw. . . . . .OFF

CAUTION	*When ADR 2 is set to OFF,* *– takeoff in CONF 1+F is not permitted, and* *– maximum landing capability is CAT 3 SINGLE.*

Note: When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-01B	PHC (F/O PHC inoperative)

Ident.: 9-MO-MO-30-31-00004947.0000200 / 14 MAY 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA, -AEUC, -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

- **If icing conditions are encountered:**

  ADR 2 pb-sw. . . . . .OFF

CAUTION	*When ADR 2 is set to OFF,* *– takeoff in CONF 1+F is not permitted, and* *– maximum landing capability is CAT 3 SINGLE.*

  Note: *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

  The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-01B	PHC (F/O PHC inoperative)

Ident.: 9-MO-MO-30-31-00004947.0000300 / 14 MAY 2024
Criteria: A319 (-AILB to -AILX)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

- **If icing conditions are encountered:**

  ADR 2 pb-sw. . . . . .OFF

CAUTION	*When ADR 2 is set to OFF,* *– takeoff in CONF 1+F is not permitted, and* *– maximum landing capability is CAT 3 SINGLE.*

	– *RVSM operations are not permitted.*

Note: *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-01B	PHC (F/O PHC inoperative)

Ident.: 9-MO-MO-30-31-00004947.0000400 / 14 MAY 2024
Criteria: A319 (-AILY) / A321 (-AIRN)
Applicable to: D-AILY, D-AIRN

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

- **If icing conditions are encountered:**

  ADR 2 pb-sw. . . . . .OFF

CAUTION	*When ADR 2 is set to OFF,* *– takeoff in CONF 1+F is not permitted, and* *– maximum landing capability is CAT 3 SINGLE.* *– RVSM operations are not permitted.*

Note: *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

30-31-01B	PHC (F/O PHC inoperative)

Ident.: 9-MO-MO-30-31-00004947.0000500 / 14 MAY 2024
Criteria: A320 (-AIQW)
Applicable to: D-AIQW

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

- **If icing conditions are encountered:**

  ADR 2 pb-sw. . . . . .OFF

CAUTION	*When ADR 2 is set to OFF,* *– takeoff in CONF 1+F is not permitted, and* *– maximum landing capability is CAT 3 SINGLE.*

Note: *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

30-31-01C	PHC (STBY PHC inoperative)

Ident.: 9-MO-MO-30-31-00004948.0000100 / 14 MAY 2024
Criteria: A319 (-AILB to -AILX)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-01C	PHC (STBY PHC inoperative)

Ident.: 9-MO-MO-30-31-00004948.0000200 / 14 MAY 2024
Criteria: A319 (-AILY) / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AILY, D-AIQW, D-AIRN

IN FLIGHT

30-31-01C	PHC (STBY PHC inoperative)

Ident.: 9-MO-MO-30-31-00004948.0000300 / 14 MAY 2024
Criteria: A321 (-AEUI)
Applicable to: D-AEUI

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.
- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.
- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.
- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-01C	PHC (STBY PHC inoperative)

Ident.: 9-MO-MO-30-31-00004948.0000400 / 14 MAY 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA, -AEUC, -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

IN FLIGHT

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.
- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-02A	Pitot Heater

Ident.: 9-MO-MO-30-31-00004949.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc PHC (F/O PHC inoperative)

30-31-03C	F/O Static Ports Heater

Ident.: 9-MO-MO-30-31-00004950.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc PHC (F/O PHC inoperative)

30-31-03D	CAPT Static Ports Heater

Ident.: 9-MO-MO-30-31-00004951.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND OR IN FLIGHT

Disregard and clear the ANTI ICE capt I(R) STAT alert associated with the CAPT static ports heater(s) inoperative for the dispatch.

30-31-04A	Angle of Attack (AOA) Probes Heating (F/O inoperative)

Ident.: 9-MO-MO-30-31-00007079.0000100 / 14 MAY 2024
Criteria: A319 (-AILB to -AILX)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

  RVSMoperations are not permitted.

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-04A	Angle of Attack (AOA) Probes Heating (F/O inoperative)

Ident.: 9-MO-MO-30-31-00007079.0000200 / 14 MAY 2024
Criteria: A319 (-AILY) / A321 (-AIRN)
Applicable to: D-AILY, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

  RVSMoperations are not permitted.

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

30-31-04A	Angle of Attack (AOA) Probes Heating (F/O inoperative)

Ident.: 9-MO-MO-30-31-00007079.0000300 / 14 MAY 2024
Criteria: A321 (-AEUI)
Applicable to: D-AEUI

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.
- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.
- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.
- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-04A	Angle of Attack (AOA) Probes Heating (F/O inoperative)

Ident.: 9-MO-MO-30-31-00007079.0000400 / 14 MAY 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA, -AEUC, -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-04A	Angle of Attack (AOA) Probes Heating (F/O inoperative)

Ident.: 9-MO-MO-30-31-00007079.0000500 / 14 MAY 2024
Criteria: A320 (-AIQW)
Applicable to: D-AIQW

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

DURING COCKPIT PREPARATION

AIR DATA selector. . . . . F/O 3

IN FLIGHT

30-31-04B	Angle of Attack (AOA) Probes Heating (STBY inoperative)

Ident.: 9-MO-MO-30-31-00004954.0000100 / 14 MAY 2024
Criteria: A319 (-AILB to -AILX)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-04B	Angle of Attack (AOA) Probes Heating (STBY inoperative)

Ident.: 9-MO-MO-30-31-00004954.0000200 / 14 MAY 2024
Criteria: A319 (-AILY) / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

IN FLIGHT

30-31-04B	Angle of Attack (AOA) Probes Heating (STBY inoperative)

Ident.: 9-MO-MO-30-31-00004954.0000300 / 14 MAY 2024
Criteria: A321 (-AEUI)
Applicable to: D-AEUI

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.
- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.
- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.
- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-04B	Angle of Attack (AOA) Probes Heating (STBY inoperative)

Ident.: 9-MO-MO-30-31-00004954.0000400 / 14 MAY 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUA, -AEUC, -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

IN FLIGHT

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

30-31-04C	Angle of Attack (AOA) Probes Heating (CAPT inoperative)

Ident.: 9-MO-MO-30-31-00004955.0000100 / 14 MAY 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH, -AIJJ) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJJ

DURING COCKPIT PREPARATION

Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

30-31-04C	Angle of Attack (AOA) Probes Heating (CAPT inoperative)

Ident.: 9-MO-MO-30-31-00004955.0000200 / 14 MAY 2024
Criteria: A320 (-AIJC, -AINH, -AIZJ, -AIZM)
Applicable to: D-AIJC, D-AINH, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

IN FLIGHT

30-31-04C	Angle of Attack (AOA) Probes Heating (CAPT inoperative)

Ident.: 9-MO-MO-30-31-00004955.0000300 / 14 MAY 2024
Criteria: A319 (-AILB to -AILX)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX

DURING COCKPIT PREPARATION

Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

30-31-04C	Angle of Attack (AOA) Probes Heating (CAPT inoperative)

Ident.: 9-MO-MO-30-31-00004955.0000400 / 14 MAY 2024
Criteria: A319 (-AILY) / A320 (-AIQW) / A321 (-AIRN)
Applicable to: D-AILY, D-AIQW, D-AIRN

DURING COCKPIT PREPARATION

Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

IN FLIGHT

30-42-01A	Window Heat Computer

Ident.: 9-MO-MO-30-42-00004956.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When the PF side is inoperative:**

  Maximum landing capability is CAT 1.

- **When the PM side is inoperative:**

  Maximum landing capability is CAT 3 DUAL.

30-42-03A	Windshield Heating

Ident.: 9-MO-MO-30-42-00004957.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When the PF side is inoperative:**

  Maximum landing capability is CAT 1.

- **When the PM side is inoperative:**

  Maximum landing capability is CAT 3 DUAL.

30-45-01B	Windshield Wiper

Ident.: 9-MO-MO-30-45-00004958.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When the wiper and the rain repellent are inoperative or deactivated on the PF side:**

  Maximum landing capability is CAT 1.

30-45-01C	Windshield Wiper continuously running

Ident.: 9-MO-MO-30-45-00004959.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If the windshield wiper on the CAPT side is continuously running:**

  ANTI ICE/WIPER/CAPT (122VU X12) C/B. . . . . PULL
  Pull the C/B when the wiper is in a position that maintains the flight crew's visibility.

- **If the windshield wiper on the F/O side is continuously running:**

  ANTI ICE/F/O/WIPER (122VU W12) C/B. . . . . PULL
  Pull the C/B when the wiper is in a position that maintains the flight crew's visibility.

- **On the PF side, when the wiper is deactivated and the rain repellent is inoperative or not installed :**

  Maximum landing capability is CAT 1.

30-81-03A	Lighting of External Visual Icing Indicator

Ident.: 9-MO-MO-30-81-00004960.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

IN FLIGHT

- **If icing conditions are expected during night operations:**

  Turn on the engine anti-ice and the wing anti-ice.

RCDR OVERHEAD PANEL

31-01-01-02A	RCDR-GND CTL pb-sw (Inoperative in the AUTO position)

Ident.: 9-MO-MO-31-01-01-00004961.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND

- **Within 5 min after the aircraft is electrically supplied**
  or
  After the first engine start:

  CVR TEST pb. . . . . PRESS

31-01-01-02B	RCDR-GND CTL pb-sw (Inoperative in the ON position)

Ident.: 9-MO-MO-31-01-01-00004962.0000001 / 28 JUN 2022
Applicable to: ALL

AFTER LANDING

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

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

31-07-02A	Permanent Data (TAT, SAT, GLOAD - ALT SEL, UTC, GW) Indications on the SD

Ident.: 9-MO-MO-31-07-00004963.0000002 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

DURING COCKPIT PREPARATION

Check that the TAT value is operative on the SD permanent data.

- **If the TAT value is not operative:**

  Check that the TAT value is available through the ADR 3.

  Note: *Use the AIR DATA SWITCHING selector to display temporarily the TAT value on the SD.*

IN FLIGHT

- **If needed:**

  The TAT value may be displayed through the same action on the AIR DATA SWITCHING selector.

31-07-02A	Permanent Data (TAT, SAT, GLOAD, UTC, GW) Indications on the SD

Ident.: 9-MO-MO-31-07-00004963.0000200 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW

DURING COCKPIT PREPARATION

Check that the TAT value is operative on the SD permanent data.

- **If the TAT value is not operative:**

  Check that the TAT value is available through the ADR 3.

  Note: *Use the AIR DATA SWITCHING selector to display temporarily the TAT value on the SD.*

IN FLIGHT

- **If needed:**

  The TAT value may be displayed through the same action on the AIR DATA SWITCHING selector.

31-07-02A	Permanent Data (TAT, SAT, ISA, GLOAD - ALT SEL, UTC, GW) Indications on the SD

Ident.: 9-MO-MO-31-07-00004963.0000003 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING COCKPIT PREPARATION

Check that the TAT value is operative on the SD permanent data.

- **If the TAT value is not operative:**

  Check that the TAT value is available through the ADR 3.

  Note: Use the AIR DATA SWITCHING selector to display temporarily the TAT value on the SD.

IN FLIGHT

- **If needed:**

  The TAT value may be displayed through the same action on the AIR DATA SWITCHING selector.

31-07-02A	Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW) Indications on the SD

Ident.: 9-MO-MO-31-07-00004963.0000400 / 28 JUN 2022
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

Check that the TAT value is operative on the SD permanent data.

- **If the TAT value is not operative:**

  Check that the TAT value is available through the ADR 3.

  Note: Use the AIR DATA SWITCHING selector to display temporarily the TAT value on the SD.

IN FLIGHT

- **If needed:**

  The TAT value may be displayed through the same action on the AIR DATA SWITCHING selector.

31-20-01A	Electrical Clock Indicator

Ident.: 9-MO-MO-31-20-00004967.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND OR IN FLIGHT

- **After any electrical power interruption resulting in the loss of the UTC on the SD:**

  Initialize the UTC and the date using the MCDU: *Refer to 12-45-20 GMT/Date Initialization*.

31-53-01A	FLIGHT WARNING COMPUTER (FWC)

Ident.: 9-MO-MO-31-53-00004969.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

31-53-06A	Altitude Alert

Ident.: 9-MO-MO-31-53-00004970.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When both altitude alert functions are inoperative:**

  RVSM operations are not permitted.

31-56-06A	STS pb on the ECP

Ident.: 9-MO-MO-31-56-00004971.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND OR IN FLIGHT

- **When the STS reminder appears at the bottom of the E/WD, or whenever the flight crew wants to check the STATUS SD page:**
  1. Press the RCL pb to display the cleared alerts
  2. Press the CLR pb as many times as necessary in order to automatically display the STATUS SD page
  3. Press the CLR pb when the STATUS SD page is checked to clear the STATUS SD page.

31-56-07A	T.O CONFIG pb on the ECP

Ident.: 9-MO-MO-31-56-00004972.0000001 / 28 JUN 2022
Applicable to: ALL

BEFORE TAKEOFF

Check that the aircraft is in the correct takeoff configuration:

– FLAPS/SLATS. . . . . CHECK
– On EWD, check that the FLAPS position corresponds to the position inserted in the MCDU PERF TAKE OFF Page.
– PITCH TRIM. . . . . .CHECK
– Check that the selected pitch trim is in the green band of the pitch trim wheel and corresponds to the value inserted in the MCDU PERF TAKE OFF Page.
– RUDDER TRIM. . . . . CHECK ZERO
– GROUND SPOILERS. . . . . CHECK ARMED
– SIDESTICK PRIORITY light. . . . . .CHECK NO RED
– On the WHEEL SD page, check that the brakes temperature is below 300 °C.
– DOORS. . . . . .CHECK
– On the DOOR/OXY SD page, check that all doors are indicated closed.
– Deselect the DOOR/OXY SD page after the check.

31-63-02A	PFDU 2

Ident.: 9-MO-MO-31-63-00004976.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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

  To perform RNP APCH, RNAV 10, RNAV 5, RNAV 1 / RNAV 2, RNP 4, RNP 2 and RNP 1 operations, use the PFD/ND XFR pb to temporary display ND information on the operative DU.

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

  RNPAPCH operations are not permitted.

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

Maximum landing capability is CAT 2.

ON GROUND OR IN FLIGHT

PFDU 2 knob. . . . . OFF

31-63-03A	NDU 1

Ident.: 9-MO-MO-31-63-00004977.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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

  To perform RNP APCH, RNAV 10, RNAV 5, RNAV 1 / RNAV 2, RNP 4, RNP 2 and RNP 1 operations, use the PFD/ND XFR pb to temporary display ND information on the operative DU.

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

  RNPAPCH operations are not permitted.

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

RNAV 1 / RNAV 2 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations are not permitted.

RNP 1 operations are not permitted.

Maximum landing capability is CAT 2.

ON GROUND OR IN FLIGHT

NDU 1 knob. . . . . OFF

31-63-04A	NDU 2

Ident.: 9-MO-MO-31-63-00004978.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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

  To perform RNP APCH, RNAV 10, RNAV 5, RNAV 1 / RNAV 2, RNP 4, RNP 2 and RNP 1 operations, use the PFD/ND XFR pb to temporary display ND information on the operative DU.

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

  RNPAPCH operations are not permitted.

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

Maximum landing capability is CAT 2.

ON GROUND OR IN FLIGHT

NDU 2 knob. . . . . OFF

31-63-05A	SDU

Ident.: 9-MO-MO-31-63-00004979.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND OR IN FLIGHT

SDU knob. . . . . OFF

- **In the case of alerts being displayed on the EWD:**

  Use the ECAM/ND SWITCHING selector to display the system page on the selected NDU.

- **In the case of failure of the AC BUS 1:**

  - **If all the Display Units are lost:**

    Apply the ELEC AC ESS BUS FAULT alert procedure: *Refer to PRO-ABN-ELEC-ELEC AC ESS BUS FAULT*.

    Note: The AC ESS BUS is recovered when the AC ESS FEED pb-sw is set to ALTN.

31-68-05A	PFD/ND XFR pb on the Lateral Instrument Panel

Ident.: 9-MO-MO-31-68-00004980.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

- **On the side where the PFD/ND XFR pb is inoperative:**
  - PFD brightness control knob. . . . . OFF
  - Check that the PFD image is automatically displayed on the NDU.
  - PFD brightness control knob. . . . . On
  - **If the PFD image is not automatically displayed on the NDU:**

    The affected side cannot be used by the Pilot Flying.
- **On the side where the PFD to ND automatic switching is inoperative:**
  - PFD brightness control knob. . . . . OFF
  - EIS DMC SWITCHING selector (Affected side). . . . . CAPT 3 (F/O 3)
  - Check that the PFD image is displayed on the associated NDU.
  - PFD brightness control knob. . . . . On
  - EIS DMC SWITCHING knob (Affected side). . . . . NORM

IN FLIGHT

- **If a PFDU fails with no automatic transfer to the associated NDU:**
  - PFD brightness control knob. . . . . OFF
  - EIS DMC SWITCHING selector (Affected side). . . . . CAPT 3 (F/O 3)
  - Check that the PFD image is displayed on the associated NDU.

32-07-01A **32-07-01B**	**Brakes Temperature Indication on the WHEEL SD page**

Ident.: 9-MO-MO-32-07-00004981.0000100 / 25 MAR 2025
Criteria: A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

The brake energy graph and the brake cooling time table given hereafter permit to determine the ground brake cooling time.

BRAKE ENERGY GRAPH

- **If MAX reverser thrust was selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITH THRUST REVERSERS USE.

- **If MAX reverser thrust was NOT selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITHOUT THRUST REVERSERS USE.

Determination of the brake energy accumulated during a REJECTED TAKEOFF (RTO) :

– Enter with the aircraft takeoff weight (TOW) and with the rejected takeoff speed in kt IAS.
– Apply airport pressure altitude, temperature, wind and runway slope corrections.

Determination of the brake energy accumulated during a LANDING :

– Enter with the aircraft landing weight, and

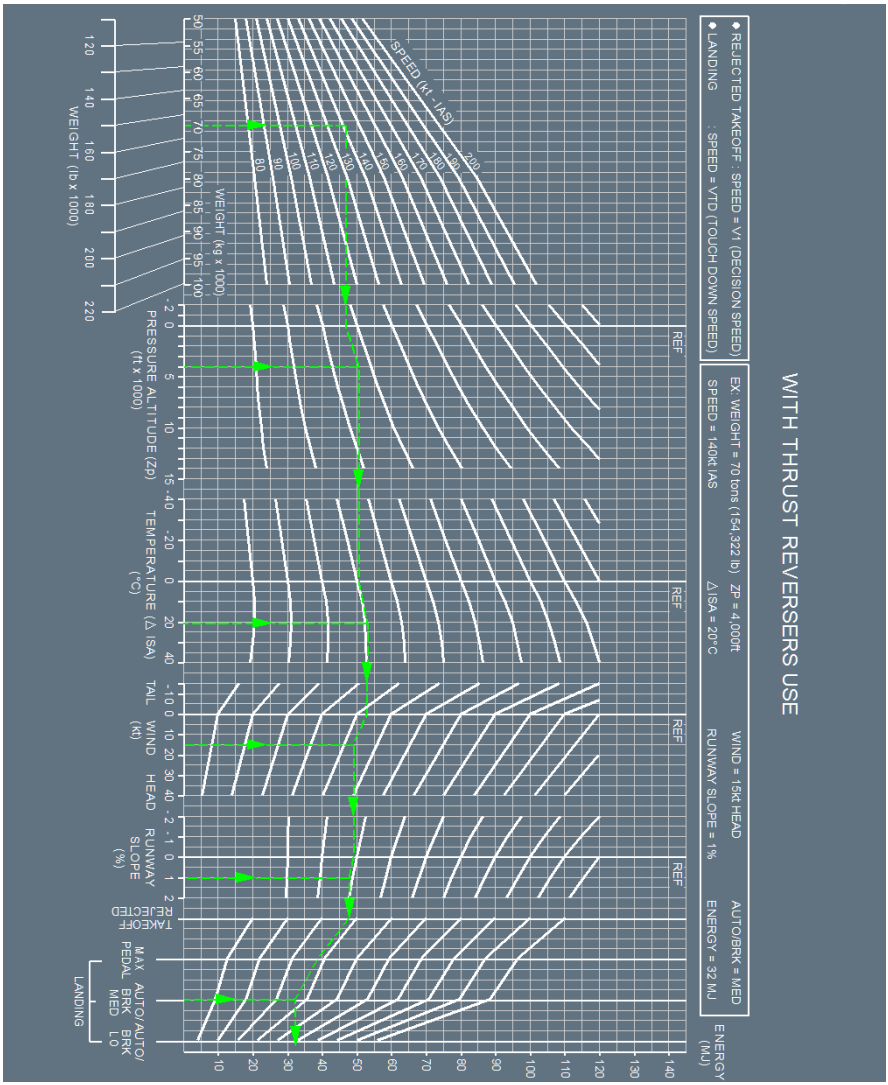
– Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.

– Apply airport pressure altitude, temperature, wind and runway slope corrections.

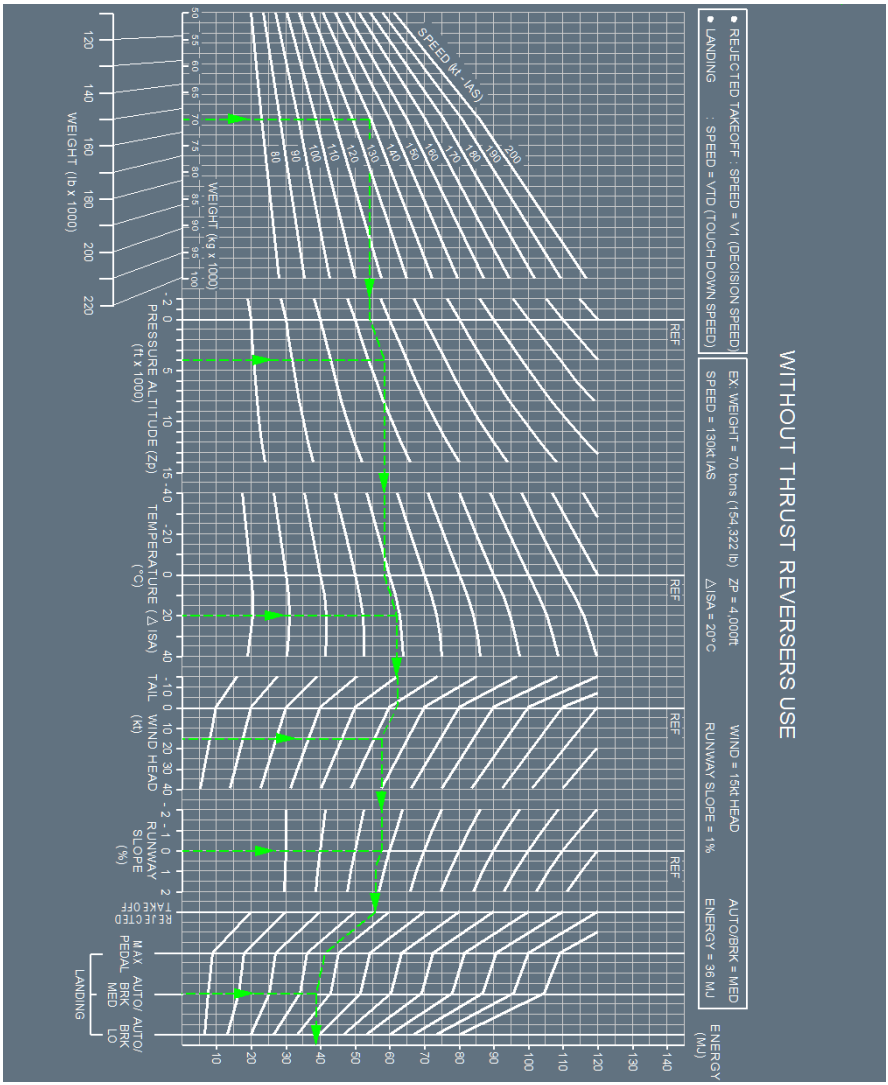
– Correct for brake setting with a preselected autobrake setting (LO, MED) or with MAX PEDAL braking in the other cases.

Note: *In the case of a dispatch with one brake inoperative (Refer to 9-MI-32-42-01 Main Wheel Brake or Refer to 9-MI-32-42-02 Green System Brake), the brake energy accumulated is increased by 34 %.*

Brake Energy with Thrust Reverser Use



Brake Energy without Thrust Reverser Use



BRAKE COOLING TIME TABLE

Determination of the brake cooling time:

EXAMPLE:

55	152	153	154	155	155	====> TIME (MN) WITHOUT BRAKE COOLING FAN
	46	46	46	46	47	====> TIME (MN) WITH BRAKE COOLING FAN

If the Energy and the OAT are not given in the table, use the values given in the next adjacent column/row.

For Example, with Energy = 78 MJ, and OAT = 15 °C, entering the next adjacent column/row (Energy = 80 MJ, OAT = 20 °C) gives the following results:

– Without brake cooling fan: 189 min

– With brake cooling fan: 57 min

EXAMPLE:

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY	OAT (°C)											
(MJ)	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	4	9	14	19	23	27	31	35	37
	0	0	0	1	3	4	6	7	8	9	10	11
15	31	35	38	42	45	48	51	54	57	60	62	64
	9	10	11	12	13	14	15	16	17	18	19	19
20	59	62	65	67	70	72	74	77	79	81	83	84
	18	19	19	20	21	22	22	23	24	24	25	25
25	81	83	85	87	89	91	92	94	96	98	99	100
	24	25	25	26	27	27	28	28	29	29	30	30
30	98	99	101	103	104	106	107	109	110	112	113	114
	29	30	30	31	31	32	32	33	33	34	34	34
35	112	113	115	116	117	119	120	121	123	124	125	126
	34	34	34	35	35	36	36	36	37	37	38	38
40	124	125	126	127	129	130	131	132	133	134	135	136
	37	37	38	38	39	39	39	40	40	40	41	41
45	134	135	136	137	139	140	141	142	143	144	145	145
	40	41	41	41	42	42	42	42	43	43	43	44
50	144	145	146	146	147	148	149	150	151	152	153	153
	43	43	44	44	44	45	45	45	45	46	46	46
55	152	153	154	155	155	156	157	158	159	160	160	161
	46	46	46	46	47	47	47	47	48	48	48	48
60	160	160	161	162	163	164	164	165	166	167	167	168
	48	48	48	49	49	49	49	50	50	50	50	50
65	167	167	168	169	170	170	171	172	172	173	174	174
	50	50	50	51	51	51	51	52	52	52	52	52
70	173	174	174	175	176	176	177	178	178	179	180	180

GROUND BRAKE COOLING TIME (min)												
ENERGY	OAT (°C)											
(MJ)	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
	52	52	52	53	53	53	53	53	54	54	54	54
75	179	180	180	181	182	182	183	183	184	185	185	186
	54	54	54	54	54	55	55	55	55	55	56	56
80	185	185	186	186	187	188	188	189	189	190	190	191
	55	56	56	56	56	56	56	57	57	57	57	57
85	190	190	191	191	192	193	193	194	194	195	195	196
	57	57	57	57	58	58	58	58	58	58	59	59
90	195	195	196	196	197	197	198	198	199	199	200	200
	58	59	59	59	59	59	59	60	60	60	60	60
95	199	200	200	201	201	202	202	203	203	204	204	205
	60	60	60	60	60	61	61	61	61	61	61	61
100	204	204	205	205	206	206	207	207	208	208	208	209
	61	61	61	62	62	62	62	62	62	62	63	63
105	208	208	209	209	210	210	211	211	212	212	212	213
	62	63	63	63	63	63	63	63	63	64	64	64
110	212	212	213	213	214	214	215	215	215	216	216	216
	64	64	64	64	64	64	64	64	65	65	65	65
115	216	216	217	217	217	218	218	219	219	219	220	220
	65	65	65	65	65	65	65	66	66	66	66	66
120	219	220	220	221	221	221	222	222	222	223	223	223
	66	66	66	66	66	66	67	67	67	67	67	67
A321	Messier/Goodrich - 03.01.05 - F476021.txt											

AFTER ENGINE START

- **In the case of a false BRAKES HOT alert displayed on the EWD:**

  EMER CANC pb. . . . . Press

  Note: In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

CAUTION	The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.

32-07-01A **32-07-01B**	**Brakes Temperature Indication on the WHEEL SD page**

Ident.: 9-MO-MO-32-07-00004981.0000200 / 25 MAR 2025
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

The brake energy graph and the brake cooling time table given hereafter permit to determine the ground brake cooling time.

BRAKE ENERGY GRAPH

- **If MAX reverser thrust was selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITH THRUST REVERSERS USE.

- **If MAX reverser thrust was NOT selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITHOUT THRUST REVERSERS USE.

Determination of the brake energy accumulated during a REJECTED TAKEOFF (RTO) :

– Enter with the aircraft takeoff weight (TOW) and with the rejected takeoff speed in kt IAS.

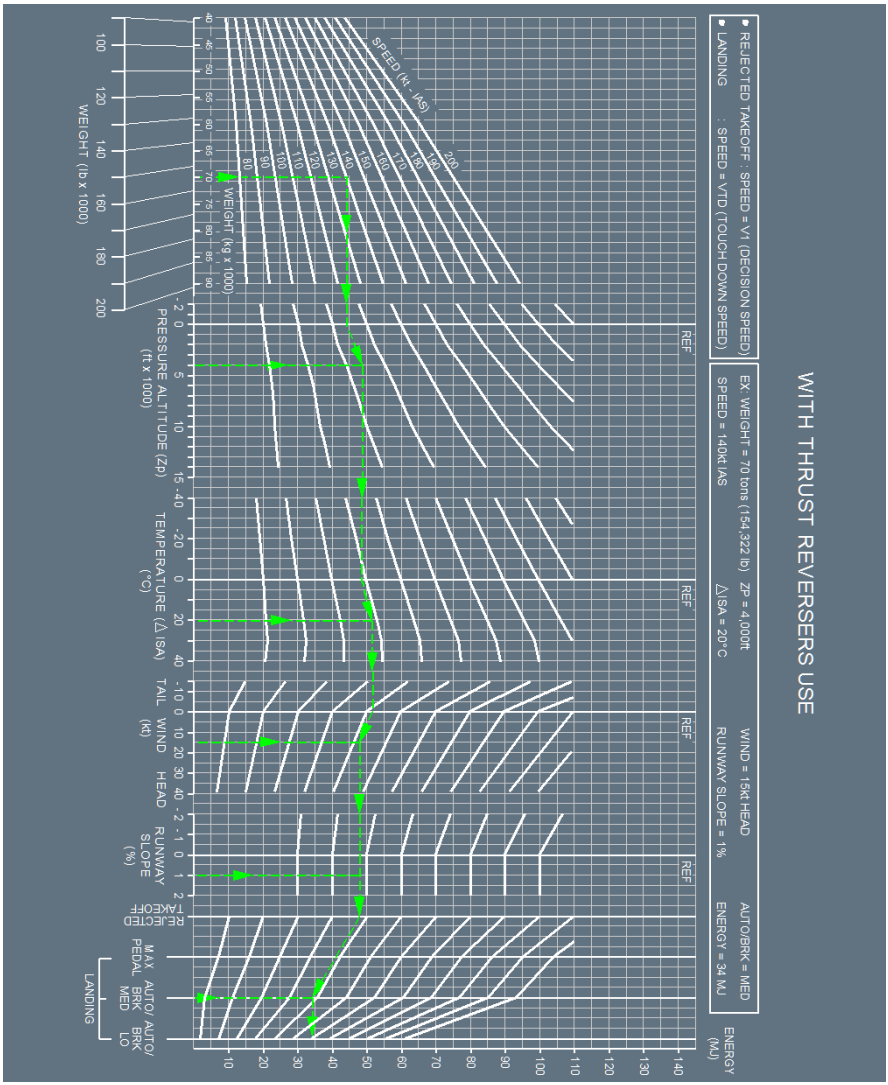
– Apply airport pressure altitude, temperature, wind and runway slope corrections.

Determination of the brake energy accumulated during a LANDING :

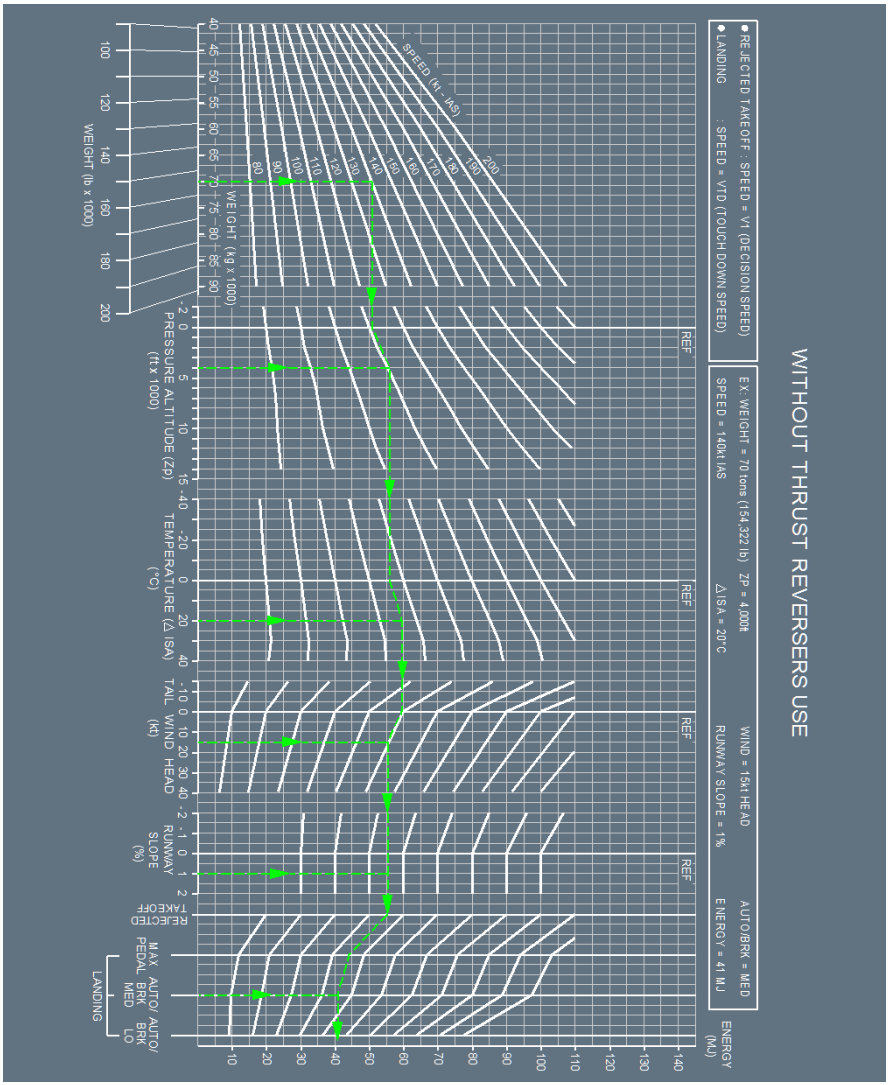
- Enter with the aircraft landing weight, and
- Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.
- Apply airport pressure altitude, temperature, wind and runway slope corrections.
- Correct for brake setting with a preselected autobrake setting (LO, MED) or with MAX PEDAL braking in the other cases.

  Note: *In the case of a dispatch with one brake inoperative (Refer to 9-MI-32-42-01 Main Wheel Brake or Refer to 9-MI-32-42-02 Green System Brake), the brake energy accumulated is increased by 34 %.*

Brake Energy with Thrust Reverser Use



Brake Energy without Thrust Reverser Use



BRAKE COOLING TIME TABLE

Determination of the brake cooling time:

EXAMPLE:

55	152	153	154	155	155	====> TIME (min) WITHOUT BRAKE COOLING FAN
	46	46	46	46	47	====> TIME (min) WITH BRAKE COOLING FAN

If the Energy and the OAT are not given in the table, use the values given in the next adjacent column/row.

For Example, with Energy = 78 MJ, and OAT = 15 °C, entering the next adjacent column/row (Energy = 80 MJ, OAT = 20 °C) gives the following results:

– Without brake cooling fan: 189 min

– With brake cooling fan: 57 min

EXAMPLE:

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY	**OAT (°C)**											
(MJ)	**-50**	**-40**	**-30**	**-20**	**-10**	**0**	**10**	**20**	**30**	**40**	**50**	**55**
0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	4	9	14	19	23	27	31	35	37
	0	0	0	1	3	4	6	7	8	9	10	11
15	31	35	38	42	45	48	51	54	57	60	62	64
	9	10	11	12	13	14	15	16	17	18	19	19
20	59	62	65	67	70	72	74	77	79	81	83	84
	18	19	19	20	21	22	22	23	24	24	25	25
25	81	83	85	87	89	91	92	94	96	98	99	100
	24	25	25	26	27	27	28	28	29	29	30	30
30	98	99	101	103	104	106	107	109	110	112	113	114
	29	30	30	31	31	32	32	33	33	34	34	34
35	112	113	115	116	117	119	120	121	123	124	125	126
	34	34	34	35	35	36	36	36	37	37	38	38
40	124	125	126	127	129	130	131	132	133	134	135	136
	37	37	38	38	39	39	39	40	40	40	41	41
45	134	135	136	137	139	140	141	142	143	144	145	145
	40	41	41	41	42	42	42	42	43	43	43	44
50	144	145	146	146	147	148	149	150	151	152	153	153
	43	43	44	44	44	45	45	45	45	46	46	46
55	152	153	154	155	155	156	157	158	159	160	160	161
	46	46	46	46	47	47	47	47	48	48	48	48
60	160	160	161	162	163	164	164	165	166	167	167	168
	48	48	48	49	49	49	49	50	50	50	50	50
65	167	167	168	169	170	170	171	172	172	173	174	174
	50	50	50	51	51	51	51	52	52	52	52	52
70	173	174	174	175	176	176	177	178	178	179	180	180

GROUND BRAKE COOLING TIME (min)												
ENERGY	OAT (°C)											
(MJ)	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
	52	52	52	53	53	53	53	53	54	54	54	54
75	179	180	180	181	182	182	183	183	184	185	185	186
	54	54	54	54	54	55	55	55	55	55	56	56
80	185	185	186	186	187	188	188	189	189	190	190	191
	55	56	56	56	56	56	56	57	57	57	57	57
85	190	190	191	191	192	193	193	194	194	195	195	196
	57	57	57	57	58	58	58	58	58	58	59	59
90	195	195	196	196	197	197	198	198	199	199	200	200
	58	59	59	59	59	59	59	60	60	60	60	60
95	199	200	200	201	201	202	202	203	203	204	204	205
	60	60	60	60	60	61	61	61	61	61	61	61
100	204	204	205	205	206	206	207	207	208	208	208	209
	61	61	61	62	62	62	62	62	62	62	63	63
105	208	208	209	209	210	210	211	211	212	212	212	213
	62	63	63	63	63	63	63	63	63	64	64	64
110	212	212	213	213	214	214	215	215	215	216	216	216
	64	64	64	64	64	64	64	64	65	65	65	65
115	216	216	217	217	217	218	218	219	219	219	220	220
	65	65	65	65	65	65	65	66	66	66	66	66
120	219	220	220	221	221	221	222	222	222	223	223	223
	66	66	66	66	66	66	67	67	67	67	67	67
A320	Messier/Goodrich - 03.01.05 - F476021.txt											

AFTER ENGINE START

- **In the case of a false BRAKES HOT alert displayed on the EWD:**

  EMER CANC pb. . . . . Press

  Note: In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

CAUTION	*The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.*

32-07-01A **32-07-01B**	**Brakes Temperature Indication on the WHEEL SD page**

Ident.: 9-MO-MO-32-07-00004981.0000300 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

The brake energy graph and the brake cooling time table given hereafter permit to determine the ground brake cooling time.

BRAKE ENERGY GRAPH

- **If MAX reverser thrust was selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITH THRUST REVERSERS USE.

- **If MAX reverser thrust was NOT selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITHOUT THRUST REVERSERS USE.

Determination of the brake energy accumulated during a REJECTED TAKEOFF (RTO) :

– Enter with the aircraft takeoff weight (TOW) and with the rejected takeoff speed in kt IAS.

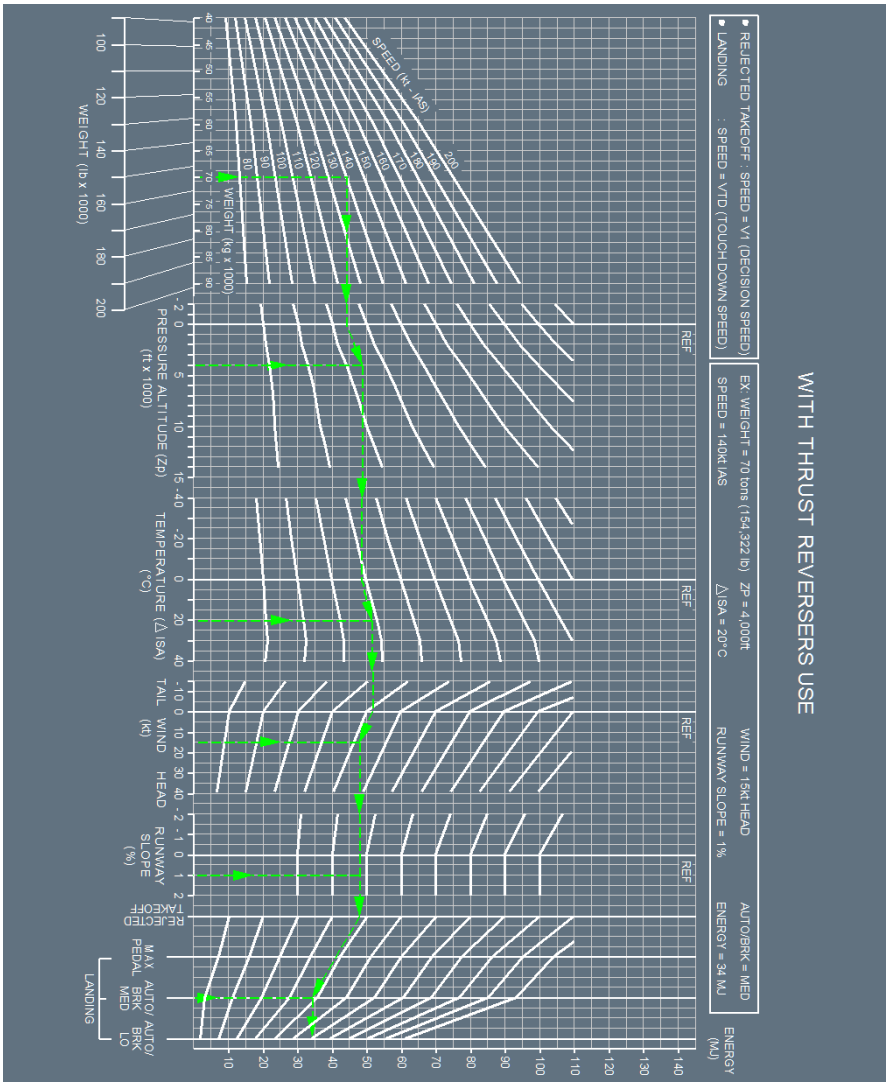
– Apply airport pressure altitude, temperature, wind and runway slope corrections.

Determination of the brake energy accumulated during a LANDING :

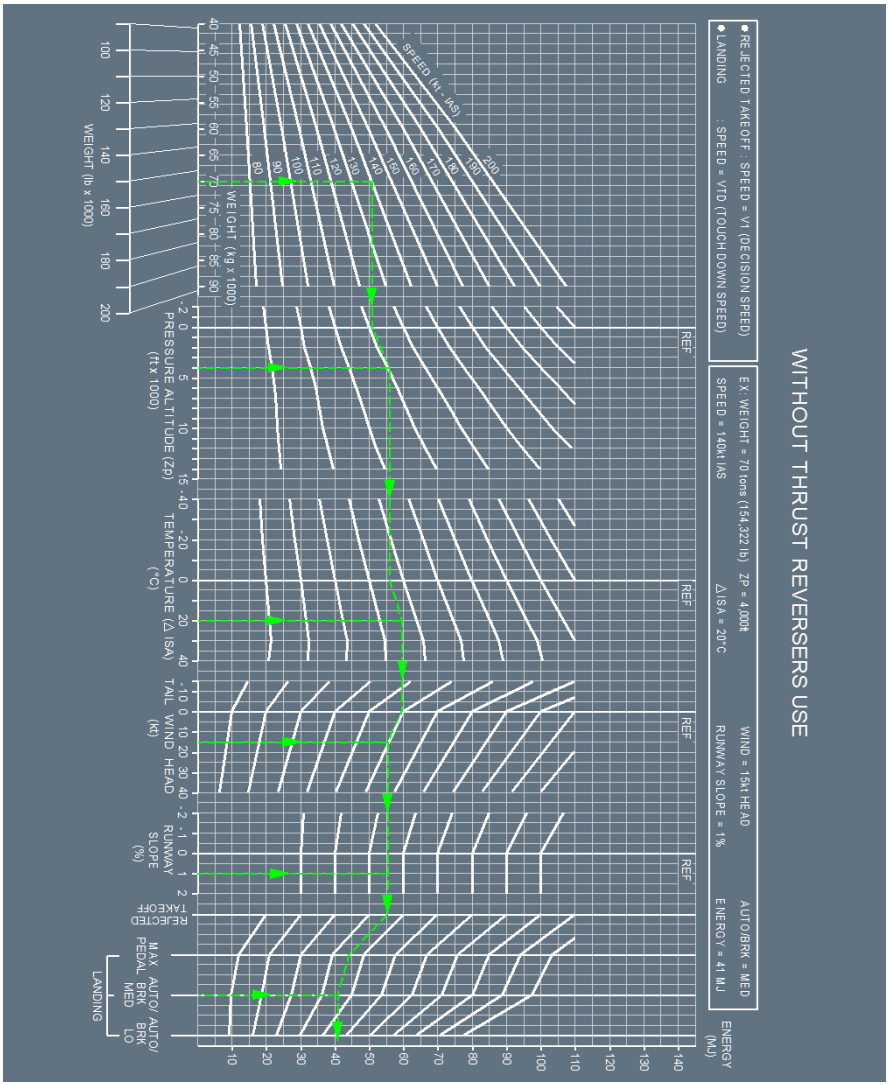
- Enter with the aircraft landing weight, and
- Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.
- Apply airport pressure altitude, temperature, wind and runway slope corrections.
- Correct for brake setting with a preselected autobrake setting (LO, MED) or with MAX PEDAL braking in the other cases.

  Note: *In the case of a dispatch with one brake inoperative (Refer to 9-MI-32-42-01 Main Wheel Brake or Refer to 9-MI-32-42-02 Green System Brake), the brake energy accumulated is increased by 34 %.*

Brake Energy with Thrust Reverser Use



Brake Energy without Thrust Reverser Use



BRAKE COOLING TIME TABLE

Determination of the brake cooling time:

EXAMPLE:

25	105	97	101	104	108	====> TIME (min) WITHOUT BRAKE COOLING FAN
	20	18	19	20	21	====> TIME (min) WITH BRAKE COOLING FAN

If the Energy and the OAT are not given in the table, use the values given in the next adjacent column/row.

For Example, with Energy = 25 MJ, and OAT = 15 °C, entering the next adjacent column/row (Energy = 25 MJ, OAT = 20 °C) gives the following results:

– Without brake cooling fan: 120 min

– With brake cooling fan: 23 min

EXAMPLE:

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY	OAT (°C)											
(MJ)	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	18	3	6	10	13	16	20	24	30	36	43	47
	4	1	2	2	3	3	4	5	6	7	8	9
5	48	36	40	43	46	50	54	58	64	70	77	81
	9	7	8	9	9	10	10	11	12	14	15	16
10	68	58	61	65	68	72	76	80	86	92	99	103
	13	11	12	13	13	14	15	15	16	18	19	20
15	83	74	77	81	84	88	92	97	102	109	116	119
	16	14	15	16	16	17	18	18	20	21	22	23
20	95	86	90	94	97	101	105	110	115	121	128	132
	18	17	17	18	19	19	20	21	22	23	24	25
25	105	97	101	104	108	112	116	120	126	132	139	143
	20	18	19	20	21	21	22	23	24	25	26	27
30	114	106	110	114	117	121	125	129	135	141	148	152
	22	20	21	22	22	23	24	25	26	27	28	29
35	122	114	118	121	125	129	133	137	143	149	156	160
	23	22	22	23	24	24	25	26	27	28	30	30
40	129	121	125	128	132	136	140	144	150	156	163	167
	24	23	24	24	25	26	26	27	28	30	31	32
45	135	127	131	135	138	142	146	151	156	163	170	173
	26	24	25	26	26	27	28	29	30	31	32	33
50	141	133	137	140	144	148	152	156	162	168	175	179
	27	25	26	27	27	28	29	30	31	32	33	34
55	146	138	142	146	149	153	157	162	167	174	181	184
	28	26	27	28	28	29	30	31	32	33	34	35
60	150	143	147	151	154	158	162	167	172	179	186	189
	28	27	28	29	29	30	31	32	33	34	35	36
65	155	148	151	155	158	163	166	171	177	183	190	194
	29	28	29	29	30	31	31	32	33	35	36	37
70	159	152	155	159	163	167	171	175	181	187	194	198
	30	29	29	30	31	32	32	33	34	35	37	37

GROUND BRAKE COOLING TIME (min)												
ENERGY	OAT (°C)											
(MJ)	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
75	163	156	159	163	167	171	175	179	185	191	198	202
	31	29	30	31	32	32	33	34	35	36	37	38
80	167	159	163	167	170	174	178	183	189	195	202	206
	31	30	31	32	32	33	34	35	36	37	38	39

AFTER ENGINE START

- **In the case of a false BRAKES HOT alert displayed on the EWD:**

  EMER CANC pb. . . . . Press

  Note: In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

CAUTION	*The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.*

32-07-01A 32-07-01B	**Brakes Temperature Indication on the WHEEL SD page**

Ident.: 9-MO-MO-32-07-00004981.0000400 / 25 MAR 2025
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

FLIGHT PREPARATION/LIMITATIONS

The brake energy graph and the brake cooling time table given hereafter permit to determine the ground brake cooling time.

BRAKE ENERGY GRAPH

- **If MAX reverser thrust was selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITH THRUST REVERSERS USE.

- **If MAX reverser thrust was NOT selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITHOUT THRUST REVERSERS USE.

Determination of the brake energy accumulated during a REJECTED TAKEOFF (RTO) :

– Enter with the aircraft takeoff weight (TOW) and with the rejected takeoff speed in kt IAS.

– Apply airport pressure altitude, temperature, wind and runway slope corrections.

Determination of the brake energy accumulated during a LANDING :

– Enter with the aircraft landing weight, and

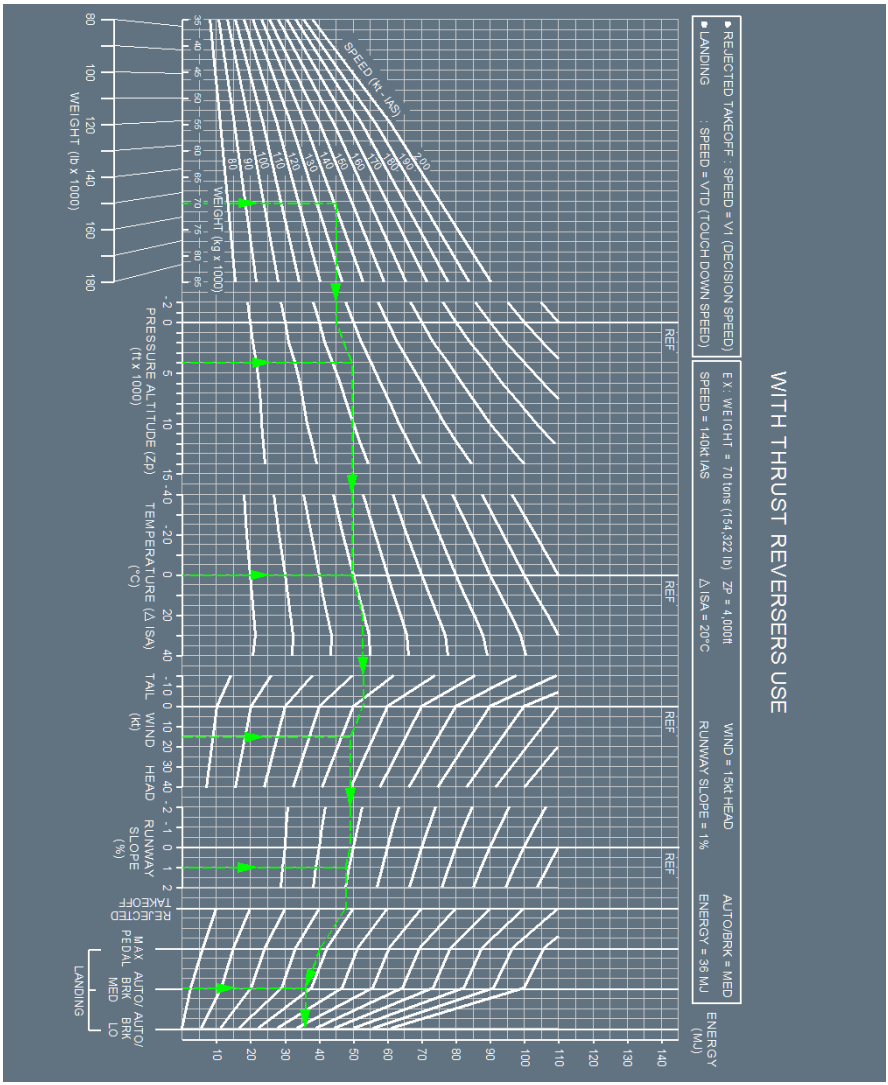
– Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.

– Apply airport pressure altitude, temperature, wind and runway slope corrections.

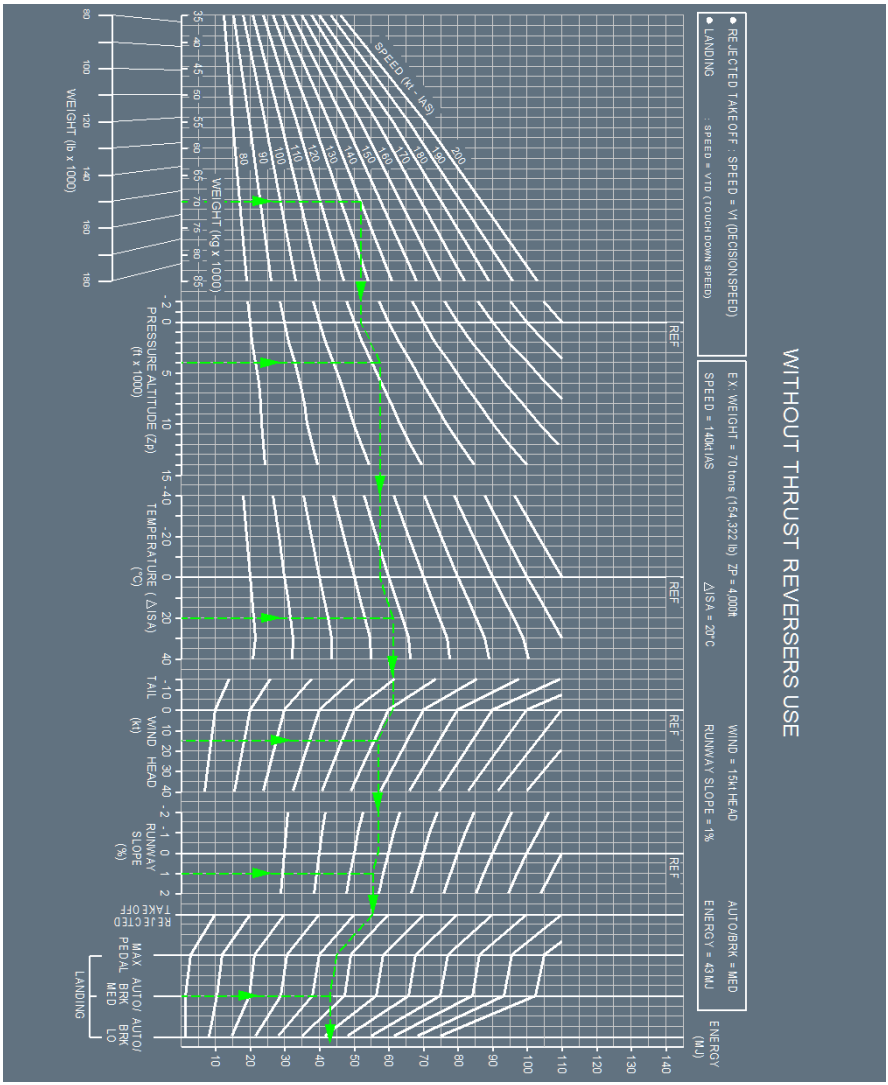
– Correct for brake setting with a preselected autobrake setting (LO, MED) or with MAX PEDAL braking in the other cases.

Note: *In the case of a dispatch with one brake inoperative (Refer to 9-MI-32-42-01 Main Wheel Brake or Refer to 9-MI-32-42-02 Green System Brake), the brake energy accumulated is increased by 34 %.*

Brake Energy with Thrust Reverser Use



Brake Energy without Thrust Reverser Use



BRAKE COOLING TIME TABLE

Determination of the brake cooling time:

EXAMPLE:

EXAMPLE:

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

55	152	153	154	155	155	====> TIME (min) WITHOUT BRAKE COOLING FAN
	46	46	46	46	47	====> TIME (min) WITH BRAKE COOLING FAN

If the Energy and the OAT are not given in the table, use the values given in the next adjacent column/row.

For Example, with Energy = 78 MJ, and OAT = 15 °C, entering the next adjacent column/row (Energy = 80 MJ, OAT = 20 °C) gives the following results:

– Without brake cooling fan: 189 min
– With brake cooling fan: 57 min

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY	**OAT (°C)**											
(MJ)	**-50**	**-40**	**-30**	**-20**	**-10**	**0**	**10**	**20**	**30**	**40**	**50**	**55**
0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	4	9	14	19	23	27	31	35	37
	0	0	0	1	3	4	6	7	8	9	10	11
15	31	35	38	42	45	48	51	54	57	60	62	64
	9	10	11	12	13	14	15	16	17	18	19	19
20	59	62	65	67	70	72	74	77	79	81	83	84
	18	19	19	20	21	22	22	23	24	24	25	25
25	81	83	85	87	89	91	92	94	96	98	99	100
	24	25	25	26	27	27	28	28	29	29	30	30
30	98	99	101	103	104	106	107	109	110	112	113	114
	29	30	30	31	31	32	32	33	33	34	34	34
35	112	113	115	116	117	119	120	121	123	124	125	126
	34	34	34	35	35	36	36	36	37	37	38	38
40	124	125	126	127	129	130	131	132	133	134	135	136
	37	37	38	38	39	39	39	40	40	40	41	41
45	134	135	136	137	139	140	141	142	143	144	145	145
	40	41	41	41	42	42	42	42	43	43	43	44
50	144	145	146	146	147	148	149	150	151	152	153	153
	43	43	44	44	44	45	45	45	45	46	46	46
55	152	153	154	155	155	156	157	158	159	160	160	161
	46	46	46	46	47	47	47	47	48	48	48	48
60	160	160	161	162	163	164	164	165	166	167	167	168
	48	48	48	49	49	49	49	50	50	50	50	50
65	167	167	168	169	170	170	171	172	172	173	174	174
	50	50	50	51	51	51	51	52	52	52	52	52
70	173	174	174	175	176	176	177	178	178	179	180	180
	52	52	52	53	53	53	53	53	54	54	54	54

GROUND BRAKE COOLING TIME (min)												
ENERGY	OAT (°C)											
(MJ)	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
75	179	180	180	181	182	182	183	183	184	185	185	186
	54	54	54	54	54	55	55	55	55	55	56	56
80	185	185	186	186	187	188	188	189	189	190	190	191
	55	56	56	56	56	56	56	57	57	57	57	57
85	190	190	191	191	192	193	193	194	194	195	195	196
	57	57	57	57	58	58	58	58	58	58	59	59
90	195	195	196	196	197	197	198	198	199	199	200	200
	58	59	59	59	59	59	59	60	60	60	60	60
95	199	200	200	201	201	202	202	203	203	204	204	205
	60	60	60	60	60	61	61	61	61	61	61	61
100	204	204	205	205	206	206	207	207	208	208	208	209
	61	61	61	62	62	62	62	62	62	62	63	63
105	208	208	209	209	210	210	211	211	212	212	212	213
	62	63	63	63	63	63	63	63	63	64	64	64
110	212	212	213	213	214	214	215	215	215	216	216	216
	64	64	64	64	64	64	64	64	65	65	65	65
115	216	216	217	217	217	218	218	219	219	219	220	220
	65	65	65	65	65	65	65	66	66	66	66	66
120	219	220	220	221	221	221	222	222	222	223	223	223
	66	66	66	66	66	66	67	67	67	67	67	67
A319	Messier/Goodrich - 03.01.05 - F476021.txt											

AFTER ENGINE START

- **In the case of a false BRAKES HOT alert displayed on the EWD:**

  EMER CANC pb. . . . . Press

  Note: *In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.*

CAUTION	*The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.*

32-07-03A	L/G Doors Position Indication on the WHEEL SD page

Ident.: 9-MO-MO-32-07-00004982.0000001 / 28 JUN 2022
Applicable to: ALL

IN FLIGHT

MAX SPEED. . . . . 250 kt or M 0.60

32-09-01C	BRAKES-N/WS MINOR FAULT **Alert (Alternate braking checked operative)**

Ident.: 9-MO-MO-32-09-00004983.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

The ACCU PRESS indication must be in the green band.

- **If ACCU PRESS indication not in the green band:**

Y ELEC PUMP pb-sw. . . . . ON then OFF

– CHOCKS. . . . . .CHECK IN PLACE
– PARKING BRAKE handle. . . . . OFF
– PARKING PEDALS. . . . . PRESS

Apply maximum pressure on both pedals.
– BRAKE PRESSURE (on BRAKES pressure indicators). . . . . CHECK

Pressure must increase without delay symmetrically on left and right sides for the same application simultaneously applied on left and right pedals. With full pedal deflection, the pressure must be between 900 PSI and 1100 PSI.
– BRAKES PEDALS. . . . . RELEASE

Check that no residual pressure in the brakes remains.
– PARKING BRAKE handle. . . . . ON

32-31-01A	Landing Gear Control and Interface Unit (LGCIU)

Ident.: 9-MO-MO-32-31-00004984.0000100 / 18 SEP 2024
Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

– HYDRAULIC/LGCIU/SYS2 (121VU Q35) C/B. . . . . PULL
– LGCIU/BAT SPLY/SYS2 (121VU R33) C/B. . . . . .PULL

The following table gives the consequences on the systems affected when the LGCIU 2 is inoperative and above mentioned C/B are pulled.

SYSTEMS	CONSEQUENCES	PROCEDURE
AVNCS VENT (on ground)	• The system remains in closed circuit configuration. • The ground cooling system ⋘ is inoperative.	• Time limitations on ground for ELEC PWR supply: – OAT ≤ 43 °C: No Limitation – 44 °C ≤ OAT ≤ 52 °C: 3 h – OAT ≥ 53 °C: 30 min • Check that the air conditioning system is operative.
HYD (on ground)	The PTU runs after the first engine start until the second engine is started.	
	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
TPIS ⋘	The WHEEL TYRE LO PR alert threshold is set to flight level.	
ATC 2 (on ground)	The ATC 2 is not inhibited.	On ground, set the ATC selector to SYS 1.
LIGHTS	The strobe lights ⋘ are not inhibited on ground when set to AUTO.	On ground, set the STROBE sw to OFF.
	On ground, with flaps retracted, logo lights do not come on.	
	The taxi light, the runway turn-off light, and the takeoff light are inoperative on ground and in flight.	
ELEC (on ground)	When only the APU generator or the GPU supplies the aircraft, the main galleys are not supplied.	
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. *Refer to 2-SUP-ENG Manual Engine Start - Procedure*
	The minimum idle is inoperative when slats/flaps are extended.	*Refer to OpsProc Minimum Idle on Ground*
	When FLX TO is selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust reverser is inoperative.	*Refer to OpsProc Thrust Reverser*
	The BUMP function ⋘ is inoperative.	Do not use the BUMP function.
SLATS (on ground)	The slats are slow from 1 to 0.	

SYSTEMS	CONSEQUENCES	PROCEDURE
AIR COND (on ground)	Both air conditioning packs ram air inlet do not close.	
WING ANTI-ICE (on ground)	On ground, when set to ON, the wing anti-ice valve do not close at the end of the test sequence (30 s). The WING A.ICE OPEN ON GND alert will be displayed on the EWD.	
ADIRU and AVNCS VENT alert	The horn and the light are inoperative.	
WATER SERVICING (on ground)	The preselect water servicing is inoperative.	
CARGO DOOR (FWD and AFT)	Only the manual control is operative.	
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
BRAKES (on ground)	The brakes cooling ⋖ is inoperative.	
AIRSTAIRS ⋖	The airstairs ⋖ cannot be extended.	
WEIGHT AND BALANCE SYSTEM ⋖	The WBS ⋖ is inoperative.	
ECAM (in flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is diplayed on the EWD.	
FTIS ⋖	FTIS ⋖ is inoperative.	
NAV PRED W/S System ⋖	The Predictive Windshear Detection System ⋖ is inoperative.	

IN FLIGHT

- **In the case of loss of the LGCIU 1:**

  AP and FD are lost.

Maximum landing capability is CAT 1.

32-31-01A	Landing Gear Control and Interface Unit (LGCIU)

Ident.: 9-MO-MO-32-31-00004984.0000200 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

– HYDRAULIC/LGCIU/SYS2 (121VU Q35) C/B. . . . . PULL
– LGCIU/BAT SPLY/SYS2 (121VU R33) C/B. . . . . .PULL

The following table gives the consequences on the systems affected when the LGCIU 2 is inoperative and above mentioned C/B are pulled.

SYSTEMS	CONSEQUENCES	PROCEDURE
AVNCS VENT (on ground)	• The system remains in closed circuit configuration. • The ground cooling system ⋖ is inoperative.	• Time limitations on ground for ELEC PWR supply: – OAT ≤ 43 °C: No Limitation – 44 °C ≤ OAT ≤ 52 °C: 3 h – OAT ≥ 53 °C: 30 min • Check that the air conditioning system is operative.
HYD (on ground)	The PTU runs after the first engine start until the second engine is started.	
	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
TPIS ⋖	The WHEEL TYRE LO PR alert threshold is set to flight level.	
ATC 2 (on ground)	The ATC 2 is not inhibited.	On ground, set the ATC selector to SYS 1.
LIGHTS	The strobe lights ⋖ are not inhibited on ground when set to AUTO.	On ground, set the STROBE sw to OFF.
	On ground, with flaps retracted, logo lights do not come on.	
	The taxi light, the runway turn-off light, and the takeoff light are inoperative on ground and in flight.	
ELEC (on ground)	When only the APU generator or the GPU supplies the aircraft, the main galleys are not supplied.	
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. *Refer to 2-SUP-ENG Manual Engine Start - Procedure*
	ENG 2 START FAULT alert associated with HUNG START subtitle may trigger during manual ENG 2 start.	The flight crew may attempt another manual engine start using the following procedure:

SYSTEMS	CONSEQUENCES	PROCEDURE
		• **Before ENG 2 start, PUSH the following C/Bs:** – HYDRAULIC/LGCIU/SYS2 (121VU Q35) C/B – LGCIU/BAT SPLY/SYS2 (121VU R33) C/B ■ **If ENG 2 start is successful, PULL the following C/Bs:** – HYDRAULIC/LGCIU/SYS2 (121VU Q35) C/B – LGCIU/BAT SPLY/SYS2 (121VU R33) C/B ■ **If ENG 2 start is not successful:** Report the "no start condition" to maintenance for appropriate action.
	The minimum idle is inoperative when slats/flaps are extended.	*Refer to OpsProc Minimum Idle on Ground*
	When FLX TO is selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust reverser is inoperative.	*Refer to OpsProc Thrust Reverser*
	The BUMP function ⧏ is inoperative.	Do not use the BUMP function.
SLATS (on ground)	The slats are slow from 1 to 0.	
AIR COND (on ground)	Both air conditioning packs ram air inlet do not close.	
WING ANTI-ICE (on ground)	On ground, when set to ON, the wing anti-ice valve do not close at the end of the test sequence (30 s). The WING A.ICE OPEN ON GND alert will be displayed on the EWD.	
ADIRU and AVNCS VENT alert	The horn and the light are inoperative.	
WATER SERVICING (on ground)	The preselect water servicing is inoperative.	
CARGO DOOR (FWD and AFT)	Only the manual control is operative.	

SYSTEMS	CONSEQUENCES	PROCEDURE
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
BRAKES (on ground)	The brakes cooling ⋖ is inoperative.	
AIRSTAIRS ⋖	The airstairs ⋖ cannot be extended.	
WEIGHT AND BALANCE SYSTEM ⋖	The WBS ⋖ is inoperative.	
ECAM (in flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is diplayed on the EWD.	
FTIS ⋖	FTIS ⋖ is inoperative.	
NAV PRED W/S System ⋖	The Predictive Windshear Detection System ⋖ is inoperative.	

IN FLIGHT

- **In the case of loss of the LGCIU 1:**

  AP and FD are lost.

  Maximum landing capability is CAT 1.

32-31-02A	Landing Gear Retracting System

Ident.: 9-MO-MO-32-31-00004985.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to PRO-NOR-SUP-LG_DN FLIGHT WITH GEAR DOWN and determine the associated performance penalties with the EFB calculation tool.

Note: In the LH EFB PERF takeoff and landing applications, this corresponds to the MEL item "LANDING GEAR POSITION EXTENDED". In the EFB PERF in-flight application, this corresponds to the NON STD CONF "L/G DISPATCH WITH GEAR DOWN".

32-32-02A	LGCIU 2 RHL/G Shock Absorber Proximity Detector

Ident.: 9-MO-MO-32-32-00004986.0000001 / 28 JUN 2022
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS (on ground)	The F/O pitot is set to high heating level when the EXT PWR pb is set to OFF.	Keep the EXT PWR pb set to ON until the engine start.
AVNCS VENT (on ground)	• The system remains in the closed circuit configuration. • The ground cooling system ⩤ is inoperative.	• Time limitations on ground for ELEC PWR supply: – OAT ≤ 43 °C: No limitation – OAT = 52 °C: 3 h – OAT = 61 °C: 30 min • Check that the air conditioning system is operative.
ADIRU and AVNCS VENT alert (on ground)	The horn and the light are inoperative.	
HYD alerts (on ground)	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
WING A/ICE (on ground)	The wing anti-ice is not inhibited.	On ground, do not set the WING ANTI ICE pb-sw to ON for more that 30 s. If required, set it to ON just before takeoff.
TPIS ⩤ (on ground)	The WHEEL TYRE LO PR alert threshold is set to flight level.	
ATC 2 (on ground)	The ATC 2 is not inhibited.	On ground, set the ATC selector to SYS 1.
LIGHTS (on ground)	The strobe lights ⩤ are not inhibited.	On ground, set the STROBE sw to OFF.
	On ground, with flaps retracted, the logo lights do not come on.	
ELEC (on ground)	When only the APU generator or GPU supplies the aircraft, the main galleys are not supplied.	
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. *Refer to 2-SUP-ENG Manual Engine Start - Procedure*

SYSTEMS	CONSEQUENCES	PROCEDURES
	The minimum idle is inoperative.	*Refer to OpsProc Minimum Idle on Ground*
	When FLX TO is selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust Reverser is inoperative.	*Refer to OpsProc Thrust Reverser*
	The BUMP function ⏪ is inoperative.	Do not use the BUMP function.
SLATS **(on ground)**	The slats are slow from 1 to 0.	
CARGO DOOR **(on ground)**	Only the manual control is operative.	
AIR COND **(on ground)**	The air conditioning pack 2 ram air inlet does not close.	
WATER SERVICING **(on ground)**	The preselect water servicing is inoperative.	
AIRSTAIRS ⏪ **(on ground)**	The airstairs cannot be extended.	
RECORDERS **(on ground)**	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
ECAM **(in flight and on ground)**	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is displayed on the EWD.	

32-32-03A	LGCIU 2 LHL/G Shock Absorber Proximity Detector

Ident.: 9-MO-MO-32-32-00004987.0000001 / 28 JUN 2022
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS (on ground)	The CAPT pitot is set to the high heating level when the EXT PWR pb is set to OFF.	Keep the EXT PWR pb set to ON until engine start.
AVNCSVENT (on ground)	• The system remains in the closed circuit configuration • The ground cooling system ⩤ is inoperative.	• Time limitations on ground for ELEC PWR supply: – OAT ≤ 42 °C: No limitation – OAT = 53 °C: 3 h – OAT = 61 °C: 30 min • Check that the air conditioning system is operative.
ADIRU and AVNCSVENT alert (on ground)	The horn and the light are inoperative.	
HYD alerts (on ground)	The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off.	
TPIS ⩤ (on ground)	The WHEEL TYRE LO PR alert threshold is set to flight level.	
LIGHTS (on ground)	The strobe lights ⩤ are not inhibited.	On ground, set the STROBE sw to OFF.
	On ground, with flaps retracted, the logo lights do not come on.	
ELEC (on ground)	When only the APU generator or GPU supplies the aircraft, the main galleys are not supplied.	
ENG 2 (on ground)	The FADEC supply is continuously on.	
	The automatic start abort is inoperative.	Use the MAN START procedure. *Refer to 2-SUP-ENG Manual Engine Start - Procedure*
	The minimum idle is inoperative.	*Refer to OpsProc Minimum Idle on Ground*
	When FLX TO selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust reverser is inoperative.	*Refer to OpsProc Thrust Reverser*
	The BUMP function ⩤ is inoperative.	Do not use the BUMP function.
SLATS	The slats are slow from 1 to 0.	

SYSTEMS	CONSEQUENCES	PROCEDURES
(on ground)		
AIR COND **(on ground)**	The air conditioning pack 1 ram air inlet does not close.	
CARGO DOOR	Only the manual control is operative.	
WATER SERVIC-ING **(on ground)**	The preselect water servicing is inoperative.	
RECORDERS **(on ground)**	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
ECAM **(in flight and on ground)**	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is displayed on the EWD.	

32-32-04A — LGCIU 2 Nose L/G Shock Absorber Proximity Detector

Ident.: 9-MO-MO-32-32-00004988.0000001 / 28 JUN 2022
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
PITOTS **(on ground)**	The STBY pitot is set to the high heating level when the EXT PWR pb is set to OFF. If displayed, disregard the ANTI ICE CAPT(F/O) PITOT alert on the EWD when EXT PWR pb is set to OFF.	Keep the EXT PWR pb set to ON until the engine start.
HYD **(on ground)**	The PTU runs after the first engine start until the second engine is started.	
ENG 2 **(on ground)**	The minimum idle is inoperative when slats/flaps are extended.	
ECAM **(in flight and on ground)**	For WHEEL SD page and ECAM alert *Refer to OpsProc LGCIU 2 LH L/G Shock Absorber Proximity Detector* "ECAM" line.	

32-32-05A	LGCIU 2 RHL/G Down Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004989.0000001 / 28 JUN 2022
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The REVERSER 2 is still operative.
	The minimum idle is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is displayed on the EWD.	

32-32-06A	LGCIU 2 LHL/G Down Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004990.0000001 / 28 JUN 2022
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
BRAKES	The brakes cooling ⧏ is inoperative.	
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The REVERSER 2 is still operative.
	The minimum idle is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	• On the WHEEL SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. • The L/G LGCIU 2 FAULT alert is displayed on the EWD.	

32-32-07A	LGCIU 2 Nose L/G Down Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004991.0000001 / 23 FEB 2023
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES
WBS ⋖ (in flight and on ground)	The WBS ⋖ is inoperative.
LIGHTS (in flight and on ground)	The Taxi light and the takeoff light are inoperative.
ECAM (in flight and on ground)	For WHEEL SD page and ECAM alert *Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line.

32-32-08A	LGCIU 2 RH L/G Up Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004992.0000001 / 23 FEB 2023
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The thrust Reverser 2 is still operative.
	The minimum idle on ground is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For WHEEL SD page and ECAM alert *Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line.	

32-32-09A	LGCIU 2 LH L/G Up Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004993.0000001 / 23 FEB 2023
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The thrust Reverser 2 is still operative.
	The minimum idle on ground is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For WHEEL SD page and ECAM alert *Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line.	

32-32-10A	LGCIU 2 Nose L/G Up Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004994.0000001 / 23 FEB 2023
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page.	The thrust Reverser 2 is still operative.
	The minimum idle on ground is inoperative when slats/flaps are extended.	
ECAM (in flight and on ground)	For WHEEL SD page and ECAM alert *Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line.	

32-32-11A	LGCIU 2 RHL/G Doors Open Proximity Detector

Ident.: 9-MO-MO-32-32-00004995.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc LGCIU 2 RH L/G Up Lock Proximity Detector

32-32-12A	LGCIU 2 LHL/G Doors Open Proximity Detector

Ident.: 9-MO-MO-32-32-00004996.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc LGCIU 2 LH L/G Up Lock Proximity Detector

32-32-13A	LGCIU 2 Nose L/G Doors Open Proximity Detector

Ident.: 9-MO-MO-32-32-00004997.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc LGCIU 2 Nose L/G Up Lock Proximity Detector

32-32-14A	LGCIU 2 RHL/G Doors Closed Proximity Detector

Ident.: 9-MO-MO-32-32-00004998.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc LGCIU 2 RH L/G Up Lock Proximity Detector

32-32-15A	LGCIU 2 LHL/G Doors Closed Proximity Detector

Ident.: 9-MO-MO-32-32-00004999.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc LGCIU 2 LH L/G Up Lock Proximity Detector

32-32-16A	LGCIU 2 Nose L/G Doors Closed Proximity Detector

Ident.: 9-MO-MO-32-32-00005000.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc LGCIU 2 Nose L/G Up Lock Proximity Detector

32-33-01A	Landing Gear Gravity Extension System

Ident.: 9-MO-MO-32-33-00005001.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to PRO-NOR-SUP-LG_DN FLIGHT WITH GEAR DOWN and determine the associated performance penalties with the EFB calculation tool.

Note: *In the LH EFB PERF takeoff and landing applications, this corresponds to the MEL item "LANDING GEAR POSITION EXTENDED". In the EFB PERF in-flight application, this corresponds to the NON STD CONF "L/G DISPATCH WITH GEAR DOWN".*

32-42-01A	Main Wheel Brake (One Brake Inop)

Ident.: 9-MO-MO-32-42-00005002.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 Single.

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF applications, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*

FOR TAKEOFF

The autobrake function, even if available, must not be used.

- **In the case of engine failure at takeoff:**

  Retract the landing gear when positive climb.

  Vibrations may occur during 1 or 2 min after the retraction of the landing gear.

- **If both engines are operative:**

  Keep the landing gear down for 1 min.

FOR LANDING

The autobrake function, even if available, must not be used.

32-42-02A	Green System Brake

Ident.: 9-MO-MO-32-42-00013169.0000001 / 18 DEC 2024
Applicable to: ALL

Refer to OpsProc Main Wheel Brake

32-42-03A 32-42-04A	Braking/Steering Control Unit (BSCU) System 1(2)

Ident.: 9-MO-MO-32-42-00013168.0000001 / 18 DEC 2024
Criteria: A320 (-AIJH, -AIJJ)
Applicable to: D-AIJH, D-AIJJ

The automatic braking of the wheels during landing gear retraction may be inoperative.

AFTER TAKEOFF

Keep the landing gear down for 1 min to allow the wheels to spin down.

- **In the case of engine failure at takeoff:**

  Retract the landing gear when positive climb.

  Vibrations may occur during 1 or 2 min after the retraction of the landing gear.

32-42-05A	AUTO/BRK Function

Ident.: 9-MO-MO-32-42-00005004.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

BEFORE TAKEOFF

When T.O MEMO is displayed on the EWD, disregard the line:

AUTO BRK. . . . . MAX (blue)

32-42-06C	Tachometer

Ident.: 9-MO-MO-32-42-00005005.0000001 / 18 DEC 2024
Criteria: If BSCU Std. installed L4.10 or higher (information given by trouble shooting)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

For performance computation, select in the LH EFB PERF applications, the tachometer inoperative item only. Do not select additionally the brake inoperative item in the LH EFB PERF applications, as brake inoperative performance impact is already part of tachometer inoperative performance impact.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF applications, this corresponds to the MEL item "WHEEL TACHOMETERS 1 TACHOMETER INOPERATIVE".

BEFORE TAKEOFF

Check that no other amber brake released indication is displayed on the WHEEL SD page.

Note: BRAKES RELEASED may appear for the affected wheel during Takeoff roll.

32-44-02A	ACCU PRESS Indicator (with BRAKES Pressure Indicator Operative)

Ident.: 9-MO-MO-32-44-00005006.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

- YELLOW ENG 2 PUMP pb-sw. . . . . OFF
- YELLOW ELEC PUMP pb-sw. . . . . Off
- Move a side stick in pitch and roll until the yellow system pressure indication on the HYD SD page indicates 0.
- PARK BRK handle. . . . . ON
- BRAKES pressure. . . . . CHECK

On both BRAKES pressure indicators, check that the BRAKES indication is in the upper part of the white zone (around 2500 PSI). If required use the electric pump on the yellow hydraulic system to recharge the brake accumulators.

WARNING	*Yellow and green hydraulics systems are pressurized from yellow electric pump. Get ground crew clearance before using the electric pump.*

- Restore normal settings.

32-44-02B	ACCU PRESS Indicator (with WHEEL SD page)

Ident.: 9-MO-MO-32-44-00005007.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

- YELLOW ENG 2 PUMP pb-sw. . . . . OFF
- YELLOW ELEC PUMP pb-sw. . . . . Off
- Move a side stick in pitch and roll until the yellow system pressure indication on the HYD SD page indicates 0.
- PARK BRK handle. . . . . ON
- BRAKES pressure. . . . . CHECK

On the WHEEL SD page, check that the ACCU PRESS or ACCU ONLY indication is displayed in green. If required, use the electric pump on the yellow hydraulic system to recharge the brake accumulators.

WARNING	*Yellow and green hydraulics systems are pressurized from yellow electric pump. Get ground crew clearance before using the electric pump.*

- Restore normal settings.

32-45-01A	Parking Brake Control Valve Electrical Motor

Ident.: 9-MO-MO-32-45-00013082.0000001 / 18 SEP 2024
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

In case of one engine taxi, the APU generator must be used.

AFTER START

- **If one engine taxi at departure:**
  - **After engine 1 start:**

    APU. . . . . KEEP ON

    The APU generator must be used.
  - **After engine 2 start:**

    APU. . . . . AS RQRD

ONE ENGINE TAXI AT ARRIVAL

- **Before engine 2 shutdown:**

  APU. . . . . ON

  The APU generator must be used.
- **After engine 1 shutdown:**

  APU. . . . . AS RQRD

32-47-01A	Brake Temperature Monitoring Unit (BTMU)

Ident.: 9-MO-MO-32-47-00005008.0000001 / 14 DEC 2022
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

HYDRAULIC/BRK/TEMP/DET/UNIT (121VU M37) C/B. . . . . PULL

Determine brake cooling time (*Refer to OpsProc Brakes Temperature Indication on the WHEEL SD page*).

32-48-01B	Brake Fan System (partially available)

Ident.: 9-MO-MO-32-48-00005009.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND

- **To deactivate the Brake Fans 1 and 2, apply:**

  HYDRAULIC/BRK FAN/WHEELS/1 AND 2 (121VU L32) C/B. . . . . PULL

- **To deactivate the Brake Fans 3 and 4, apply:**

  HYDRAULIC/BRK FAN/WHEELS/3 AND 4 (121VU L35) C/B. . . . . PULL

32-51-02A	Rudder PEDALS DISC pb

Ident.: 9-MO-MO-32-51-00005011.0000001 / 28 JUN 2022
Applicable to: ALL

The purpose of the procedure is to explain how to perform the flight control check with one or both PEDALS DISC pb failed in the released position.

GENERAL INFORMATION

- **When the disconnection is not possible on one side:**

  The flight control check can be performed on the operative side.

- **When the disconnection is not possible on both sides:**

  The flight control check must be performed while aircraft is stopped.

  Note: it is not necessary to set the A/SKID & N/W STRG sw to OFF.

32-51-03A	NWS Electrical Deactivation Box (towing mode is not available when the lever is in the TOWING position)

Ident.: 9-MO-MO-32-51-00005012.0000001 / 28 JUN 2022
Applicable to: ALL

BEFORE PUSHBACK

A/SKID & N/W STRG selector. . . . . OFF

AFTER PUSHBACK

A/SKID & N/W STRG selector. . . . . ON

32-51-03B	NWS Electrical Deactivation Box (NWS Electrical Deactivation Box de-activated)

Ident.: 9-MO-MO-32-51-00005013.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

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

  Check that the WHEEL N/W STRG FAULT or WHEEL N.W STEER FAULT alert is not displayed anymore on the EWD.

  If the ECAM alert is still displayed, consider the nosewheel steering inoperative. *Refer to 9-MI-32-51-01 Nose Wheel Steering Control System*.

BEFORE PUSHBACK

A/SKID & N/W STRG selector. . . . . OFF

As a result of the NWS electrical box deactivation, the parking brake light on that box will not be available.

The parking brake setting must be verbally confirmed between the flight crew and the ground personnel before pushback.

AFTER PUSHBACK

A/SKID & N/W STRG selector. . . . . ON

32-51-04A	PARKING BRAKE light on the NWS Electrical Deactivation Box

Ident.: 9-MO-MO-32-51-00005014.0000001 / 28 JUN 2022
Applicable to: ALL

BEFORE PUSHBACK

The parking brake setting must be verbally confirmed between the flight crew and the ground personnel.

SIGNS OVERHEAD PANEL

33-01-02-02A	AUTO Function of SEAT BELTS SIGN sw ⩤

Ident.: 9-MO-MO-33-01-02-00005017.0000001 / 14 SEP 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

SEAT BELTS sw. . . . . ON

AFTER TAKEOFF

SEAT BELTS sw. . . . . As required

DURING APPROACH

SEAT BELTS sw. . . . . ON

33-01-02-03A	AUTO Function of NO SMOKING SIGNS sw

Ident.: 9-MO-MO-33-01-02-00005018.0000001 / 14 SEP 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

ON GROUND OR IN FLIGHT

Set the NO SMOKING sw ON as required.

SIGNS OVERHEAD PANEL

33-01-02-04A	AUTO Function of RETURN TO SEAT selector ◁

Ident.: 9-MO-MO-33-01-02-00005019.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

DURING COCKPIT PREPARATION

RETURN TO SEAT selector. . . . . ON

AFTER TAKEOFF

RETURN TO SEAT selector. . . . . As required

DURING APPROACH

RETURN TO SEAT selector. . . . . ON

33-01-02-05A	AUTO Function of DON OXYGEN MASK selector

Ident.: 9-MO-MO-33-01-02-00005020.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

ON GROUND OR IN FLIGHT

Set the DON OXYGEN MASK selector ON as required.

33-20-01A	Cabin General Illumination

Ident.: 9-MO-MO-33-20-00005021.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

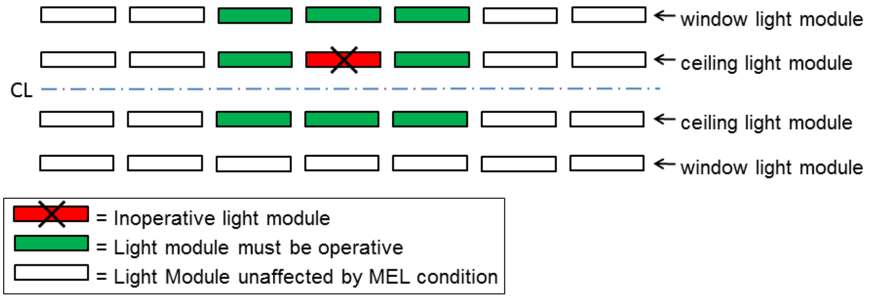
GENERAL INFORMATION

- **For aircraft equipped with photoluminescent Floor Path Marking System ⋖:**

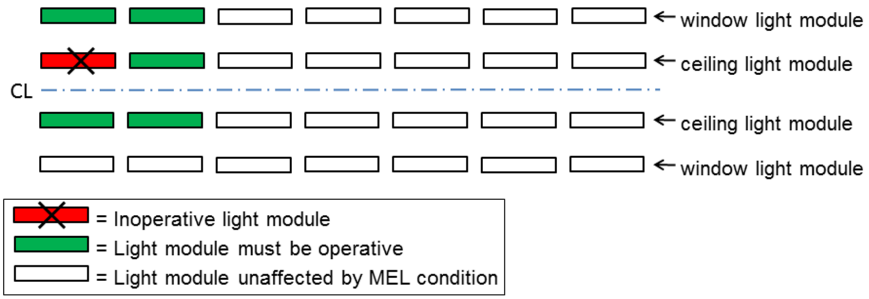
  To ensure the correct charge of the photoluminescent Floor Path Marking System ⋖, a minimum of 50 % of the cabin lighting at 50 % of brightness is required.

CEILING MODULE AFFECTED

Example inoperative ceiling light module

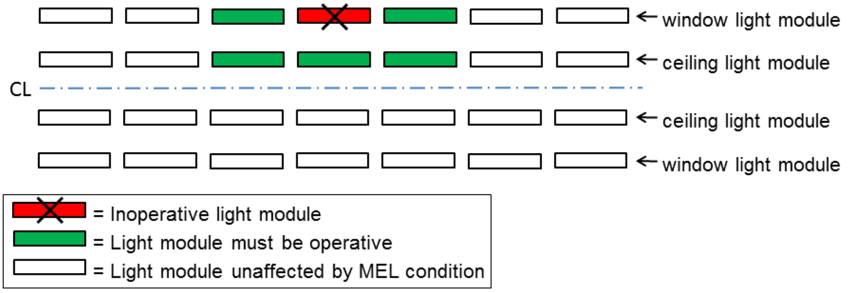


Example inoperative ceiling light module

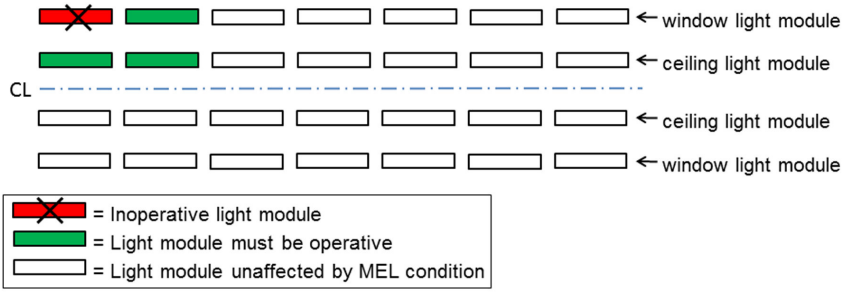


WINDOW (SIDEWALL) MODULE AFFECTED

Example inoperative window (sidewall) light module



Example inoperative window (sidewall) light module



33-20-03A	Lavatory Sign (Return to seat)

Ident.: 9-MO-MO-33-20-00005022.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

Before flight, the cockpit crew informs the cabin crew that the corresponding lavatory sign (return to seat) is inoperative. The cabin crew informs the lavatory occupant to return to the seat when requested.

Note: *Passenger Address System or any acceptable alternate procedure.*

33-20-03A	Lavatory Sign (RETURN TO SEAT / DON OXYGEN MASK)

Ident.: 9-MO-MO-33-20-00005023.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

DURING COCKPIT PREPARATION

Check that the passenger address function is operative in the lavatory with the door closed.

33-40-04A	Landing light Extension/Retraction System

Ident.: 9-MO-MO-33-40-00005024.0000001 / 28 JUN 2022
Criteria: A319 / A320 (all ex. -AIJH, -AIJJ) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

The fuel consumption is increased by 1 % per landing light extended.

33-40-08A	Beacon light

Ident.: 9-MO-MO-33-40-00005025.0000001 / 15 DEC 2023
Applicable to: ALL

BEFORE ENGINE START

- **If the lower beacon light is inoperative,**
  and
  If this light is used to alert the ground personnel of the engine start:

  The ground to cockpit contact shall be established by interphone or hand signal to alert the ground personnel of the engine start.

PARKING

- **If the lower beacon light is inoperative,**
  and
  If this light is used to alert the ground personnel of the engine spool down:

  The ground to cockpit contact shall be established by interphone or hand signal to alert the ground personnel when all engines have spooled down.

ADIRS OVERHEAD PANEL

34-01-01-31A	ADR pb-sw

Ident.: 9-MO-MO-34-01-01-00005027.0000001 / 28 JUN 2022
Applicable to: ALL

IN FLIGHT

If needed, the associated ADR can be set to OFF through the associated mode selector.

Note:

- ***If the ADR is set to OFF:***

  The associated IR is also set to OFF.

  The F/CTL MAINTENANCE *message is displayed on the STATUS SD page.*

34-01-01-32A	IR pb-sw

Ident.: 9-MO-MO-34-01-01-00005028.0000001 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

IN FLIGHT

If needed, the associated IR can be set to OFF through the associated mode selector.

Note:

- ***If the IR is set to OFF:***

  The associated ADR is also set to OFF.

  The F/CTL MAINTENANCE *message is displayed on the STATUS SD page.*

34-01-01-33A	IR Mode Selector

Ident.: 9-MO-MO-34-01-01-00005029.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

34-05-06A	Vertical Speed in Inertial Mode Indication on the PFD

Ident.: 9-MO-MO-34-05-00005030.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

34-05-07A	Other Air Data Related Indications on the PFD

Ident.: 9-MO-MO-34-05-00005031.0000001 / 18 SEP 2024
Applicable to: ALL

GENERAL INFORMATION

For F, S, Green Dot or VAPP determination, use Flysmart.

For VFE or VLE determination, refer to the corresponding placard in the cockpit.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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

  RNPAPCH operations are not permitted.

34-05-08A	Attitude Indication on the PFD

Ident.: 9-MO-MO-34-05-00005032.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 1.

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

  RNPAPCH operations are not permitted.

34-05-09A	Heading Indication On the PFD

Ident.: 9-MO-MO-34-05-00005033.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

34-06-01A	Ground Speed Indication on the ND

Ident.: 9-MO-MO-34-06-00005034.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If indication is inoperative on one side:**

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

- **If indication is inoperative on both sides:**

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNPAPCH operations are not permitted.

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

34-06-02A	True Air Speed Indication on the ND

Ident.: 9-MO-MO-34-06-00005035.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If indication is inoperative on one side:**

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

- **If indication is inoperative on both sides:**

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNPAPCH operations are not permitted.

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

34-06-03A	Wind Indication on the ND

Ident.: 9-MO-MO-34-06-00005036.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If indication is inoperative on one side:**

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

- **If indication is inoperative on both sides:**

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNPAPCH operations are not permitted.

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

34-06-04A	Heading Indication on the ND

Ident.: 9-MO-MO-34-06-00005037.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

34-06-05A	Position (Aircraft Symbol) Indication on the ND

Ident.: 9-MO-MO-34-06-00005038.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNAV 10 operations are not permitted.

RNAV 5 operations are not permitted.

RNAV 1 / RNAV 2 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations are not permitted.

RNP 1 operations are not permitted.

RNPAPCH operations are not permitted.

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

34-10-02B	ADR 2

Ident.: 9-MO-MO-34-10-00005039.0000100 / 31 AUG 2023
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

RVSM operations are not permitted.

DURING COCKPIT PREPARATION

ADR 2 pb-sw. . . . . OFF

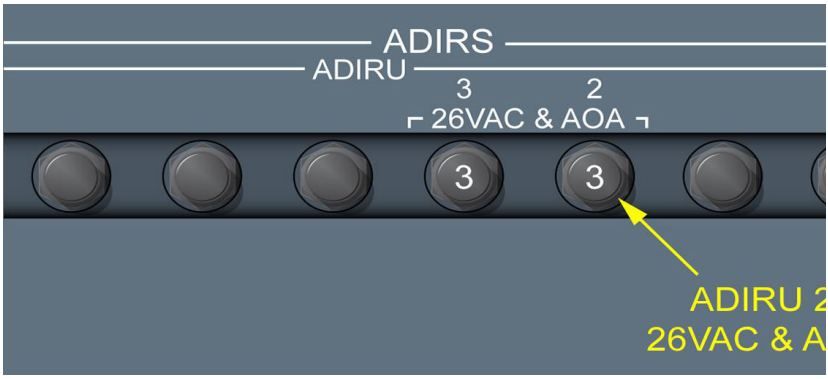
The F/CTL MAINTENANCE message and SFCS MAINTENANCE message are displayed on the STATUS SD page.

- **If the ADR 2 pb OFF light does not come ON, or the IR 2 is also inoperative:**

  Set the IR 2 Mode selector to OFF. MMEL item 34-10-05 is also applied. *Refer to 9-MI-34-10-05 IR 2* .

AIR DATA SWITCHING selector. . . . . F/O 3

ADIRU 2 (26VAC & AOA) C/B. . . . . Pull
The ADIRU 2 (26VAC & AOA) C/B is located in the 121VU, N line, ADIRS/ADIRU/2/26VAC & AOA.



AFTER ENGINE START

- Use the RCL pb-sw on the ECAM control panel, in order to recall the NAV ADR 2 FAULT alert.
- On the EWD, check that the ADR 2...OFF procedure is not displayed.

FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

Note: When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.

34-10-02B	ADR 2

Ident.: 9-MO-MO-34-10-00005039.0000200 / 31 AUG 2023
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

ADR 2 pb-sw. . . . . OFF

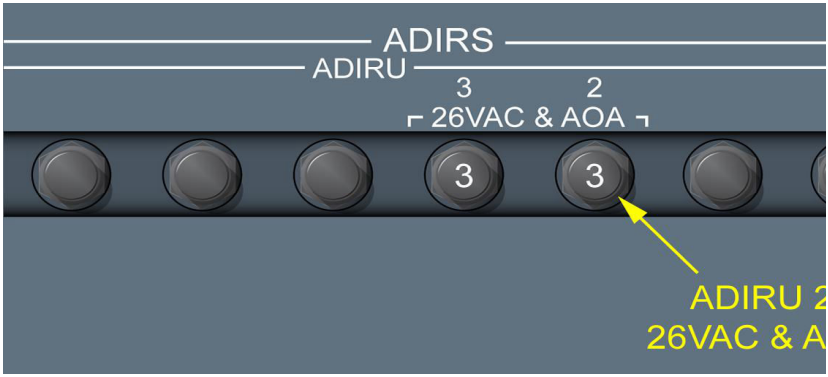
The F/CTL MAINTENANCE and the SFCS MAINTENANCE message are displayed on the STATUS SD page.

- **If the ADR 2 pb OFF light does not come ON, or the IR 2 is also inoperative:**

  Set the IR 2 Mode selector to OFF. MMEL item 34-10-05 is also applied. *Refer to 9-MI-34-10-05 IR 2.*

AIR DATA SWITCHING selector. . . . . F/O 3

ADIRU 2 (26VAC & AOA) C/B. . . . . Pull
The ADIRU 2 (26VAC & AOA) C/B is located in the 121VU, N line, ADIRS/ADIRU/2/26VAC & AOA.



AFTER ENGINE START

– Use the RCL pb-sw on the ECAM control panel, in order to recall the NAV ADR 2 FAULT alert.

– On the EWD, check that the ADR 2...OFF procedure is not displayed.

FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

Note: *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

34-10-03A	ADR 3

Ident.: 9-MO-MO-34-10-00005040.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

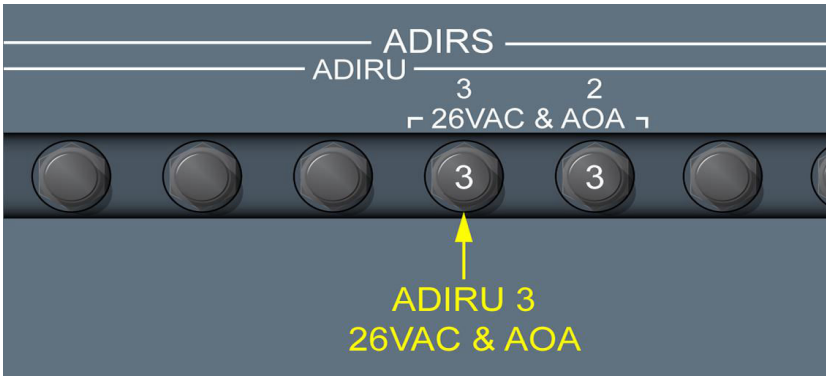
ADR 3 pb-sw. . . . . OFF

The F/CTL MAINTENANCE *message is displayed on the STATUS SD page.*

- **If the ADR 3 pb OFF light does not come ON, or the IR 3 is also inoperative:**

  Set the IR 3 Mode selector to OFF. MMEL item 34-10-06/07 is also applied. *Refer to 9-MI-34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)* or *Refer to 9-MI-34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)*.

ADIRU 3 (26VAC & AOA) C/B. . . . . Pull
The ADIRU 3 (26VAC & AOA) C/B is located in the 121VU, N line, ADIRS/ADIRU/3/26VAC &AOA.



AFTER ENGINE START

- Use the RCL pb-sw on the ECAM control panel, in order to recall the NAV ADR 3 FAULT alert.
- On the EWD, check that the ADR 3...OFF procedure is not displayed.

34-10-04B **34-10-04C**	**IR 1 (only NAV mode of IR 1 inoperative)**

Ident.: 9-MO-MO-34-10-00005041.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector. . . . . CAPT 3
- IR 1 mode selector. . . . . ATT
- The heading must be entered through the CDU keyboard for the IR 1 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR. . . . . .SYS 2

34-10-04B **34-10-04C**	**IR 1 (only NAV mode of IR 1 inoperative)**

Ident.: 9-MO-MO-34-10-00005041.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector. . . . . CAPT 3
- IR 1 mode selector. . . . . ATT
- The heading must be entered through the MCDU for the IR 1 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR. . . . . .SYS 2

34-10-05B	IR 2 (IR 2 totally inoperative)

Ident.: 9-MO-MO-34-10-00005042.0000100 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW) / A321 (-AEUA)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

– IR 2 mode selector. . . . . OFF

Note: *1. ADR 2 is consequently set to OFF.*
2. The F/CTL MAINTENANCE message and SFCS MAINTENANCE message are displayed on the STATUS SD page.

– ATT HDG SWITCHING selector. . . . . F/O 3
– AIR DATA SWITCHING selector. . . . . F/O 3
– ATC/XPDR. . . . . SYS 1

FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

Note: *When the ADR 2 is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 is set to OFF.*

34-10-05B	IR 2 (IR 2 totally inoperative)

Ident.: 9-MO-MO-34-10-00005042.0000200 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

RVSM operations are not permitted because the ADR 2 is set to OFF.

DURING COCKPIT PREPARATION

– IR 2 mode selector. . . . . OFF

– *ADR 2 is consequently set to OFF.*

– *The F/CTL MAINTENANCE and SFCS MAINTENANCE message are displayed on the STATUS SD page.*

– ATT HDG SWITCHING selector. . . . . F/O 3

– AIR DATA SWITCHING selector. . . . . F/O 3
– ATC/XPDR. . . . . .SYS 1

FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

Note: *When the ADR 2 is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 is set to OFF.*

34-10-05B	IR 2 (IR 2 totally inoperative)

Ident.: 9-MO-MO-34-10-00005042.0000300 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 2 pb-sw. . . . . OFF

The F/CTL MAINTENANCE *message is displayed on the STATUS SD page.*

- **If the IR 2 pb OFF light does not come ON, or the ADR 2 is also inoperative:**

  Set the IR 2 Mode selector to OFF. MMEL item 34-10-02 is also applied. *Refer to 9-MI-34-10-02 ADR 2*.

– ATT HDG SWITCHING selector. . . . . .F/O 3
– AIR DATA SWITCHING selector. . . . . F/O 3
– ATC/XPDR. . . . . .SYS 1

34-10-05C	IR 2 (only NAV mode of IR 2 inoperative)

Ident.: 9-MO-MO-34-10-00005043.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

– ATT HDG SWITCHING selector. . . . . .F/O 3
– IR 2 mode selector. . . . . ATT
– The heading must be entered through the MCDU keyboard for the IR 2 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

– ATC/XPDR. . . . . .SYS 1

34-10-05C	IR 2 (only NAV mode of IR 2 inoperative)

Ident.: 9-MO-MO-34-10-00005043.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

– ATT HDG SWITCHING selector. . . . . .F/O 3
– IR 2 mode selector. . . . . ATT
– The heading must be entered through the CDU keyboard for the IR 2 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).
– ATC/XPDR. . . . . .SYS 1

34-10-06A	IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Ident.: 9-MO-MO-34-10-00005044.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 3 mode selector. . . . . .OFF

Note: 1. The ADR 3 is consequently set to OFF.
2. The F/CTL MAINTENANCE *message is displayed on the STATUS SD page.*

34-10-06A	IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Ident.: 9-MO-MO-34-10-00005044.0000200 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 3 pb-sw. . . . . OFF

The F/CTL MAINTENANCE *is displayed on the STATUS SD page.*

- **If the IR 3 pb OFF light does not come ON, or the ADR 3 is also inoperative:**

  Set the IR 3 Mode selector to OFF. MMEL item 34-10-03 is also applied. *Refer to 9-MI-34-10-03 ADR 3*.

34-10-06B	IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)

Ident.: 9-MO-MO-34-10-00005045.0000100 / 28 JUN 2022
Criteria: A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

– IR 3 mode selector. . . . . ATT

  The F/CTL MAINTENANCE message is displayed on the *STATUS SD page.*
– The heading must be entered through the MCDU for the IR 3 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

34-10-06B	IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)

Ident.: 9-MO-MO-34-10-00005045.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

– IR 3 mode selector. . . . . ATT

The F/CTL MAINTENANCE message is displayed on the *STATUS SD page.*

– The heading must be entered through the CDU keyboard for the IR 3 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

34-10-07A	IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Ident.: 9-MO-MO-34-10-00005046.0000100 / 28 JUN 2022
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

GENERAL INFORMATION

For aircraft fitted with Honeywell 10 MCU ADIRU, disregard the characteristic speeds (Vls, F, S, Green Dot) displayed on the PFD. For characteristic speeds (Vls, F, S, Green Dot) determination, *Refer to 4-4-1 Operating Speeds*. The “CHECK GW” (or “CHECK WEIGHT”) message may be displayed on the MCDU.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 3 pb-sw. . . . . OFF

The F/CTL MAINTENANCE *message is displayed on the STATUS SD page.*

- **If the IR 3 pb OFF light does not come ON, or the ADR 3 is also inoperative:**

  Set the IR 3 Mode selector to OFF. MMEL item 34-10-03 is also applied. *Refer to 9-MI-34-10-03 ADR 3*.

34-10-07A	IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Ident.: 9-MO-MO-34-10-00005046.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

GENERAL INFORMATION

For aircraft fitted with Honeywell 10 MCU ADIRU, disregard the characteristic speeds (VIs, F, S, Green Dot) displayed on the PFD. For characteristic speeds (VIs, F, S, Green Dot) determination, *Refer to 4-4-1 Operating Speeds*. The “CHECK GW” (or “CHECK WEIGHT”) message may be displayed on the MCDU.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

IR 3 mode selector. . . . . .OFF

Note: 1. *The ADR 3 is consequently set to OFF.*
2. *The F/CTL* MAINTENANCE *message is displayed on the STATUS SD page.*

34-10-07A	IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Ident.: 9-MO-MO-34-10-00005046.0000300 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

GENERAL INFORMATION

For aircraft fitted with Honeywell 10 MCU ADIRU, disregard the characteristic speeds (VIs, F, S, Green Dot) displayed on the PFD. For characteristic speeds (VIs, F, S, Green Dot) determination, *Refer to 4-4-1 Operating Speeds*. The “CHECK GW” (or “CHECK WEIGHT”) message may be displayed on the MCDU.

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

34-10-07B	IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)

Ident.: 9-MO-MO-34-10-00005047.0000100 / 28 JUN 2022
Criteria: A320 (-AIZJ, -AIZM) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

– IR 3 mode selector. . . . . ATT

The F/CTL MAINTENANCE *is displayed on the STATUS SD page.*

– The heading must be entered through the MCDU for the IR 3 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

34-10-07B	IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)

Ident.: 9-MO-MO-34-10-00005047.0000200 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

– IR 3 mode selector. . . . . ATT

The F/CTL MAINTENANCE *is displayed on the STATUS SD page.*

– The heading must be entered through the CDU keyboard for the IR 3 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

34-11-02A	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1

Ident.: 9-MO-MO-34-11-00005048.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc Permanent Data Indications on the SD

34-11-03A	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3

Ident.: 9-MO-MO-34-11-00005049.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the TAT is displayed on the SD permanent data.

34-11-04A	F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2

Ident.: 9-MO-MO-34-11-00005050.0000001 / 28 JUN 2022
Applicable to: ALL

Refer to OpsProc Permanent Data Indications on the SD

34-13-02A	BKUP SPD/ALT pb-sw (One inoperative)

Ident.: 9-MO-MO-34-13-00005051.0000001 / 14 JUN 2023
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

- **In case of ECAM procedure requesting to use the DBUS:**

  BKUP SPD/ALT pb-sw on the affected side. . . . . .DO NOT USE

34-13-02B	BKUP SPD/ALT pb-sw (One or both inoperative)

Ident.: 9-MO-MO-34-13-00005052.0000001 / 14 JUN 2023
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

- **In case of ECAM procedure requesting to use the DBUS:**

  BKUP SPD/ALT pb-sw . . . . . .DO NOT USE

  - **If at least one speed confirmed reliable:**

    RELIABLE SPEED DATA. . . . . .USE

  - **If no speed confirmed reliable:**

    PITCH/THRUST TABLE. . . . . .APPLY

    Refer to 3-NAV UNRELIABLE SPEED INDICATION - Pitch/Thrust Tables.

34-13-03A	Digital Backup Speed (DBUS)

Ident.: 9-MO-MO-34-13-00005053.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

- **In case of ECAM procedure requesting to use the DBUS:**

  BKUP SPD/ALT pb-sw . . . . . .DO NOT USE

  - **If at least one speed confirmed reliable:**

    RELIABLE SPEED DATA. . . . . .USE

  - **If no speed confirmed reliable:**

    UNREL SPD PROC. . . . . APPLY

    Refer to 3-NAV UNRELIABLE SPEED INDICATION - Memory Items.

34-21-03A	Standby IAS Indicator

Ident.: 9-MO-MO-34-21-00005054.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

DURING COCKPIT PREPARATION

Check of the AIR DATA, PFD/ND, and EIS DMC switching:

– AIR DATA SWITCHING selector. . . . . CAPT 3
– Check that the display is normal on the CAPT PFD and the CAPT ND.
– AIR DATA SWITCHING selector. . . . . F/O 3
– Check that the display is normal on the F/O PFD and the F/O ND.
– AIR DATA SWITCHING selector. . . . . .NORM
– EIS DMC SWITCHING selector. . . . . CAPT 3
– Check that the display is normal on the CAPT PFD and the CAPT ND.
– EIS DMC SWITCHING selector. . . . . F/O 3
– Check that the display is normal on the F/O PFD and the F/O ND.
– EIS DMC SWITCHING selector. . . . . NORM
– CAPT PFD/ND XFR pb. . . . . Press
– Check that the CAPT PFD and the CAPT ND images are exchanged.
– CAPT PFD/ND XFR pb. . . . . Press
– F/O PFD/ND XFR pb. . . . . .Press
– Check that the F/O PFD and the F/O ND images are exchanged.
– F/O PFD/ND XFR pb. . . . . .Press

34-22-01B	Standby Compass Indicator

Ident.: 9-MO-MO-34-22-00005055.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Check of the ATT HDG, PFD/ND, and EIS DMC switching:

– ATT HDG SWITCHING selector. . . . . CAPT 3
– Check that the display is normal on the CAPT PFD and the CAPT ND.
– ATT HDG SWITCHING selector. . . . . .F/O 3
– Check that the display is normal on the F/O PFD and the F/O ND.
– ATT HDG SWITCHING selector. . . . . .NORM
– EIS DMC SWITCHING selector. . . . . CAPT 3
– Check that the display is normal on the CAPT PFD and the CAPT ND.
– EIS DMC SWITCHING selector. . . . . F/O 3
– Check that the display is normal on the F/O PFD and the F/O ND.
– EIS DMC SWITCHING selector. . . . . NORM
– CAPT PFD/ND XFR pb. . . . . Press
– Check that the CAPT PFD and the CAPT ND images are exchanged.
– CAPT PFD/ND XFR pb. . . . . Press
– F/O PFD/ND XFR pb. . . . . .Press
– Check that the F/O PFD and the F/O ND images are exchanged.
– F/O PFD/ND XFR pb. . . . . .Press

34-22-03B	Standby Horizon Indicator

Ident.: 9-MO-MO-34-22-00005056.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

34-23-04B	ISIS Attitude Indication

Ident.: 9-MO-MO-34-23-00005057.0000001 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

34-30-04A **34-30-04B**	**Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)**

Ident.: 9-MO-MO-34-30-00005059.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is ILSCAT 1.

34-40-02A	Predictive GPWS Functions

Ident.: 9-MO-MO-34-40-00005061.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

DURING COCKPIT PREPARATION

TERR pb-sw. . . . . .OFF

34-40-03A	Radio Altimeter Automatic Callout

Ident.: 9-MO-MO-34-40-00005062.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2 without autoland.

34-40-04A	Radio Altimeter System

Ident.: 9-MO-MO-34-40-00005063.0000100 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 2.

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

DURING COCKPIT PREPARATION

- **If RA 1 is inoperative:**

  COM NAV/RAD ALTM/1 (121VU K11) C/B. . . . . Pull

- **If RA 2 is inoperative:**

  COM NAV/RAD ALTM/2 (121VU K12) C/B. . . . . Pull

DURING DESCENT

- **If RA 1 is inoperative:**

  GPWS basic mode 4 "TOO LOW TERRAIN", or "TOO LOW GEAR", or "TOO LOW FLAPS" alert may be unduly activated above 5500 ft AGL.

  Disregard "TOO LOW TERRAIN", or "TOO LOW GEAR", or "TOO LOW FLAPS" alert above this height.

DURING APPROACH

During an ILS (or MLS, or GLS) approach with AP engaged, the flight crew must closely monitor all primary flight parameters and FMA indications. An early/untimely FLARE and THR IDLE mode engagement may occur in the case of an erroneous RA height indication from the remaining RA.

In the event of an early/untimely FLARE and THR IDLE mode engagement:

– Perform a go-around (thrust levers set to TOGA), or

– Disconnect AP, set both FDs to OFF and continue the approach using raw data or external visual references.

34-40-04A	Radio Altimeter System

Ident.: 9-MO-MO-34-40-00005063.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 2.

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

DURING COCKPIT PREPARATION

- **If RA 1 is inoperative:**

  COM NAV/RAD ALTM/1 (121VU K11) C/B. . . . . Pull

- **If RA 2 is inoperative:**

  COM NAV/RAD ALTM/2 (121VU K12) C/B. . . . . Pull

DURING APPROACH

During an ILS (or MLS, or GLS) approach with AP engaged, the flight crew must closely monitor all primary flight parameters and FMA indications. An early/untimely FLARE and THR IDLE mode engagement may occur in the case of an erroneous RA height indication from the remaining RA.

In the event of an early/untimely FLARE and THR IDLE mode engagement:

– Perform a go-around (thrust levers set to TOGA), or

– Disconnect AP, set both FDs to OFF and continue the approach using raw data or external visual references.

34-40-06A **34-40-06B**	**Weather Radar System**

Ident.: 9-MO-MO-34-40-00005065.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Observe OM-A for Company Policy for Use of Weather Radar.

34-40-08A	**GPWS - G/S pb-sw**

Ident.: 9-MO-MO-34-40-00005066.0000004 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA, -AIRN)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN

DURING COCKPIT PREPARATION

Check of the aural and visual warnings associated with the GPWS basic modes and the Predictive GPWS functions:

– GPWS – G/S pb-sw (operative). . . . . Press
– Check that the GPWS (or the TAWS) aural and visual warnings are operative.

Note: On ground, the GPWS can be tested by pressing this pushbutton. If the pushbutton is pressed briefly, some of the aural warnings sound and pushbutton captions, related to the GPWS, come on. If the pushbutton is pressed continuously, then all the aural warnings sound.

34-40-08A	**PULL UP-GPWS pb-sw**

Ident.: 9-MO-MO-34-40-00005066.0000005 / 28 JUN 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) / A321 (-AEUC to -AEUJ)
Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

Check of the aural and visual warnings associated with the GPWS basic modes and the Predictive GPWS functions:

– PULL UP – GPWS pb-sw (operative). . . . . Press
– Check that the GPWS (or the TAWS) aural and visual warnings are operative. .

Note: On ground, the GPWS can be tested by pressing this pushbutton. If the pushbutton is pressed briefly, some of the aural warnings sound and pushbutton captions, related to the GPWS, come on. If the pushbutton is pressed continuously, then all the aural warnings sound.

34-50-01A	ATC

Ident.: 9-MO-MO-34-50-00005067.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

ATC. . . . . SYS (operative side)

34-50-09D 34-50-09F	Global Positioning System (GPS) ⩤ (ADS-B OUT function DO260 or DO260B compliant)

Ident.: 9-MO-MO-34-50-00012594.0000001 / 15 DEC 2023
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If both GPS are inoperative:**

  RNAV 10 operations requiring one GPS are not permitted.

  RNAV 5 operations are permitted provided that one DME receiver is operative.

  RNAV 1 / RNAV 2 operations are permitted provided that one DME receiver is operative.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNP APCH operations are not permitted.

34-50-10B	ADS-B OUT Function (Required for the intended route out of Single European Sky)

Ident.: 9-MO-MO-34-50-00005073.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION

1. Operations in the Single European Sky are not permitted.
2. The following countries belongs to the Single European Sky (SES) and ADS-B OUT is required:
   – Austria, Belgium, Bosnia & Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Poland, Portugal, United Kingdom.
3. Alternate routing, procedure and permission must be obtained from the Air Navigation Service Provider(s), if required.

34-50-10C	ADS-B OUT Function (Required for the intended route in Single European Sky)

Ident.: 9-MO-MO-34-50-00005074.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION

1. The following countries belongs to the Single European Sky (SES) and ADS-B OUT is required:
   – Austria, Belgium, Bosnia & Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Poland, Portugal, United Kingdom.
2. Alternate routing, procedure and permission must be obtained from the Air Navigation Service Provider(s), if required.

35-07-01A	Crew OXY High Pressure Indication on the DOOR/OXY SD page

Ident.: 9-MO-MO-35-07-00005075.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

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

  Check that the oxygen pressure is sufficient for the intended flight. *Refer to 1-OXY Minimum Flight Crew Oxygen Pressure*.

35-07-02A	Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page

Ident.: 9-MO-MO-35-07-00005076.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

On the DOOR/OXY SD page, disregard the REGUL LO PR indication and the associated OXY indication.

35-07-02A	Crew Oxygen REGUL 1(2)(1+2) LO PR Indication on the DOOR/OXY SD page

Ident.: 9-MO-MO-35-07-00005076.0000002 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

GENERAL INFORMATION

On the DOOR/OXY SD page, disregard the REGUL 1(2)(1+2) LO PR indication and the associated OXY indication.

35-10-03A	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)

Ident.: 9-MO-MO-35-10-00005077.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

Before the first flight of each day, check that the oxygen pressure does not decrease:

On the DOOR/OXY SD page, check the OXY pressure indication twice.

A 15 min interval must be applied between both checks.

35-20-04A	Galley Oxygen Unit (cabin attendant oxygen unit available near the galley)

Ident.: 9-MO-MO-35-20-00005078.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

IN FLIGHT

The number of galley area occupants must be in accordance with the available adjacent cabin attendant oxygen units.

35-20-04B	Galley Oxygen Unit (cabin attendant portable oxygen device available near the galley)

Ident.: 9-MO-MO-35-20-00005079.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Before the flight, the flight crew shall brief the cabin crew that the galley oxygen unit is inoperative and that the cabin attendant portable oxygen device should be used instead.

35-20-06A	Buzzer

Ident.: 9-MO-MO-35-20-00005080.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION/LIMITATIONS

Check that the passenger address function is operative in the lavatory with the door closed.

35-30-01A	Portable Oxygen Unit (non-required units inoperative or missing)

Ident.: 9-MO-MO-35-30-00005081.0000100 / 15 DEC 2023
Criteria: A320 / A321 (-AIRN)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

CABIN CREW PROCEDURE

The cockpit crew briefs the cabin crews before flight:

- Ensure that the required distribution of the oxygen units is maintained (one portable oxygen unit must be available at each cabin crew station), and
- Inform the cabin crew on the location of the operative oxygen units.

Note: *One unit (bottle and passenger oxygen mask) for each required Cabin Attendant (Minimum Crew) must be in fully operational condition for first aid oxygen application.*

Required Portable Oxygen Units: 4

Note: *A portable oxygen bottle is operational if the minimum bottle pressure is not less than 1 600 psi (used or unused),Refer to Portable Oxygen Bottles*

35-30-01A	Portable Oxygen Unit (non-required units inoperative or missing)

Ident.: 9-MO-MO-35-30-00005081.0000200 / 15 DEC 2023
Criteria: A319
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

CABIN CREW PROCEDURE

The cockpit crew briefs the cabin crews before flight:

- Ensure that the required distribution of the oxygen units is maintained (one portable oxygen unit must be available at each cabin crew station), and
- Inform the cabin crew on the location of the operative oxygen units.

Note: *One unit (bottle and passenger oxygen mask) for each required Cabin Attendant (Minimum Crew) must be in fully operational condition for first aid oxygen application.*

Required Portable Oxygen Units: 3

Note: *A portable oxygen bottle is operational if the minimum bottle pressure is not less than 1 600 psi (used or unused),Refer to Portable Oxygen Bottles*

35-30-01B **35-30-04B**	**Portable Oxygen Units (partially filled)**

Ident.: 9-MO-MO-35-30-00005082.0000001 / 28 JUN 2022
Applicable to: ALL

CABIN CREW PROCEDURE

- Inform the cabin crew on the location and filling status of the portable oxygen unit.
- Affected unit(s) must be placarded, stowed in its associated mounting and CAs must be briefed accordingly.

Refer to Portable Oxygen Bottles

DETERMINATION OF SUFFICIENT OXYGEN QUANTITY

Partially filled Portable Oxygen Units can be used by CAs (minimum cabin crew) in the unlikely event of an emergency descent where a safe altitude cannot be reached in one step (intermediate level off).

Note: The normal oxygen supply for the CAs is the fixed oxygen system, while seated at there stations.

If the CAs must do their duties in the passenger compartment during an intermediate level off, a Portable Oxygen Unit can be used for the following periods:

Pressure [PSI]	Max. flight time in intermediate level [min] – (1) (2)
1 500	60
1 250	50
1 000	40
750	30
500	20
250	10

(1) Flowrate 4 ltr/min (HI) shall be used.

(2) Oxygen flowtime based on: 310 ltr at 1 850 PSI and 21°C

For the calculation of the maximum flight time in levels between 14 000 ft and 10 000 ft, the following shall be taken into account:

– Grossweight
– OAT
– Wind components

The lowest pressure of the affected unit(s) leads to the maximum flight time according the table above.

36-09-01A **36-09-01E**	AIR APU BLEED LEAK **Alert (APU bleed check valve replaced by a blanking cap or checked operative)**

Ident.: 9-MO-MO-36-09-00005083.0000002 / 18 DEC 2024
Applicable to: ALL

DURING COCKPIT PREPARATION

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

  Disregard the AIR APU LEAK DET FAULT alert displayed on the EWD.

36-09-01B **36-09-01C** **36-09-01D**	AIR APU BLEED LEAK **Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)**

Ident.: 9-MO-MO-36-09-00005084.0000100 / 18 SEP 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

The aircraft is in engine hardware intermix configuration when:

– A CFM 56-5B SAC engine is installed on one side, and

– A CFM 56-5B DAC engine is installed on the other side.

- **If a placard "CAUTION : ENGINE INTERMIX"**
  or
  If a placard "CAUTION : ENGINE INTERMIX TYPE 1" is installed on the center pedestal:

  The dispatch is not permitted.

DURING COCKPIT PREPARATION

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

  Disregard the AIR APU LEAK DET FAULT alert displayed on the EWD.

ENG 1 BLEED pb-sw. . . . . OFF
PACK 1 pb-sw. . . . . OFF
X BLEED selector. . . . . SHUT
APU BLEED pb-sw. . . . . OFF

BEFORE ENGINE START

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD
Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

36-09-01B **36-09-01C** **36-09-01D**	AIR APU BLEED LEAK **Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)**

Ident.: 9-MO-MO-36-09-00005084.0000200 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

  Disregard the AIR APU LEAK DET FAULT alert displayed on the EWD.

ENG 1 BLEED pb-sw. . . . . OFF

PACK 1 pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

BEFORE ENGINE START

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD
Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

DURING DESCENT

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

36-09-01B **36-09-01C** **36-09-01D**	AIR APU BLEED LEAK **Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)**

Ident.: 9-MO-MO-36-09-00005084.0000300 / 18 SEP 2024
Criteria: A319 (-AILB to -AILY) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

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

  Disregard the AIR APU LEAK DET FAULT alert displayed on the EWD.

ENG 1 BLEED pb-sw. . . . . OFF

PACK 1 pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

BEFORE ENGINE START

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD

Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

36-11-01A **36-11-01E** **36-11-01C** **36-11-01G**	**Engine Bleed Air Supply System (non-ETOPS flights)**

Ident.: 9-MO-MO-36-11-00007071.0000001 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

- **If ENG 1 bleed is affected:**

  One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**
  - ENG BLEED (AFFECTED) pb-sw. . . . . .OFF
  - X BLEED rotary selector. . . . . OPEN
  - **If both PACKs are operative:**
    - **If Wing Anti-Ice is not required:**

      ECON FLOW pb-sw. . . . . ON
      The ECON FLOW pb-sw must be set to ON due to precooler performance.
    - **If Wing Anti-Ice is required:**

      PACK (AFFECTED) pb-sw. . . . . OFF
  - **If one PACK is inoperative:**

    ECON FLOW pb-sw. . . . . OFF
- **If one engine taxi at departure:**
  - **If ENG 2 bleed is affected:**
    - **After engine 2 start:**

      ENG BLEED 2 pb-sw. . . . . .OFF

      X BLEED rotary selector. . . . . .OPEN
      - **If both PACKs are operative:**
        - **If Wing Anti-Ice is not required:**

          ECON FLOW pb-sw. . . . . .ON
          The ECON FLOW pb-sw must be set to ON due to precooler performance.

- **If Wing Anti-Ice is required:**

  PACK 2 pb-sw. . . . . OFF

- **If one PACK is inoperative:**

  ECON FLOW pb-sw. . . . . OFF

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . OFF

IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**

  PACK (affected side) pb-sw. . . . . OFF

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01.

DURING DESCENT

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

  Note: *For more information* *Refer to 12-70-95 Reduction of stall margin during descent*

36-11-01A **36-11-01E** **36-11-01C** **36-11-01G**	**Engine Bleed Air Supply System (non-ETOPS flights)**

Ident.: 9-MO-MO-36-11-00007071.0000002 / 18 SEP 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

- **If ENG 1 bleed is affected:**

  One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**
  - ENG BLEED (AFFECTED) pb-sw. . . . . .OFF
  - X BLEED rotary selector. . . . . OPEN
  - **If both PACKs are operative:**
    - **If Wing Anti-Ice is not required:**

      PACK FLOW selector. . . . . .LO
      The PACK FLOW selector must be set to LO due to precooler performance.
    - **If Wing Anti-Ice is required:**

      PACK (AFFECTED) pb-sw. . . . . OFF
  - **If one PACK is inoperative:**

    PACK FLOW selector. . . . . .HI
- **If one engine taxi at departure:**
  - **If ENG 2 bleed is affected:**
    - **After engine 2 start:**

      ENG BLEED 2 pb-sw. . . . . .OFF

      X BLEED rotary selector. . . . . .OPEN
      - **If both PACKs are operative:**
        - **If Wing Anti-Ice is not required:**

          PACK FLOW selector. . . . . LO
          The PACK FLOW selector must be set to LO due to precooler performance.
        - **If Wing Anti-Ice is required:**

          PACK 2 pb-sw. . . . . OFF
      - **If one PACK is inoperative:**

        PACK FLOW selector. . . . . HI

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . .OFF

IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**

  PACK (affected side) pb-sw. . . . . OFF

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01.

36-11-01A **36-11-01E** **36-11-01C** **36-11-01G**	**Engine Bleed Air Supply System (non-ETOPS flights)**

Ident.: 9-MO-MO-36-11-00007071.0000003 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

- **If the cargo heating ⫷ is switched off:**

  Note: *Consider possible restrictions for loading of livestock and/or temperature sensitive cargo. Inform Ground Handling.*

- **If ENG 1 bleed is affected:**

  One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**
  - ENG BLEED (AFFECTED) pb-sw. . . . . .OFF
  - X BLEED rotary selector. . . . . OPEN
  - **If both PACKs are operative:**
    - **If Wing Anti-Ice is not required:**

      ECON FLOW pb-sw. . . . . ON

      The ECON FLOW pb-sw must be set to ON due to precooler performance.

      AFT CARGO HOT AIR ⫷ pb-sw. . . . . .OFF

- **If Wing Anti-Ice is required:**

  PACK (AFFECTED) pb-sw. . . . . OFF

- **If one PACK is inoperative:**

  ECON FLOW pb-sw. . . . . OFF

- **If one engine taxi at departure:**
  - **If ENG 2 bleed is affected:**
    - **After engine 2 start:**

      ENG BLEED 2 pb-sw. . . . . OFF

      X BLEED rotary selector. . . . . OPEN

      - **If both PACKs are operative:**
        - **If Wing Anti-Ice is not required:**

          ECON FLOW pb-sw. . . . . ON

          The ECON FLOW pb-sw must be set to ON due to precooler performance.

          AFT CARGO HOT AIR ⩤ pb-sw. . . . . OFF
        - **If Wing Anti-Ice is required:**

          PACK 2 pb-sw. . . . . OFF
      - **If one PACK is inoperative:**

        ECON FLOW pb-sw. . . . . OFF

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . OFF

IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**

  PACK (affected side) pb-sw. . . . . OFF

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01.

36-11-01A **36-11-01E** **36-11-01C** **36-11-01G**	**Engine Bleed Air Supply System (non-ETOPS flights)**

Ident.: 9-MO-MO-36-11-00007071.0000004 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

Due to a limitation of the bleed design, the remaining engine bleed air supply system can supply only one pack, regardless of the wing anti-ice status.

- **If ENG 1 bleed is affected:**

  One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**

  ENG BLEED (AFFECTED) pb-sw. . . . . OFF

  - **If both PACKs are operative:**

    PACK (AFFECTED) pb-sw. . . . . OFF

  X BLEED rotary selector. . . . . OPEN

- **If one engine taxi at departure:**

  - **If ENG 2 bleed is affected:**

    - **After engine 2 start:**

      ENG BLEED 2 pb-sw. . . . . OFF

      - **If both PACKs are operative:**

        PACK 2 pb-sw. . . . . OFF

      X BLEED rotary selector. . . . . OPEN

AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . OFF

- **If takeoff was performed with PACKs OFF and both packs operative:**

  PACK (non-affected) pb-sw. . . . . ON

  Disregard AIR PACK 1(2) OFF alert for the PACK intentionally kept off.

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01.

- **In the case of failure of the opposite PACK:**

  PACK (AFFECTED) pb-sw. . . . . .ON

36-11-01B **36-11-01F** **36-11-01D** **36-11-01H**	**Engine Bleed Air Supply System (ETOPS flights)**

Ident.: 9-MO-MO-36-11-00005087.0000100 / 18 SEP 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

APU fuel consumption with the APU ON (APUGEN OFF and APU BLEED OFF):

	APU ON (IDLE)						
FL	GND	100	200	315	354	370	390
KG/H	80	60	42	28	24	22	20
LB/H	176	132	93	62	53	49	44

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

- **If ENG 1 bleed is affected:**

  One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**
  - ENG BLEED (AFFECTED) pb-sw. . . . . .OFF
  - X BLEED rotary selector. . . . . OPEN

- **If both PACKs are operative:**
  - **If Wing Anti-Ice is not required:**

    PACK FLOW selector. . . . . .LO
    The PACK FLOW selector must be set to LO due to precooler performance.
  - **If Wing Anti-Ice is required:**

    PACK (AFFECTED) pb-sw. . . . . OFF
- **If one PACK is inoperative:**

  PACK FLOW selector. . . . . .HI

- **If one engine taxi at departure:**
  - **If ENG 2 bleed is affected:**
    - **After engine 2 start:**

      ENG BLEED 2 pb-sw. . . . . .OFF

      X BLEED rotary selector. . . . . .OPEN
      - **If both PACKs are operative:**
        - **If Wing Anti-Ice is not required:**

          PACK FLOW selector. . . . . LO
          The PACK FLOW selector must be set to LO due to precooler performance.
        - **If Wing Anti-Ice is required:**

          PACK 2 pb-sw. . . . . OFF
      - **If one PACK is inoperative:**

        PACK FLOW selector. . . . . HI

BEFORE TAKEOFF

APU MASTER SW pb-sw. . . . . .ON

APU START pb-sw. . . . . ON

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . .OFF

IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**

  PACK (affected side) pb-sw. . . . . OFF

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01.

36-11-01B **36-11-01F** **36-11-01D** **36-11-01H**	**Engine Bleed Air Supply System (ETOPS flights)**

Ident.: 9-MO-MO-36-11-00005087.0000200 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

APU fuel consumption with the APU ON (APUGEN OFF and APU BLEED OFF):

	APU ON (IDLE)						
FL	GND	100	200	315	354	370	390
KG/H	80	60	42	28	24	22	20
LB/H	176	132	93	62	53	49	44

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

- **If ENG 1 bleed is affected:**

  One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**
  - ENG BLEED (AFFECTED) pb-sw. . . . . .OFF
  - X BLEED rotary selector. . . . . OPEN
  - **If both PACKs are operative:**
    - **If Wing Anti-Ice is not required:**

      ECON FLOW pb-sw. . . . . ON
      The ECON FLOW pb-sw must be set to ON due to precooler performance.
    - **If Wing Anti-Ice is required:**

      PACK (AFFECTED) pb-sw. . . . . OFF

- **If one PACK is inoperative:**

  ECON FLOW pb-sw. . . . . OFF

- **If one engine taxi at departure:**
  - **If ENG 2 bleed is affected:**
    - **After engine 2 start:**

      ENG BLEED 2 pb-sw. . . . . OFF

      X BLEED rotary selector. . . . . .OPEN

      - **If both PACKs are operative:**
        - **If Wing Anti-Ice is not required:**

          ECON FLOW pb-sw. . . . . ON
          The ECON FLOW pb-sw must be set to ON due to precooler performance.
        - **If Wing Anti-Ice is required:**

          PACK 2 pb-sw. . . . . OFF
      - **If one PACK is inoperative:**

        ECON FLOW pb-sw. . . . . OFF

BEFORE TAKEOFF

APU MASTER SW pb-sw. . . . . ON

APU START pb-sw. . . . . ON

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . .OFF

IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**

  PACK (affected side) pb-sw. . . . . OFF

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01.

DURING DESCENT

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

36-11-01B **36-11-01F** **36-11-01D** **36-11-01H**	**Engine Bleed Air Supply System (ETOPS flights)**

Ident.: 9-MO-MO-36-11-00005087.0000300 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

APU fuel consumption with the APU ON (APUGEN OFF and APU BLEED OFF):

	APU ON (IDLE)						
FL	GND	100	200	315	354	370	390
KG/H	80	60	42	28	24	22	20
LB/H	176	132	93	62	53	49	44

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

Due to a limitation of the bleed design, the remaining engine bleed air supply system can supply only one pack, regardless of the wing anti-ice status.

- **If ENG 1 bleed is affected:**

  One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**

  ENG BLEED (AFFECTED) pb-sw. . . . . OFF

  - **If both PACKs are operative:**

    PACK (AFFECTED) pb-sw. . . . . OFF

  X BLEED rotary selector. . . . . OPEN

- **If one engine taxi at departure:**
  - **If ENG 2 bleed is affected:**
    - **After engine 2 start:**

      ENG BLEED 2 pb-sw. . . . . OFF

- **If both PACKs are operative:**

  PACK 2 pb-sw. . . . . .OFF

  X BLEED rotary selector. . . . . .OPEN

BEFORE TAKEOFF

APU MASTER SW pb-sw. . . . . ON

APU START pb-sw. . . . . ON

AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . .OFF

- **If takeoff was performed with PACKs OFF and both packs operative:**

  PACK (non-affected) pb-sw. . . . . ON

  Disregard AIR PACK 1(2) OFF alert for the PACK intentionally kept off.

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01.

- **In the case of failure of the opposite PACK:**

  PACK (AFFECTED) pb-sw. . . . . .ON

36-11-01B **36-11-01F** **36-11-01D** **36-11-01H**	**Engine Bleed Air Supply System (ETOPS flights)**

Ident.: 9-MO-MO-36-11-00005087.0000400 / 18 SEP 2024
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

FLIGHT PREPARATION/LIMITATIONS

APU fuel consumption with the APU ON (APUGEN OFF and APU BLEED OFF):

	APU ON (IDLE)						
FL	GND	100	200	315	354	370	390
KG/H	80	60	42	28	24	22	20
LB/H	176	132	93	62	53	49	44

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

- **If the cargo heating ⫷ is switched off:**

  Note: *Consider possible restrictions for loading of livestock and/or temperature sensitive cargo. Inform Ground Handling.*

- **If ENG 1 bleed is affected:**

  One engine taxi is not permitted.

AFTER ENGINE START

- **If two engine taxi at departure:**
  - ENG BLEED (AFFECTED) pb-sw. . . . . .OFF
  - X BLEED rotary selector. . . . . OPEN
  - **If both PACKs are operative:**
    - **If Wing Anti-Ice is not required:**

      ECON FLOW pb-sw. . . . . ON

      The ECON FLOW pb-sw must be set to ON due to precooler performance.

      AFT CARGO HOT AIR ⫷ pb-sw. . . . . .OFF
    - **If Wing Anti-Ice is required:**

      PACK (AFFECTED) pb-sw. . . . . OFF
  - **If one PACK is inoperative:**

    ECON FLOW pb-sw. . . . . OFF
- **If one engine taxi at departure:**
  - **If ENG 2 bleed is affected:**
    - **After engine 2 start:**

      ENG BLEED 2 pb-sw. . . . . .OFF

      X BLEED rotary selector. . . . . .OPEN

- **If both PACKs are operative:**
  - **If Wing Anti-Ice is not required:**

    ECON FLOW pb-sw. . . . . ON

    The ECON FLOW pb-sw must be set to ON due to precooler performance.

    AFT CARGO HOT AIR ◁ pb-sw. . . . . OFF
  - **If Wing Anti-Ice is required:**

    PACK 2 pb-sw. . . . . OFF
- **If one PACK is inoperative:**

  ECON FLOW pb-sw. . . . . OFF

BEFORE TAKEOFF

APU MASTER SW pb-sw. . . . . ON

APU START pb-sw. . . . . ON

FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . OFF

IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**

  PACK (affected side) pb-sw. . . . . OFF
- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

CAUTION	Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01.

36-11-06B	Engine Bleed IP Check Valve

Ident.: 9-MO-MO-36-11-00005088.0000100 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. At low power settings, the wing anti-ice will be lost if the opposite engine bleed air supply system becomes inoperative.

- **If ENG 1 bleed IP Check Valve is affected:**

  One engine taxi is not permitted.

DURING TAXI

- **If two engine taxi at departure:**

  When the engines operate in idle thrust:

  – ENG (affected side) BLEED pb-sw. . . . . OFF
  – X BLEED selector. . . . . OPEN

  - **If wing anti-ice is required:**

    One PACK pb-sw. . . . . OFF

- **If one engine taxi at departure:**

  After engine 2 start, when engine 2 operates in idle thrust:

  – ENG 2 BLEED pb-sw. . . . . OFF
  – X BLEED selector. . . . . OPEN

  - **If wing anti-ice is required:**

    One PACK pb-sw. . . . . OFF

BEFORE TAKEOFF AND UNTIL DESCENT

Just before applying takeoff thrust

– ENG (affected side) BLEED pb-sw. . . . . On
– X BLEED selector. . . . . AUTO

- **If one PACK has been selected OFF during TAXI:**

  PACK pb-sw. . . . . ON

BEFORE DESCENT AND UNTIL LANDING

When the engines operate in idle thrust:

– ENG (affected side) BLEED pb-sw. . . . . OFF
– X BLEED selector. . . . . OPEN

- **If wing anti-ice is required:**

  One PACK pb-sw. . . . . OFF

DURING DESCENT

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

  Note: *For more information* *Refer to 12-70-95 Reduction of stall margin during descent.*

36-11-06B	Engine Bleed IP Check Valve

Ident.: 9-MO-MO-36-11-00005088.0000200 / 18 SEP 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. At low power settings, the wing anti-ice will be lost if the opposite engine bleed air supply system becomes inoperative.

- **If ENG 1 bleed IP Check Valve is affected:**

  One engine taxi is not permitted.

DURING TAXI

- **If two engine taxi at departure:**

  When the engines operate in idle thrust:

  – ENG (affected side) BLEED pb-sw. . . . . OFF
  – X BLEED selector. . . . . OPEN

  - **If wing anti-ice is required:**

    One PACK pb-sw. . . . . OFF

- **If one engine taxi at departure:**

  After engine 2 start, when engine 2 operates in idle thrust:

  – ENG 2 BLEED pb-sw. . . . . OFF
  – X BLEED selector. . . . . OPEN

  - **If wing anti-ice is required:**

    One PACK pb-sw. . . . . OFF

BEFORE TAKEOFF AND UNTIL DESCENT

Just before applying takeoff thrust

– ENG (affected side) BLEED pb-sw. . . . . On
– X BLEED selector. . . . . AUTO

- **If one PACK has been selected OFF during TAXI:**

  PACK pb-sw. . . . . ON

BEFORE DESCENT AND UNTIL LANDING

When the engines operate in idle thrust:

– ENG (affected side) BLEED pb-sw. . . . . OFF
– X BLEED selector. . . . . OPEN

- **If wing anti-ice is required:**

  One PACK pb-sw. . . . . OFF

36-11-06B	Engine Bleed IP Check Valve

Ident.: 9-MO-MO-36-11-00005088.0000300 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. At low power settings, the wing anti-ice will be lost if the opposite engine bleed air supply system becomes inoperative.

- **If ENG 1 bleed IP Check Valve is affected:**

  One engine taxi is not permitted.

DURING TAXI

- **If two engine taxi at departure:**

  When the engines operate in idle thrust:

  – ENG (affected side) BLEED pb-sw. . . . . OFF
  – X BLEED selector. . . . . OPEN
  – One PACK pb-sw. . . . . OFF

- **If one engine taxi at departure:**

  After engine 2 start, when engine 2 operates in idle thrust:

  – ENG 2 BLEED pb-sw. . . . . OFF
  – X BLEED selector. . . . . OPEN
  – One PACK pb-sw. . . . . OFF

BEFORE TAKEOFF AND UNTIL DESCENT

Just before applying takeoff thrust

– ENG (affected side) BLEED pb-sw. . . . . On
– X BLEED selector. . . . . AUTO
– PACK pb-sw. . . . . ON

BEFORE DESCENT AND UNTIL LANDING

When the engines operate in idle thrust:

– ENG (affected side) BLEED pb-sw. . . . . OFF
– X BLEED selector. . . . . OPEN
– One PACK pb-sw. . . . . OFF

36-11-07B	**Engine Bleed HP Valve**

Ident.: 9-MO-MO-36-11-00005089.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

Refer to OpsProc Engine Bleed IP Check Valve

36-11-07B	**Engine Bleed HP Valve**

Ident.: 9-MO-MO-36-11-00005089.0000002 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

CONTENT NOT APPLICABLE ANYMORE

36-11-08C **36-11-08D** **36-11-08E**	**Bleed Monitoring Computer (BMC)**

Ident.: 9-MO-MO-36-11-00005090.0000100 / 18 SEP 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

- **If the BMC 1 is affected:**

  One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

The aircraft is in engine hardware intermix configuration when:

– A CFM 56-5B SAC engine is installed on one side, and

– A CFM 56-5B DAC engine is installed on the other side.

- **If a placard "CAUTION : ENGINE INTERMIX"**
  or
  If a placard "CAUTION : ENGINE INTERMIX TYPE 1" is installed on the center pedestal:

  The dispatch is not permitted.

DURING COCKPIT PREPARATION

ENG (affected side) BLEED pb-sw. . . . . OFF

PACK (affected side) pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

- **If the BMC 1 is affected:**

  APU BLEED pb-sw. . . . . .OFF

TWO ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine start:**

  X BLEED selector. . . . . SHUT

  - **If the BMC 1 is affected:**

    APU BLEED pb-sw. . . . . OFF

ONE ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine 1 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 1 start:**

  X BLEED selector. . . . . SHUT
- **Before engine 2 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 2 start:**

  X BLEED selector. . . . . SHUT

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

36-11-08C **36-11-08D** **36-11-08E**	**Bleed Monitoring Computer (BMC)**

Ident.: 9-MO-MO-36-11-00005090.0000200 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

- **If the BMC 1 is affected:**

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ENG (affected side) BLEED pb-sw. . . . . OFF

PACK (affected side) pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

- **If the BMC 1 is affected:**

  APU BLEED pb-sw. . . . . OFF

TWO ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine start:**

  X BLEED selector. . . . . SHUT

  - **If the BMC 1 is affected:**

    APU BLEED pb-sw. . . . . OFF

ONE ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine 1 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 1 start:**

  X BLEED selector. . . . . SHUT

- **Before engine 2 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 2 start:**

  X BLEED selector. . . . . SHUT

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

DURING DESCENT

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

  Note: For more information Refer to 12-70-95 Reduction of stall margin during descent.

36-11-08C **36-11-08D** **36-11-08E**	**Bleed Monitoring Computer (BMC)**

Ident.: 9-MO-MO-36-11-00005090.0000300 / 18 SEP 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

FLIGHT PREPARATION/LIMITATIONS

- **If the BMC 1 is affected:**

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ENG (affected side) BLEED pb-sw. . . . . OFF

PACK (affected side) pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

- **If the BMC 1 is affected:**

  APU BLEED pb-sw. . . . . OFF

TWO ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine start:**
  - X BLEED selector. . . . . OPEN

– APU BLEED pb-sw. . . . . AS RQRD

- **After engine start:**

  X BLEED selector. . . . . SHUT

  - **If the BMC 1 is affected:**

    APU BLEED pb-sw. . . . . OFF

ONE ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine 1 start:**

  – X BLEED selector. . . . . OPEN
  – APU BLEED pb-sw. . . . . AS RQRD

- **After engine 1 start:**

  X BLEED selector. . . . . SHUT

- **Before engine 2 start:**

  – X BLEED selector. . . . . OPEN
  – APU BLEED pb-sw. . . . . AS RQRD

- **After engine 2 start:**

  X BLEED selector. . . . . SHUT

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

36-12-01A	APU Bleed Air Supply System

Ident.: 9-MO-MO-36-12-00005091.0000002 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

GENERAL INFORMATION

No APU bleed air will be available for Main Engine Start (MES) or air conditioning. *Refer to 2-SUP-ENG Engine Start with an Air Start Unit*.

36-12-01A	APU Bleed Air Supply System

Ident.: 9-MO-MO-36-12-00005091.0000001 / 18 SEP 2024
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

No APU bleed air will be available for Main Engine Start (MES) or air conditioning. *Refer to 2-SUP-ENG Engine Start with an Air Start Unit*.

ONE ENGINE TAXI AT DEPARTURE

- **For ENG 2 start:**

  CROSSBLEED ENGINE START. . . . . .PERFORM

  Refer to 2-SUP-ENG Crossbleed Engine Start.

36-12-02A	APU Bleed Valve (Deactivated in the closed position)

Ident.: 9-MO-MO-36-12-00005092.0000100 / 14 SEP 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

No APU bleed air will be available for Main Engine Start (MES) or air conditioning. *Refer to 2-SUP-ENG Engine Start with an Air Start Unit*.

On the APU SD page and BLEED SD page, disregard the position of the APU bleed air valve.

ONE ENGINE TAXI AT DEPARTURE

- **For ENG 2 start:**

  CROSSBLEED ENGINE START. . . . . .PERFORM

  Refer to 2-SUP-ENG Crossbleed Engine Start.

36-12-02A	APU Bleed Valve (Deactivated in the closed position)

Ident.: 9-MO-MO-36-12-00005092.0000200 / 14 SEP 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

GENERAL INFORMATION

No APU bleed air will be available for Main Engine Start (MES) or air conditioning. *Refer to 2-SUP-ENG Engine Start with an Air Start Unit*.

On the APU SD page and BLEED SD page, disregard the position of the APU bleed air valve.

36-12-02B 36-12-02C	APU Bleed Valve (Inoperative in the open position)

Ident.: 9-MO-MO-36-12-00005093.0000001 / 23 FEB 2023
Applicable to: ALL

GENERAL INFORMATION

APU bleed air will be available for Main Engine Start (MES) or air conditioning only on GROUND.

ON GROUND

To prevent the ECAM alert AIR APU BLEED FAULT from triggering, the APU BLEED pb-sw must be selected in accordance with the APU state:

- **When the APU runs:**

  APU BLEED pb-sw. . . . . ON

- **When the APU shuts down:**

  APU BLEED pb-sw. . . . . .OFF

BEFORE TAKEOFF

APU BLEED pb-sw. . . . . OFF

APU MASTER pb-sw. . . . . OFF

36-12-04A	Automatic control of the X Bleed Valve

Ident.: 9-MO-MO-36-12-00005094.0000001 / 28 JUN 2022
Applicable to: ALL

GENERAL INFORMATION

When the APU BLEED pb-sw is ON, or for engine start:

– X BLEED selector. . . . . OPEN
– Select SHUT in all other cases.

DURING COCKPIT PREPARATION

Check of the manual control of the X BLEED valve:

– X BLEED selector. . . . . OPEN
– On the BLEED SD page, check that the cross bleed valve is indicated open.
– X BLEED selector. . . . . SHUT
– On the BLEED SD page, check that the cross bleed valve is indicated closed.
– X BLEED selector. . . . . .AS RQRD

36-12-05A	Manual Control of the X Bleed Valve

Ident.: 9-MO-MO-36-12-00005095.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

X BLEED selector. . . . . AUTO

Check of the automatic control of the X BLEED valve:

– Check that the APU is started.
– APU BLEED pb-sw. . . . . .Off
– On the BLEED SD page, check that the cross bleed valve is indicated closed.
– APU BLEED pb-sw. . . . . ON
– On the BLEED SD page, check that the cross bleed valve is indicated open.

36-12-05A	Manual Control of the X Bleed Valve

Ident.: 9-MO-MO-36-12-00005095.0000002 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

CONTENT NOT APPLICABLE ANYMORE

36-22-01B **36-22-01C** **36-22-01D**	**Pylon Leak Detection System**

Ident.: 9-MO-MO-36-22-00005096.0000100 / 18 DEC 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

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

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ENG (affected side) BLEED pb-sw. . . . . OFF

PACK (affected side) pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

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

  APU BLEED pb-sw. . . . . OFF

TWO ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine start:**

  X BLEED selector. . . . . SHUT

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

    APU BLEED pb-sw. . . . . OFF

ONE ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine 1 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 1 start:**

  X BLEED selector. . . . . SHUT

- **Before engine 2 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 2 start:**

  X BLEED selector. . . . . SHUT

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

DURING DESCENT

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

36-22-01B **36-22-01C** **36-22-01D**	**Pylon Leak Detection System**

Ident.: 9-MO-MO-36-22-00005096.0000200 / 18 DEC 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

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

  One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

The aircraft is in engine hardware intermix configuration when:

– A CFM 56-5B SAC engine is installed on one side, and

– A CFM 56-5B DAC engine is installed on the other side.

- **If a placard "CAUTION : ENGINE INTERMIX"**
  or
  If a placard "CAUTION : ENGINE INTERMIX TYPE 1" is installed on the center pedestal:

  The dispatch is not permitted.

DURING COCKPIT PREPARATION

ENG (affected side) BLEED pb-sw. . . . . OFF

PACK (affected side) pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

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

  APU BLEED pb-sw. . . . . .OFF

TWO ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine start:**

  X BLEED selector. . . . . SHUT

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

    APU BLEED pb-sw. . . . . OFF

ONE ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine 1 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 1 start:**

  X BLEED selector. . . . . SHUT
- **Before engine 2 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 2 start:**

  X BLEED selector. . . . . SHUT

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

36-22-01B **36-22-01C** **36-22-01D**	**Pylon Leak Detection System**

Ident.: 9-MO-MO-36-22-00005096.0000300 / 18 DEC 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW) / A321 (-AEUA)
Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

FLIGHT PREPARATION/LIMITATIONS

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

  One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ENG (affected side) BLEED pb-sw. . . . . OFF

PACK (affected side) pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

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

  APU BLEED pb-sw. . . . . .OFF

TWO ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine start:**

  X BLEED selector. . . . . SHUT

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

    APU BLEED pb-sw. . . . . OFF

ONE ENGINE TAXI AT DEPARTURE

The use of the APU bleed air supply system is permitted for Main Engine Start:

- **Before engine 1 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 1 start:**

  X BLEED selector. . . . . SHUT

- **Before engine 2 start:**
  - X BLEED selector. . . . . OPEN
  - APU BLEED pb-sw. . . . . AS RQRD
- **After engine 2 start:**

  X BLEED selector. . . . . SHUT

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

36-22-03B **36-22-03C** **36-22-03D**	**APU Leak Detection Loop**

Ident.: 9-MO-MO-36-22-00005097.0000100 / 18 SEP 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

The aircraft is in engine hardware intermix configuration when:

– A CFM 56-5B SAC engine is installed on one side, and

– A CFM 56-5B DAC engine is installed on the other side.

- **If a placard "CAUTION : ENGINE INTERMIX"**
  or
  If a placard "CAUTION : ENGINE INTERMIX TYPE 1" is installed on the center pedestal:

  The dispatch is not permitted.

DURING COCKPIT PREPARATION

ENG 1 BLEED pb-sw. . . . . OFF

PACK 1 pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

BEFORE ENGINE START

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD
Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

36-22-03B **36-22-03C** **36-22-03D**	**APU Leak Detection Loop**

Ident.: 9-MO-MO-36-22-00005097.0000200 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ENG 1 BLEED pb-sw. . . . . OFF

PACK 1 pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

BEFORE ENGINE START

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD
Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

DURING DESCENT

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

36-22-03B **36-22-03C** **36-22-03D**	**APU Leak Detection Loop**

Ident.: 9-MO-MO-36-22-00005097.0000300 / 18 SEP 2024
Criteria: A319 (-AILB to -AILY) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

One engine taxi is not permitted.

DURING COCKPIT PREPARATION

ENG 1 BLEED pb-sw. . . . . OFF

PACK 1 pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

BEFORE ENGINE START

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD

Note: The use of the APU bleed air supply system is permitted for Main Engine Start.

AFTER ENGINE START

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

AIRCRAFT EFB SYSTEM FUNCTIONALITY

46-11-02-01A	EFB Flight Crew Application

Ident.: 9-MO-MO-46-11-02-00005104.0000001 / 28 JUN 2022
Applicable to: ALL

Check that all documents and information required for a flight according to OM-A 8.9.3 *Refer to OM-A/8.9b.3 Minimum Dispatch Policy* are available on the flightdeck.

46-11-02-03B	Data Transfer (Between both Aircraft EFBs)

Ident.: 9-MO-MO-46-11-02-00005105.0000001 / 28 JUN 2022
Applicable to: ALL

Check validity of data (charts, manuals, etc) on CM1 Aircraft EFB before the first flight. Observe OM-A 8.9 *Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB*.

46-11-02-04A	Aircraft EFB IP Connectivity on Ground

Ident.: 9-MO-MO-46-11-02-00005106.0000001 / 15 DEC 2023
Applicable to: ALL

Please proceed according OM-A 8.9 Electronic Flight Bag. *Refer to OM-A/8.9a ELECTRONIC FLIGHT BAG (EFB) - Windows EFB*or *Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB*.

46-11-02-05A 46-11-02-05B	Aircraft EFB Update

Ident.: 9-MO-MO-46-11-02-00005107.0000001 / 28 JUN 2022
Applicable to: ALL

Check validity of data (charts, manuals, etc) on both Aircraft EFB before the first flight. Observe OM-A 8.9.3*Refer to OM-A/8.9b.3 Minimum Dispatch Policy*.

46-11-02-08A 46-11-02-08B	eTLB Software ⏪

Ident.: 9-MO-MO-46-11-02-00005108.0000001 / 28 JUN 2022
Applicable to: ALL

Use eTLB fallback procedures according PeOM: *Refer to PRO-APP Fallback Procedures*.

46-11-02-08C	eTLB Software ⏪

Ident.: 9-MO-MO-46-11-02-00005109.0000001 / 28 JUN 2022
Applicable to: ALL

Actual Paper-HIL must be on board and be used for assessment of technical status.

46-21-01A	Air Traffic Service Unit (procedures do not require ATC datalink)

Ident.: 9-MO-MO-46-21-00007083.0000001 / 14 SEP 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

– ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available.

  Associated ATC datalink Required Communication / Surveillance Performance (RCP / Initial Continental Performance for CPDLC and RSP for ADS-C) capabilities are lost.

  For more information on aircraft capability on ATC datalink communication, *Refer to 12-46-10-10 Overview*.

  COMPANY Datalink transmissions may be inoperative, *Refer to 9-MI-46-21-05 COMPANY Datalink*.

– For aircraft with the 4D Operations capability, 4D Operations are not permitted.

46-21-01B	Air Traffic Service Unit (procedures require ATC datalink)

Ident.: 9-MO-MO-46-21-00007084.0000001 / 14 SEP 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

– ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available.

  Associated ATC datalink Required Communication / Surveillance Performance (RCP / Initial Continental Performance for CPDLC and RSP for ADS-C) capabilities are lost.

  For more information on aircraft capability on ATC datalink communication, *Refer to 12-46-10-10 Overview*.

– As an alternate procedure, ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.

– ATC permits the use of the voice communication for operations that require FANS B aircraft capability.

COMPANY Datalink transmissions may be inoperative.*Refer to 9-MI-46-21-05 COMPANY Datalink*

– For aircraft with the 4D Operations capability, 4D Operations are not permitted.

46-21-02B	Datalink Control and Display Unit (DCDU) ⩤ (procedures do not require ATC datalink)

Ident.: 9-MO-MO-46-21-00007085.0000001 / 14 SEP 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

– ATC datalink communications (CPDLC, DCL, and OCL) are not available.

  Associated ATC datalink Required Communication Performance (RCP / Initial Continental Performance for CPDLC) capabilities are lost.

  For more information on aircraft capability on ATC datalink communication, *Refer to 12-46-10-10 Overview*.

– For aircraft with the 4D Operations capability, 4D Operations are not permitted.

46-21-02C	Datalink Control and Display Unit (DCDU) ⩤ (procedures require ATC datalink)

Ident.: 9-MO-MO-46-21-00007086.0000001 / 14 SEP 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

– ATC datalink communications (CPDLC, DCL, and OCL) are not available.

  Associated ATC datalink Required Communication Performance (RCP / Initial Continental Performance for CPDLC) capabilities are lost.

  For more information on aircraft capability on ATC datalink communication, *Refer to 12-46-10-10 Overview*.

– As an alternate procedure, ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.

– ATC permits the use of the voice communication for operations that require FANS B aircraft capability.

– For aircraft with the 4D Operations capability, 4D Operations are not permitted.

46-21-03B **46-21-03C**	**ATC MSG pb ⩤**

Ident.: 9-MO-MO-46-21-00007087.0000001 / 14 SEP 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

– ATC datalink can be used.

– When an ATC datalink message is received:

  Any action on the DCDU for this message enables the flight crew to stop the associated alerts (aural alert and ATC MSG pb light flashing, if any).

46-21-04A	**ATC Datalink ⩤ (procedures do not require ATC datalink)**

Ident.: 9-MO-MO-46-21-00007088.0000001 / 14 SEP 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

– ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available.

  Associated ATC datalink Required Communication / Surveillance Performance (RCP / Initial Continental Performance for CPDLC and RSP for ADS-C) capabilities are lost.

  For more information on aircraft capability on ATC datalink communication, *Refer to 12-46-10-10 Overview*.

– For aircraft with the 4D Operations capability, 4D Operations are not permitted.

46-21-04B	ATC Datalink ⩤ (procedures require ATC datalink)

Ident.: 9-MO-MO-46-21-00007089.0000001 / 14 SEP 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

– ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available.

  Associated ATC datalink Required Communication / Surveillance Performance (RCP / Initial Continental Performance for CPDLC and RSP for ADS-C) capabilities are lost.

  For more information on aircraft capability on ATC datalink communication, *Refer to 12-46-10-10 Overview*.

– As an alternate procedure, ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.

– ATC permits the use of the voice communication for operations that require FANS B aircraft capability.

– For aircraft with the 4D Operations capability, 4D Operations are not permitted.

46-21-05A	COMPANY Datalink

Ident.: 9-MO-MO-46-21-00007090.0000001 / 14 SEP 2022
Criteria: A319 (-AIBK to -AIBQ) / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIQW, D-AIZJ, D-AIZM

GENERAL INFORMATION

Alternate procedures must be established by the commander and used due to unavailability of the AOC application.

49-10-01A **49-10-01B** **49-10-01C**	**Power Plant (APU)**

Ident.: 9-MO-MO-49-10-00005118.0000100 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

One engine taxi operations are not permitted.

DURING PRELIMINARY COCKPIT PREPARATION

Do not use the APU.

APU MASTER SW pb-sw. . . . . Off

No APU bleed air will be available for Main Engine Start (MES) or air conditioning.

No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START

For engine start without APU, *Refer to 2-SUP-ENG Engine Start with an Air Start Unit*.

AFTER LANDING, AT THE GATE

In absence of suitable ground support equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of bleed air and electrical power for engine starting.

Refer to 2-SUP-FUEL Refueling with One Engine Running.

49-10-01A **49-10-01B** **49-10-01C**	**Power Plant (APU)**

Ident.: 9-MO-MO-49-10-00005118.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING PRELIMINARY COCKPIT PREPARATION

Do not use the APU.

APU MASTER SW pb-sw. . . . . Off

No APU bleed air will be available for Main Engine Start (MES) or air conditioning.

No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START

For engine start without APU, *Refer to 2-SUP-ENG Engine Start with an Air Start Unit*.

AFTER LANDING, AT THE GATE

In absence of suitable ground support equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of bleed air and electrical power for engine starting.

Refer to 2-SUP-FUEL Refueling with One Engine Running.

CKPT DOOR CONT OVERHEAD PANEL

52-01-01-01A	CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel

Ident.: 9-MO-MO-52-01-01-00005119.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

– ANN LT selector. . . . . .TEST
– Check that the associated OPEN/FAULT light of the cockpit door comes on.

52-01-01-02A	STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel

Ident.: 9-MO-MO-52-01-01-00005120.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

DURING COCKPIT PREPARATION

– ANN LT selector. . . . . .TEST
– Check that the associated OPEN/FAULT light of the cockpit door comes on.

52-07-01A	Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light operative)

Ident.: 9-MO-MO-52-07-00005121.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

If cabin doors are affected, indications on the PTP or the FAP ⋖ may be affected.

If cabin doors are affected, the time recorded in the ACARS movement report may be wrong.

AFTER ENGINE START

- **In the case of false door alert:**

EMER CANC pb. . . . . Press
Note: the limitation MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page.*

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

– T.O CONFIG pb. . . . . Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-01B 52-07-01C 52-07-01D	Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)

Ident.: 9-MO-MO-52-07-00005122.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

If cabin doors are affected, indications on the PTP or the FAP ⋖ may be affected.

If cabin doors are affected, the time recorded in the ACARS movement report may be wrong.

The SLIDE ARMED light on cabin doors may be permanently illuminated.

AFTER ENGINE START

- **In the case of false door alert:**

EMER CANC pb. . . . . Press
Note: the limitation MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page.*

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

– T.O CONFIG pb. . . . . Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-02A **52-07-02B**	**Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page**

Ident.: 9-MO-MO-52-07-00005123.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

If cabin doors are affected, indications on the PTP or the FAP ⫷ may be affected.

If cabin doors are affected, the time recorded in the ACARS movement report may be wrong.

52-07-03A **52-07-03B** **52-07-03C** **52-07-03D**	**Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page**

Ident.: 9-MO-MO-52-07-00005124.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

GENERAL INFORMATION

Indications on the PTP or the FAP ⫷ may be affected.

AFTER ENGINE START

- **In the case of false door alert:**

  EMER CANC pb. . . . . Press
  Note: the limitation MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page.*

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

– T.O CONFIG pb. . . . . Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-04A 52-07-04B	Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page

Ident.: 9-MO-MO-52-07-00005125.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

GENERAL INFORMATION

Indications on the PTP or the FAP ⏮ may be affected.

52-07-05A	Cargo Door Indication on the DOOR/OXY SD page

Ident.: 9-MO-MO-52-07-00005126.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

If the cargo doors are affected, the time recorded in the ACARS movement report may be wrong.

- **If cargo indication is inoperative due to a proximity switch failure:**

  The relevant cargo heating is inhibited.

  Note: *Consider possible restrictions for loading of livestock and/or temperature sensitive cargo. Inform Ground Handling.*

AFTER ENGINE START

- **In the case of false door alert:**

  EMER CANC pb. . . . . Press
  Note: *the limitation* MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page.*

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

– T.O CONFIG pb. . . . . Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-06A	Avionics Compartment Access Door Indication on the DOOR/OXY SD page

Ident.: 9-MO-MO-52-07-00005127.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AFTER ENGINE START

- **In the case of false door alert:**

  EMER CANC pb. . . . . Press
  Note: the limitation MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page.*

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

– T.O CONFIG pb. . . . . Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-01B	Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page

Ident.: 9-MO-MO-52-07-00005128.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

AFTER ENGINE START

- **In the case of false door alert:**

  EMER CANC pb. . . . . Press
  Note: the limitation MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page.*

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

– T.O CONFIG pb. . . . . Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-07-07A	Main Deck Cargo Door Indications on the DOOR/OXY SD page

Ident.: 9-MO-MO-52-07-00005129.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

DURING COCKPIT PREPARATION

The following alert will be displayed/inhibited on the EWD according to the associated logic:

- DOOR MD CARGO

AFTER ENGINE START

- **In the case of false door alert:**

  EMER CANC pb. . . . . Press
  Note: the limitation MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page.*

BEFORE TAKEOFF

CAUTION	The T.O CONFIG pb must be maintained pressed to check that there is no alert.

– T.O CONFIG pb. . . . . Press

In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000100 / 14 MAY 2024
Criteria: A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-AIQW, D-AIZJ, D-AIZM

CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

FLIGHT PREPARATION/LIMITATIONS

PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   Note: Use table Zone Capacity and cabin drawing below for actual seat version.

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   Note: Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.

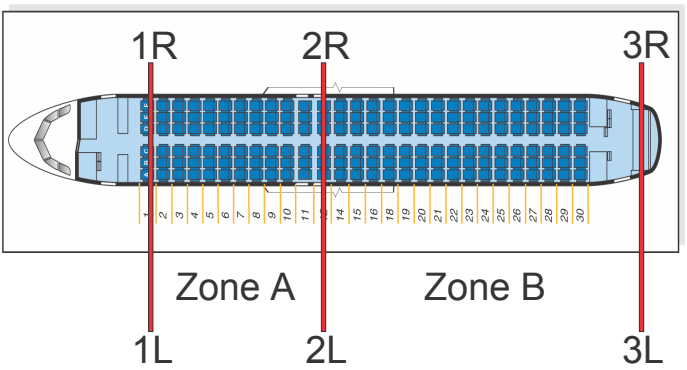
See A320 168(CM)

A320 168(CM)

Zone Capacity

Zone A	Zone B	Total
60	108	168

Note: – *Zone A: Row 1 to 10*
– *Zone B: Row 11 to 30*



Maximum Permitted Zone Capacity

	Door 1	Door 2 (Overwing)		Door 3
	inop	one inop	two inop	inop
Zone A	48	60	41	60
Zone B	62	85	41	48
Total Zone A+B	110	145	82	108
Rows to be blocked	Row 1	Row 10 to 14	Row 10 to 14	Row 30

Passenger Reduction In Individual Zones

Zone A	12	0	19	0
Zone B	46	23	67	60
Total Zone A+B	58	23	86	60

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000200 / 14 MAY 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

FLIGHT PREPARATION/LIMITATIONS

PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   Note: Use table Zone Capacity and cabin drawing below for actual seat version.

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   Note: Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.

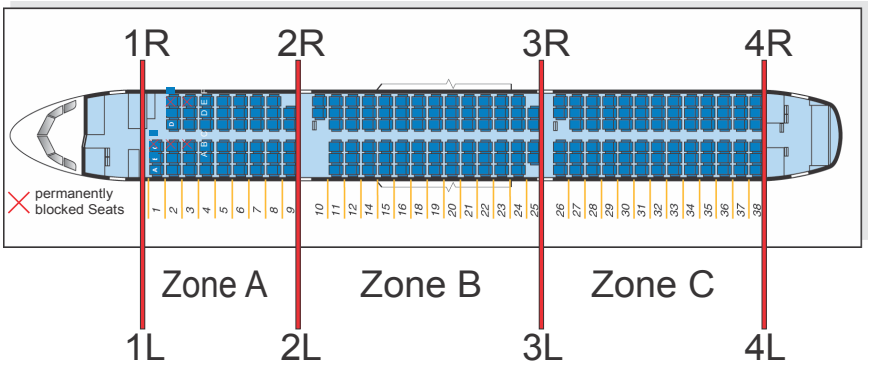
See A321 200(CM)

A321 200(CM)

Zone Capacity

Zone A	Zone B	Zone C	Total
45	78	77	200

Note:
- *Zone A: Row 1 to 9*
- *Zone B: Row 10 to 25*
- *Zone C: Row 26 to 38*



Maximum Permitted Zone Capacity

	Door 1 inop	Door 2 inop	Door 3 inop	Door 4 inop
Zone A	33	41	45	45
Zone B	67	41	33	78
Zone C	45	69	41	22
Total Zone A+B+C	145	151	119	145
Rows to be blocked	Row 1	Row 9 to 10	Row 25 to 26	Row 38

Passenger Reduction In Individual Zones

Zone A	12	4	0	0
Zone B	11	37	45	0
Zone C	32	8	36	55
Total Zone A+B+C	55	49	81	55

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000300 / 14 MAY 2024
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

FLIGHT PREPARATION/LIMITATIONS

PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   Note: Use table Zone Capacity and cabin drawing below for actual seat version.

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   Note: Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.

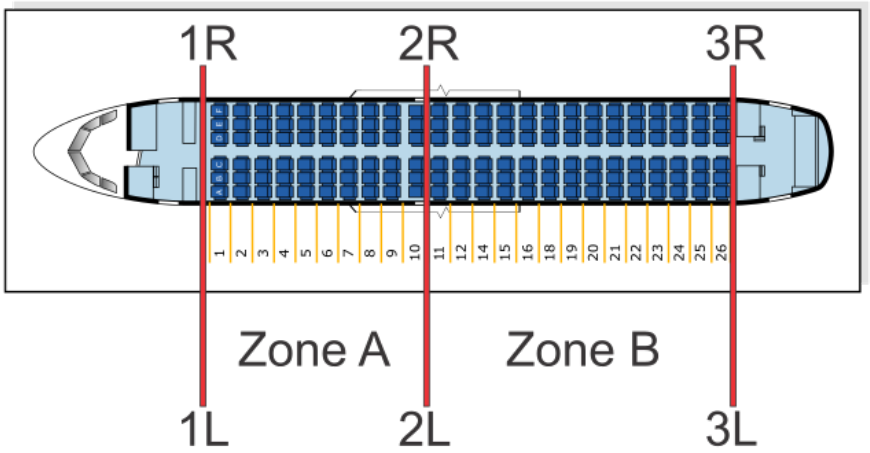
See A319 144(CM)

A319 144(CM)

Zone Capacity

Zone A	Zone B	Total
60	84	144

Note: – *Zone A: Row 1 to 10*
– *Zone B: Row 11 to 26*



Maximum Permitted Zone Capacity

	Door 1 inop	Door 2 inop (Overwing)	Door 3 inop
Zone A	26	41	60
Zone B	54	41	20
Total Zone A+B	80	82	80
Rows to be blocked	Row 1	Row 9 to 11	Row 26

Passenger Reduction In Individual Zones

Zone A	34	19	0
Zone B	30	43	64
Total Zone A+B	64	62	64

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000400 / 14 MAY 2024
Criteria: A319 (-AILB to -AILY)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY

CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

FLIGHT PREPARATION/LIMITATIONS

PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   Note: Use table Zone Capacity and cabin drawing below for actual seat version.

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   Note: Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.

See A319 138(CM)

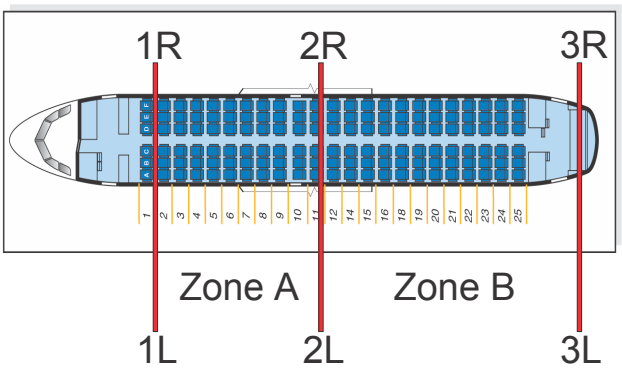
A319 138(CM)

Zone Capacity

Zone A	Zone B	Total
54	84	138

Note: – *Zone A: Row 1 to 9*

– *Zone B: Row 10 to 25*



Maximum Permitted Zone Capacity

	Door 1 inop	Door 2 inop (Overwing)	Door 3 inop
Zone A	26	41	54
Zone B	54	41	26
Total Zone A+B	80	82	80
Rows to be blocked	Row 1	Row 9 to 11	Row 25

Passenger Reduction In Individual Zones

Zone A	28	13	0
Zone B	30	43	58
Total Zone A+B	58	56	58

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000500 / 14 MAY 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

FLIGHT PREPARATION/LIMITATIONS

PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   Note: Use table Zone Capacity and cabin drawing below for actual seat version.

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   Note: Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.

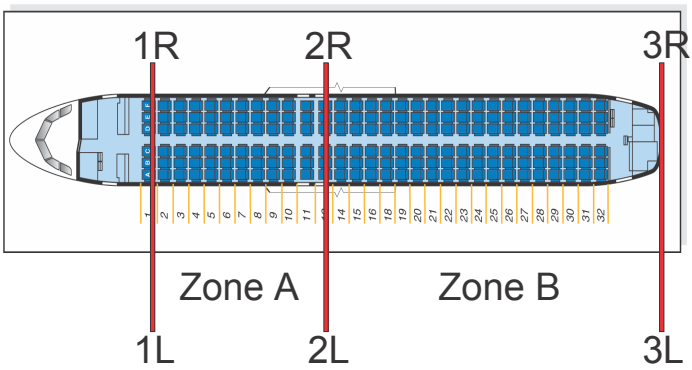
See A320 180(CM)

A320 180(CM)

Zone Capacity

Zone A	Zone B	Total
60	120	180

Note: – *Zone A: Row 1 to 10*
– *Zone B: Row 11 to 32*



Maximum Permitted Zone Capacity

	Door 1	Door 2 (Overwing)		Door 3
	inop	one inop	two inop	inop
Zone A	48	60	41	60
Zone B	62	85	41	48
Total Zone A+B	110	145	82	108
Rows to be blocked	Row 1	Row 10 to 14	Row 10 to 14	Row 32

Passenger Reduction In Individual Zones

Zone A	12	0	19	0
Zone B	58	35	79	72
Total Zone A+B	70	35	98	72

52-10-02A	Cabin Overwing Exit

Ident.: 9-MO-MO-52-10-00005131.0000001 / 28 JUN 2022
Criteria: A319 / A320
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

Refer to OpsProc Cabin Door

52-10-06A	Cabin Door DOOR PRESS LOW Message on the PTP STATUS Page ⩤

Ident.: 9-MO-MO-52-10-00005132.0000100 / 14 SEP 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

BEFORE PASSENGER BOARDING

CAUTION	• **Before opening the door:** Ensure that the door is in disarmed position.

- **If the installed door bottle pressure gauge is type A:**

Gauge type A



Table for the ambient temperature

Indication		**Status of the Door Damper / Cylinder**
TEMP (°C)	PRESSURE (PSI ±5%)	
+50	1950	Operative
+40	1880	
+30	1810	
+20	1740	
+10	1660	
0	1610	
-10	1540	
-20	1465	
-30	1395	
-40	1325	
The displayed pressure deviates from the above values.		Inoperative

Note: *To get a correct pressure, the air bottle must be stable at ambient temperature before the check.*

- **If the pressure value shown on the pressure gauge is in line with the value on the table for the ambient temperature:**

  The door bottle pressure is acceptable.

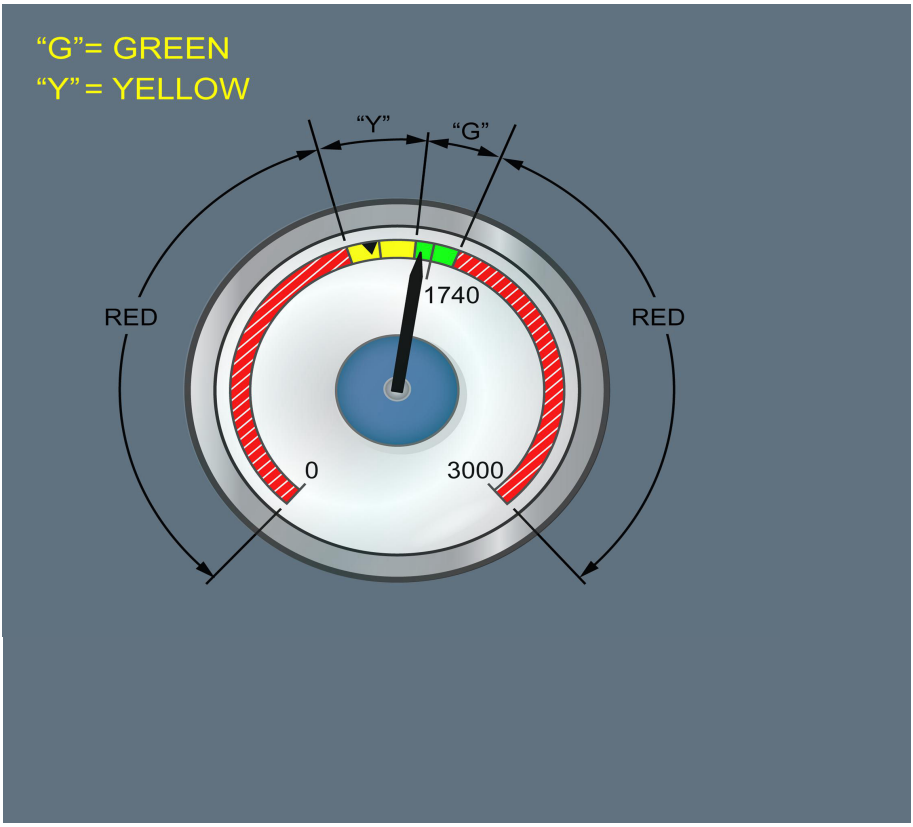
- **If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:**

  Servicing is mandatory, or

  The associated cabin door is considered inoperative. *Refer to Item 52-10-01A*

- **If the installed door bottle pressure gauge is type B:**

Gauge type B



- **If the pointer is located in the green zone:**

  The door bottle pressure is acceptable.

- **If the pointer is located in the yellow zone:**

  The door bottle pressure is still acceptable but the maintenance must be notified and the door bottle pressure must be checked before the next flight. Servicing must be envisaged at short notice.

- **In all other cases:**

  Servicing is mandatory, or

  The associated cabin door is considered inoperative. *Refer to Item 52-10-01A*

52-10-06A	Cabin Door DOOR PRESS LOW Message on the PTP STATUS Page ⏪

Ident.: 9-MO-MO-52-10-00005132.0000200 / 14 SEP 2022
Criteria: A319 / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

BEFORE PASSENGER BOARDING

CAUTION	• **Before opening the door:** Ensure that the door is in disarmed position.

- **If the installed door bottle pressure gauge is type A:**

Gauge type A



Table for the ambient temperature

Indication		**Status of the Door Damper / Cylinder**
TEMP (°C)	PRESSURE (PSI ±5%)	
+50	1950	Operative
+40	1880	
+30	1810	
+20	1740	
+10	1660	
0	1610	
-10	1540	
-20	1465	
-30	1395	
-40	1325	
The displayed pressure deviates from the above values.		Inoperative

Note: *To get a correct pressure, the air bottle must be stable at ambient temperature before the check.*

- **If the pressure value shown on the pressure gauge is in line with the value on the table for the ambient temperature:**

  The door bottle pressure is acceptable.

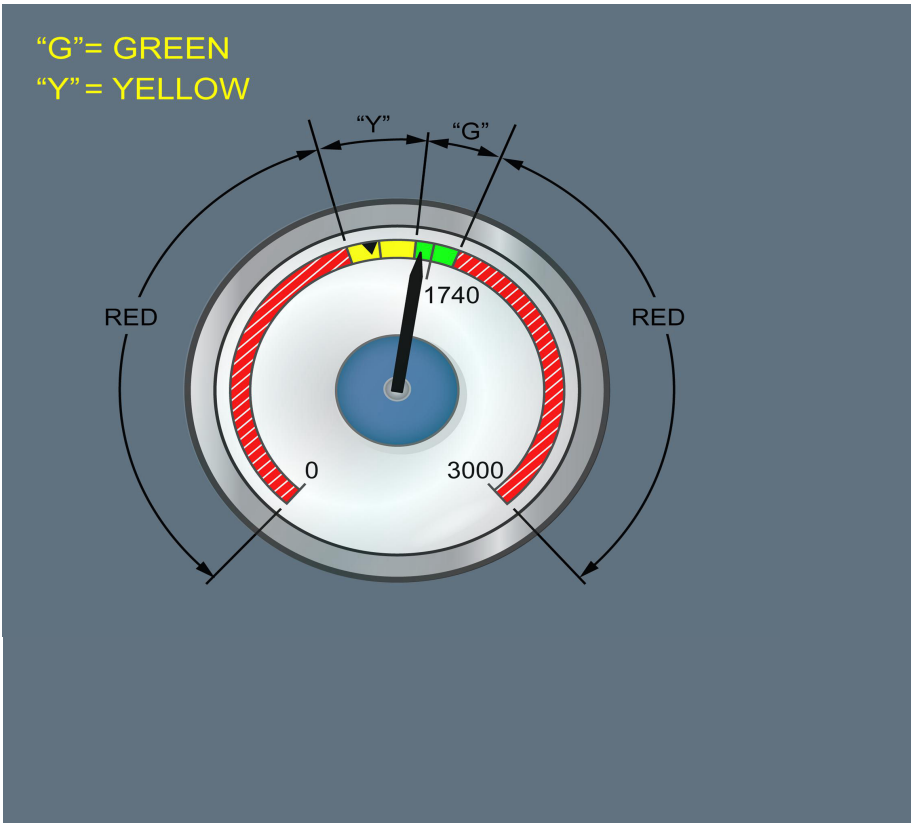
- **If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:**

  Servicing is mandatory, or

  The associated cabin door is considered inoperative. *Refer to Item 52-10-01A*

- **If the installed door bottle pressure gauge is type B:**

Gauge type B



- **If the pointer is located in the green zone:**

  The door bottle pressure is acceptable.

- **If the pointer is located in the yellow zone:**

  The door bottle pressure is still acceptable but the maintenance must be notified and the door bottle pressure must be checked before the next flight. Servicing must be envisaged at short notice.

- **In all other cases:**

  Servicing is mandatory, or

  The associated cabin door is considered inoperative. *Refer to Item 52-10-01A*

52-10-06A	Cabin Door CHECK DOOR PRESSURE Message on the FAP ⏪

Ident.: 9-MO-MO-52-10-00005133.0000001 / 14 SEP 2022
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIZJ, D-AIZM

BEFORE PASSENGER BOARDING

CAUTION	• **Before opening the door:** Ensure that the door is in disarmed position.

Check of the pressure of the door bottle by direct reading on the emergency opening pressure gauge:

- **If the installed door bottle pressure gauge is type A:**

Gauge type A



Table for the ambient temperature

Indication		**Status of the Door Damper / Cylinder**
TEMP (°C)	PRESSURE (PSI ±5%)	
+50	1950	Operative
+40	1880	
+30	1810	
+20	1740	
+10	1660	
0	1610	
-10	1540	
-20	1465	
-30	1395	
-40	1325	
The displayed pressure deviates from the above values.		Inoperative

Note: *To get a correct pressure, the air bottle must be stable at ambient temperature before the check.*

- **If the pressure value shown on the pressure gauge is in line with the value on the table for the ambient temperature:**

  The door bottle pressure is acceptable.

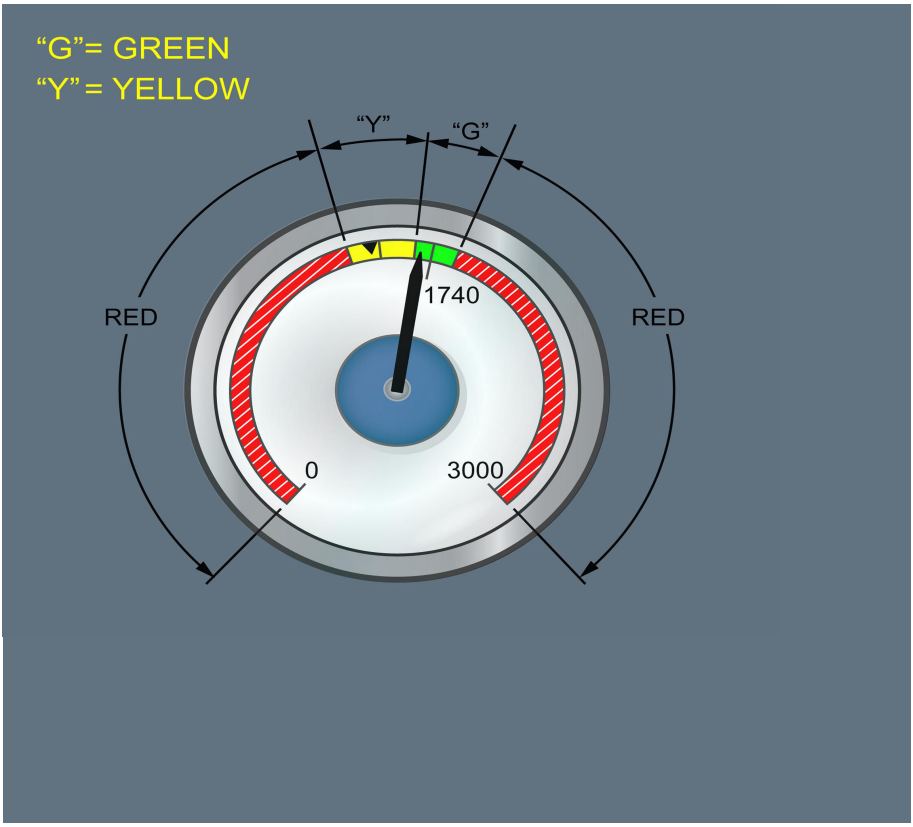
- **If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:**

  Servicing is mandatory, or

  The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

- **If the installed door bottle pressure gauge is type B:**

Gauge type B



- **If the pointer is located in the green zone:**

  The door bottle pressure is acceptable.

- **If the pointer is located in the yellow zone:**

  The door bottle pressure is still acceptable but the maintenance must be notified and the door bottle pressure must be checked before the next flight. Servicing must be envisaged at short notice.

- **In all other cases:**

  Servicing is mandatory, or

  The associated cabin door is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

52-10-08A	CABIN PRESSURE light (on Cabin Doors)

Ident.: 9-MO-MO-52-10-00005134.0000001 / 25 MAR 2025
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

PLACARDING PROCEDURE

The cockpit crew is responsible to ensure that:

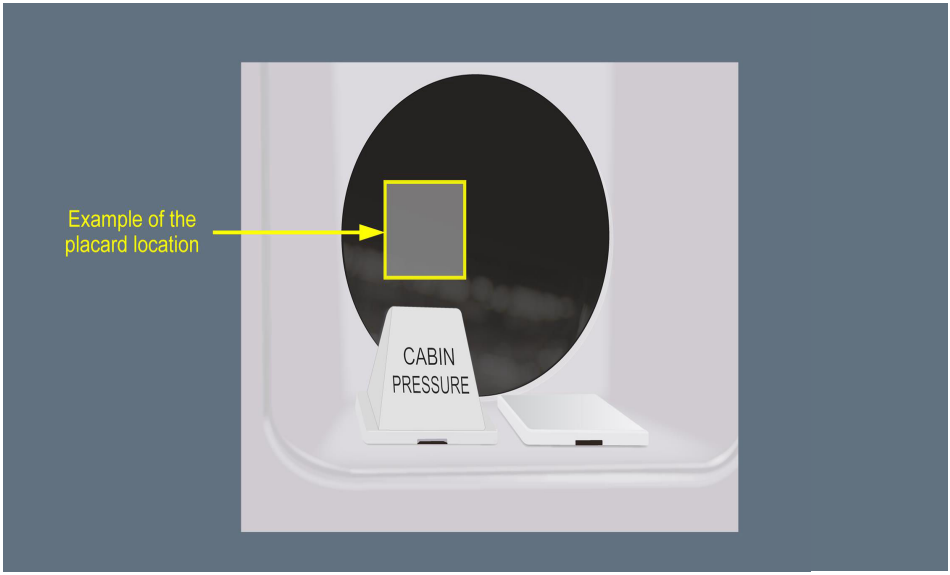
– The cabin door affected by the inoperative cabin pressure light is properly placarded, and

– The placard is clearly visible from the inside and from the outside of the aircraft.

Example of the placard location



Observation window



ON GROUND

In order to prevent an inadvertent pressurization of the aircraft when the aircraft is ventilated with an external air source, ground procedures must strictly be applied.

AFTER LANDING

Coordination between the flight crew and the cabin crew must be made to ensure safe opening of any cabin door.

Coordination between the flight crew and the ground personnel must be made to ensure safe opening of any cabin door from the outside.

Before the cabin crew opens the cabin door, the flight crew must confirm the absence of residual differential pressure:

– PACK 1 pb-sw. . . . . OFF
– PACK 2 pb-sw. . . . . OFF

On the CAB PRESS SD page check:

– ΔP = 0.0 PSI
– Outflow valve position is fully open

SLIDING WINDOW. . . . . OPEN

If the flight crew cannot open one of the cockpit sliding windows, it means that residual pressure remains. Therefore, the cabin doors MUST NOT BE OPENED. In this case, the flight crew may regularly try to open the cockpit sliding window, to confirm the absence of residual pressure.

WARNING	DO NOT OPEN any cabin door if all the above conditions are not fulfilled. Residual pressure remains.

Once the above conditions are fulfilled:

– The flight crew can order the cabin crew to open the cabin doors.

52-10-10A	Door Residual Differential Pressure Detection

Ident.: 9-MO-MO-52-10-00005137.0000001 / 25 MAR 2025
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

PLACARDING PROCEDURE

The cockpit crew is responsible to ensure that

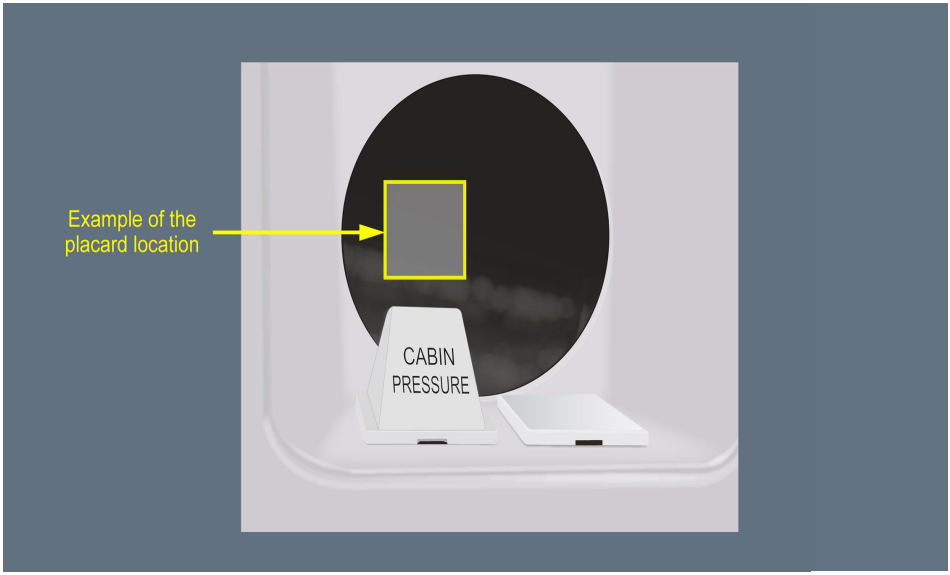
– All the CABIN PRESSURE lights on all cabin doors are properly placarded, and

– The placard is clearly visible from the inside and from the outside of the aircraft.

Example of the placard location



Observation window



ON GROUND

In order to prevent an inadvertent pressurization of the aircraft when the aircraft is ventilated with an external air source, ground procedures must strictly be applied.

AFTER LANDING

Coordination between the flight crew and the cabin crew must be made to ensure safe opening of any cabin door.

Coordination between the flight crew and the ground personnel must be made to ensure safe opening of any cabin door from the outside.

Before the cabin crew opens the cabin door, the flight crew must confirm the absence of residual differential pressure:

– PACK 1 pb-sw. . . . . OFF
– PACK 2 pb-sw. . . . . OFF

On the CAB PRESS SD page check:

– ΔP = 0.0 PSI
– Outflow valve position is fully open

SLIDING WINDOW. . . . . OPEN

If the flight crew cannot open one of the cockpit sliding windows, it means that residual pressure remains. Therefore, the cabin doors MUST NOT BE OPENED. In this case, the flight crew may regularly try to open the cockpit sliding window, to confirm the absence of residual pressure.

WARNING	DO NOT OPEN any cabin door if all the above conditions are not fulfilled. Residual pressure remains.

Once the above conditions are fulfilled:

– If triggered, disregard and clear the CAB PR EXCES RESIDUAL PR alert.

– The flight crew can order the cabin crew to open the cabin doors.

52-30-03A **52-30-03B**	**Cargo Door Electrical Control**

Ident.: 9-MO-MO-52-30-00005138.0000001 / 28 JUN 2022
Applicable to: ALL

DURING COCKPIT PREPARATION

DOORS/CARGO (122VU T12) C/B. . . . . Pull

52-30-07A	**Cargo Door Open/Locked Indicator light**

Ident.: 9-MO-MO-52-30-00005139.0000001 / 28 JUN 2022
Applicable to: ALL

ON GROUND

- **When the Cargo Door Open/Locked Indicator light is inoperative, it is necessary to inform the ground personnel:**
  - To visually check that the affected cargo door is in the fully open position, with no downward movement after releasing the lever of the manual selector valve.
  - To visually check that the lever of the manual selector valve stays in the neutral position.

52-51-03A	CDLS Buzzer

Ident.: 9-MO-MO-52-51-00005141.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE DEPARTURE

The cockpit crew must brief the cabin crew before departure in order to remind the cabin crew to use the cabin interphone to communicate with cockpit crew to request access to the cockpit.

52-51-04A	CDLS Keypad

Ident.: 9-MO-MO-52-51-00005142.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE DEPARTURE

The cockpit crew must brief the cabin crew before departure in order to remind the cabin crew to use the cabin interphone to communicate with cockpit crew to request access to the cockpit.

The cockpit crew must brief the cabin crew that the CDLS keypad is inoperative.

IN FLIGHT

At least two people must always be present in the cockpit throughout the entire flight.

52-51-05A	CDLS Keypad LED

Ident.: 9-MO-MO-52-51-00005143.0000001 / 15 DEC 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE DEPARTURE

- **When the green or red LEDs is inoperative:**

  The cockpit crew must brief the cabin crew before departure in order to remind the cabin crew to push the door manually to confirm that the cockpit door is locked or unlocked.

52-51-08C	Cockpit Door Latch Mechanism (Mechanical Latches)

Ident.: 9-MO-MO-52-51-00009073.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

When one or more door latches are inoperative in engaged/locked position, the flight crew cannot open the cockpit door via the handle from the cockpit side.

In order to unlock the cockpit door, the flight crew has to open the cockpit door by using the COCKPIT DOOR sw that is located on the COCKPIT DOOR panel (central pedestal).

52-51-09B	Cockpit Door Handle (including bellcranks linkage)

Ident.: 9-MO-MO-52-51-00009074.0000001 / 23 FEB 2023
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

When the cockpit door handle and/or bellcranks linkage fails, the flight crew cannot open the cockpit door via the handle from the cockpit side.

In order to unlock the cockpit door, the flight crew has to open the cockpit door by using the COCKPIT DOOR sw that is located on the COCKPIT DOOR panel (central pedestal).

52-53-02A	COCKPIT DOOR OPEN light

Ident.: 9-MO-MO-52-53-00005144.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

ON GROUND AND IN FLIGHT

Check that the cockpit door is closed and locked.

52-53-04A 52-53-04B	UNLOCK Function of the COCKPIT DOOR sw

Ident.: 9-MO-MO-52-53-00005145.0000001 / 28 JUN 2022
Criteria: A319 / A320 / A321 (-AIRN)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

GENERAL INFORMATION

The flight crew has to manually open the door. Therefore, the access to the cockpit should be limited to the strict necessary.

ON GROUND AND IN FLIGHT

Alternate procedures are established by the commander and used.

At least two crew members must be present in cockpit during entire flight.

52-71-01A	Closed 1, Closed 2 and Latched & Locked Proximity Switches

Ident.: 9-MO-MO-52-71-00005146.0000001 / 28 JUN 2022
Criteria: A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ

GENERAL INFORMATION

- **If one or more door proximity switches are inoperative:**

  The below deactivation procedure of the door proximity switches (door override procedure) can be performed.

  Any reopening of an overridden door will cause to apply again the complete door override procedure.

  The door override function will be reset at the end of the flight and must be repeated before each flight.

BEFORE ENGINE START

- **Before applying the following deactivation procedure of door proximity switches (door override procedure):**

  Read the logbook and make sure that there are no defective visual door indicators.

- **If there is a defective visual indicator associated with the door having the inoperative proximity switch:**

  Aircraft dispatch is not permitted.

PERFORM THESE PROCEDURES

STEP 1

– Close, latch and lock the main deck cargo door.

STEP 2

– On the DOOR/OXY SD page, confirm MDCD is displayed in the open position (with amber indication).

– To confirm the amber indication on the DOOR/OXY SD page, reopen and close again the main deck cargo door.

STEP 3

– Open the main deck cargo door.

STEP 4

– Confirm that the main deck cargo door is unlocked by a visual check of the locking indication flags fitted on the door.

– WAIT AT LEAST 30 s.

– Close, latch and immediately fully lock the main deck cargo door.

– Confirm that the main deck cargo door is closed and fully locked.

– Check that the door is flushed with the outer contour.

– Check that each locking indicator is flushed with the outer contour.

– Check that the Vent Door is flushed with the MDCD contour.

STEP 5

DOOR SW OVRD pb-sw. . . . . OVRD

Check that the DOOR SW OVRD light comes on (blue)

STEP 6

On the DOOR/OXY SD page, check that the main deck cargo door is displayed closed.

- **If the DOOR SW OVRD light does not come on (blue):**

  The door override procedure is not validated and the aircraft dispatch is not permitted.

56-10-01A **56-10-01B**	**Front Windshield**

Ident.: 9-MO-MO-56-10-00005147.0000001 / 28 JUN 2022
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When PF side is affected:**

  Maximum landing capability is CAT 1

- **When PM side is affected:**

  Maximum landing capability is not affected and is still CAT 3 DUAL.

71-09-01A	ENG 1(2) FAN COWL NOT CLSD Alert

Ident.: 9-MO-MO-71-09-00005148.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

EXTERIOR WALKAROUND

During the exterior walkaround, the flight crew must check carefully on both sides of each engine that all the fan cowl door latches are correctly closed.

If necessary, the flight crew should use a torch and crouch to perform the check.

73-20-04A	EPR Control Mode

Ident.: 9-MO-MO-73-20-00005149.0000001 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

GENERAL INFORMATION

The autothrust function is inoperative.

α floor is not available.

β target is not available.

Bump ⩤ is inoperative.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF applications, this corresponds to the MEL item "POWER MANAGEMENT SYSTEM DISPATCH IN RATED N1 MODE".

Single engine cruise:

Drift down ceiling:

Actual Weight (1000 kg)	50	60	70	80
Ceiling Penalty (ft)	3000	3700	4300	6000

BEFORE ENGINE START

– ENG 1 N1 MODE pb-sw. . . . . ON
– ENG 2 N1 MODE pb-sw. . . . . ON

FOR TAKEOFF

Flexible takeoff is not permitted.

73-20-05A	Minimum Idle on Ground

Ident.: 9-MO-MO-73-20-00005150.0000100 / 18 SEP 2024
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

GENERAL INFORMATION

Continuous ignition is permanently on.

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF applications, this corresponds to the MEL item "GROUND IDLE INOPERATIVE (ALL ENGINES)".

73-20-05A	Minimum Idle on Ground

Ident.: 9-MO-MO-73-20-00005150.0000200 / 18 SEP 2024
Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJJ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF applications, this corresponds to the MEL item "GROUND IDLE INOPERATIVE (ALL ENGINES)".*

74-07-01A	Selected Igniter Indication on the ENGINE SD page

Ident.: 9-MO-MO-74-07-00005151.0000002 / 25 MAR 2025
Applicable to: ALL

AFTER ENGINE START

- **If engine 1 is affected:**
  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PULL
  - ENGINE/IGN/ENG 1/ SYS A BAT (121VU P39) C/B. . . . . PULL
  - ENGINE/IGN/ENG 1/ SYS B (121VU P41) C/B. . . . . PULL
- **If engine 2 is affected:**
  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PULL
  - ENGINE/IGN/ENG 2/ SYS A BAT (121VU P40) C/B. . . . . PULL
  - ENGINE/IGN/ENG 2/ SYS B (121VU P42) C/B. . . . . PULL

On the EWD, check that the ENG 1(2) A+B IGN FAULT alert is displayed.

- **If engine 1 is affected:**
  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PUSH
  - ENGINE/IGN/ENG 1/ SYS A BAT (121VU P39) C/B. . . . . PUSH
  - ENGINE/IGN/ENG 1/ SYS B (121VU P41) C/B. . . . . PUSH
- **If engine 2 is affected:**
  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PUSH
  - ENGINE/IGN/ENG 2/ SYS A BAT (121VU P40) C/B. . . . . PUSH
  - ENGINE/IGN/ENG 2/ SYS B (121VU P42) C/B. . . . . PUSH

74-31-01A	Ignition System A

Ident.: 9-MO-MO-74-31-00005152.0000100 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

BEFORE ENGINE START

On ground, if the FADEC selects the Ignition System A during an automatic start, the engine fails to start and the ENG 1(2) START FAULT IGNITION FAULT alert appears on the EWD.

Then, the FADEC automatically initiates a second engine start attempt with both ignition systems selected.

74-31-01A	Ignition System A

Ident.: 9-MO-MO-74-31-00005152.0000200 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

BEFORE ENGINE START

On ground, if the FADEC selects the Ignition System A during an automatic start, the engine fails to start and the ENG 1(2) START FAULT IGNITION FAULT alert appears on the EWD.

To prevent a possible start abort with the triggering of the ENG 1(2) START FAULT IGNITION FAULT alert, perform a manual engine start. *Refer to 2-SUP-ENG Manual Engine Start - Procedure*.

74-31-01A	Ignition System A

Ident.: 9-MO-MO-74-31-00005152.0000300 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

BEFORE ENGINE START

On ground, if the FADEC selects the Ignition System A during an automatic start, the engine fails to start and the alert related to the failure of the Ignition System A appears on the EWD. Then, the FADEC automatically initiates an additional engine start attempt with both ignition systems selected.

To maximize the probability to start the engine at the first attempt, the Ignition System B must be selected by the FADEC. Perform one of the following engine starts:

- **An automatic engine start:**
  - **Before engine start:**

    ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PULL
  - **After engine start:**

    ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PUSH

- **A manual engine start:**

  Refer to 2-SUP-ENG Manual Engine Start - Procedure.

It remains possible to perform an automatic engine start without pulling the circuit breakers of the Ignition System A. The first start attempt may be successful because the FADEC may select the Ignition System B. However, the first start attempt may fail because the FADEC may select the Ignition System A.

74-31-02A	Ignition System B

Ident.: 9-MO-MO-74-31-00005153.0000100 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

BEFORE ENGINE START

On ground, if the FADEC selects the Ignition System B during an automatic start, the engine fails to start and the ENG 1(2) START FAULT IGNITION FAULT alert appears on the EWD.

To prevent a possible start abort with the triggering of the ENG 1(2) START FAULT IGNITION FAULT alert, perform a manual engine start. *Refer to 2-SUP-ENG Manual Engine Start - Procedure*.

74-31-02A	Ignition System B

Ident.: 9-MO-MO-74-31-00005153.0000200 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

BEFORE ENGINE START

On ground, if the FADEC selects the Ignition System B during an automatic start, the engine fails to start and the ENG 1(2) START FAULT IGNITION FAULT alert appears on the EWD.

Then, the FADEC automatically initiates a second engine start attempt with both ignition systems selected.

74-31-02A	Ignition System B

Ident.: 9-MO-MO-74-31-00005153.0000300 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 (-AEUA to -AEUJ)
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ, D-AIZM

BEFORE ENGINE START

On ground, if the FADEC selects the Ignition System B during an automatic start, the engine fails to start and the alert related to the failure of the Ignition System B appears on the EWD. Then, the FADEC automatically initiates an additional engine start attempt with both ignition systems selected.

To maximize the probability to start the engine at the first attempt, the Ignition System A must be selected by the FADEC. Perform one of the following engine starts:

- **An automatic engine start:**
  - **Before engine start:**

    ENGINE/IGN/ENG 1(2)/SYS B (121VU P41 or P42) C/B. . . . . PULL
  - **After engine start:**

    ENGINE/IGN/ENG 1(2)/SYS B (121VU P41 or P42) C/B. . . . . .PUSH
- **A manual engine start:**

  Refer to 2-SUP-ENG Manual Engine Start - Procedure.

It remains possible to perform an automatic engine start without pulling the circuit breakers of the Ignition System B. The first start attempt may be successful because the FADEC may select the Ignition System A. However, the first start attempt may fail because the FADEC may select the Ignition System B.

75-24-01A	Turbine Active Clearance Control Valve

Ident.: 9-MO-MO-75-24-00005154.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by 2.4 %.

DURING COCKPIT PREPARATION

Check that the remaining EGT margin at Maximum Takeoff Thrust (MTO) provided by the Engine Condition Monitoring Tool is above 16 °C (60.8 °F).

Note:

- *The result provided by the Engine Condition Monitoring Tool must not be older than one month.*
- *A new EGT margin assessment must be performed in the case of engine malfunction or engine related external event such as a bird strike.*

77-09-01A	ENG TYPE DISAGREE **Alert**

Ident.: 9-MO-MO-77-09-00005155.0000001 / 28 JUN 2022
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW

GENERAL INFORMATION

The following engine intermix configurations are approved:

- Configuration 1:
  - On one side: CFM 56-5A1 engine.
  - On the other side: CFM 56-5A1/F engine.

  Note: *This engine intermix configuration is cancelled by the installation of ECU standard 5AI on both engines.*
- Configuration 2:
  - On one side: CFM 56-5A4 engine.
  - On the other side: CFM 56-5A4/F engine.

  Note: *This engine intermix configuration is cancelled by the installation of ECU standard 5AI on both engines.*
- Configuration 3:
  - On one side: CFM 56-5A5 engine.
  - On the other side: CFM 56-5A5/F engine.

  Note: *This engine intermix configuration is cancelled by the installation of ECU standard 5AI on both engines.*
- Configuration 4:
  - On one side: CFM 56-5A1 or CFM 56-5A1/F engine with ECU standard 5AI/5AI+.
  - On the other side: CFM 56-5A1/F engine with ECU standard 5AH/5AH+ or previous standard.
- Configuration 5:
  - On one side: CFM 56-5A3 engine with ECU standard 5AI/5AI+.
  - On the other side: CFM 56-5A3 engine with ECU standard 5AH/5AH+ or previous standard.
- Configuration 6:
  - On one side: CFM 56-5A4 or CFM 56-5A4/F engine with ECU standard 5AI/5AI+.
  - On the other side: CFM 56-5A4 or CFM 56-5A4/F engine with ECU standard 5AH/5AH+ or previous standard.
- Configuration 7:
  - On one side: CFM 56-5A5 or CFM 56-5A5/F engine with ECU standard 5AI/5AI+.
  - On the other side: CFM 56-5A5 or CFM 56-5A5/F engine with ECU standard 5AH/5AH+ or previous standard.

78-09-01A	ENG 1(2) REVERSER CTL FAULT **Alert**

Ident.: 9-MO-MO-78-09-00005156.0000001 / 28 JUN 2022
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

Refer to OpsProc Thrust Reverser

78-30-01A	Thrust Reverser

Ident.: 9-MO-MO-78-30-00005157.0000100 / 18 SEP 2024
Criteria: A320 (-AIJC to -AIJJ, -AINH) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJC, D-AIJH, D-AIJJ, D-AINH, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF applications, this corresponds to the MEL item "ONE or BOTH REVERSER INOPERATIVE".*

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure**
  and
  When the FADEC have power:

  Check that the ENG (AFFECTED SIDE) REV INHIBITED alert is displayed on the EWD.

FOR TAKEOFF

During the takeoff briefing, the flight crew must review:

– The status of the thrust reversers, and

– The use of the thrust reversers

REJECTED TAKEOFF

Ensure that both engine thrust levers are set to IDLE detent, then:

- **If one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

- **If both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

DURING APPROACH

During the approach briefing, the flight crew must review:

– The status of the thrust reversers, and

– The use of the thrust reversers

FOR LANDING

Before the touchdown, ensure that both engine thrust levers are set to IDLE detent for the flare.

- **After touchdown, if one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

  For automatic roll-out with one thrust reverser inoperative, *Refer to 1-AFS-20 Automatic Landing - Rollout*.

- **After touchdown, if both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

78-30-01A	Thrust Reverser

Ident.: 9-MO-MO-78-30-00005157.0000200 / 18 SEP 2024
Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZJ)
Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZJ

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: In the EFB PERF applications, this corresponds to the MEL item "ONE or BOTH REVERSER INOPERATIVE".

FOR TAKEOFF

During the takeoff briefing, the flight crew must review:

– The status of the thrust reversers, and

– The use of the thrust reversers

REJECTED TAKEOFF

Ensure that both engine thrust levers are set to IDLE detent, then:

- **If one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

  Note: ENG (affected side) REVERSER FAULT alert is displayed on the EWD after selection of the reverse thrust.

- **If both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

DURING APPROACH

During the approach briefing, the flight crew must review:

– The status of the thrust reversers, and

– The use of the thrust reversers

FOR LANDING

Before the touchdown, ensure that both engine thrust levers are set to IDLE detent for the flare.

- **After touchdown, if one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

  Note: ENG (affected side) REVERSER FAULT alert is displayed on the EWD after selection of the reverse thrust.

- **After touchdown, if both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

78-30-01A	Thrust Reverser

Ident.: 9-MO-MO-78-30-00005157.0000300 / 18 SEP 2024
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZM)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZM

FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by Flysmart Takeoff / Landing performance calculation.

Note: *In the EFB PERF applications, this corresponds to the MEL item "ONE or BOTH REVERSER INOPERATIVE".*

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure**
  and
  When the FADEC have power:

  Check that the ENG (AFFECTED SIDE) REV INHIBITED alert is displayed on the EWD.

FOR TAKEOFF

During the takeoff briefing, the flight crew must review:

– The status of the thrust reversers, and

– The use of the thrust reversers

REJECTED TAKEOFF

Ensure that both engine thrust levers are set to IDLE detent, then:

- **If one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

- **If both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

DURING APPROACH

During the approach briefing, the flight crew must review:

– The status of the thrust reversers, and

– The use of the thrust reversers

FOR LANDING

Before the touchdown, ensure that both engine thrust levers are set to IDLE detent for the flare.

- **After touchdown, if one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

- **After touchdown, if both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

78-30-04B	Thrust Reverser Door Tertiary Lock

Ident.: 9-MO-MO-78-30-00005158.0000001 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJJ, D-AINH

DURING COCKPIT PREPARATION

Disregard the ENG 1(2) REV MINOR FAULT alert that is displayed on the EWD after the maintenance task.

79-09-01A	ENG 1(2) OIL LO PR **Alert**

Ident.: 9-MO-MO-79-09-00005159.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

AFTER ENGINE START

- **If both engines are affected:**

  RCDR GND CTL pb-sw. . . . . CHECK ON

79-20-01A	Air Cooled Oil Cooler (ACOC) Modulating Valve

Ident.: 9-MO-MO-79-20-00005160.0000001 / 28 JUN 2022
Criteria: A321 (-AIRN)
Applicable to: D-AIRN

BEFORE TAKEOFF

On the FUEL SD page, check that the fuel temperature in the inner tank is above -20 °C.

80-11-01A	Start Valve

Ident.: 9-MO-MO-80-11-00005161.0000001 / 28 JUN 2022
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

BEFORE ENGINE START

Refer to 2-SUP-ENG Engine Start Valve Manual Operation

IN FLIGHT

If the affected engine shuts down, attempt to restart it only using windmilling relight.