

LHX 23JUN 2025

- MEL

- ECAM Msg

A320FAMILY



Lufthansa City

OM-B A320 FAMILY

**Operations Manual
Part B:
Aeroplane Operating Matters**

A320Family

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A320FAMILY
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PRELIMINARY PAGES



PLP PRELIMINARY PAGES

TABLE OF CONTENTS

LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS

AIRCRAFT ALLOCATION TABLE

MINIMUM EQUIPMENT LIST



M⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	23 JUN 2025
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	25 MAR 2025
R	9-2	Compliance With Master-MEL	23 JUN 2025
	9-5	Preamble	25 MAR 2025
	9-10	Explanations	25 MAR 2025
	9-HOW	How to Use	25 MAR 2025
R	9-ME-AIR	AIR	23 JUN 2025
	9-ME-ANTI ICE	ANTI ICE	23 JUN 2025
	9-ME-APU	APU	25 MAR 2025
	9-ME-APU FIRE	APU FIRE	25 MAR 2025
	9-ME-AUTO FLT	AUTO FLT	23 JUN 2025
	9-ME-AVIONICS SMOKE	AVIONICS SMOKE	25 MAR 2025
	9-ME-BLEED	BLEED	23 JUN 2025
	9-ME-BRAKES	BRAKES	23 JUN 2025
	9-ME-BRAKES- N/WS	BRAKES-N/WS	23 JUN 2025
	9-ME-CAB PR	CAB PR	25 MAR 2025
	9-ME-CARGO SMOKE	CARGO SMOKE	23 JUN 2025
	9-ME-C/B	C/B	25 MAR 2025
R	9-ME-COM	COM	23 JUN 2025
	9-ME-COND	COND	23 JUN 2025
	9-ME-CONFIG	CONFIG	25 MAR 2025
	9-ME-DATA LINK	DATA LINK	23 JUN 2025
	9-ME-DOOR	DOOR	23 JUN 2025
	9-ME-EIS	EIS	25 MAR 2025
	9-ME-ELEC	ELEC	23 JUN 2025
	9-ME-ENG	ENG	23 JUN 2025
R	9-ME-ENG 1(2)	ENG 1(2)	23 JUN 2025
	9-ME-ENG 1(2) FIRE	ENG 1(2) FIRE	25 MAR 2025
	9-ME-F/CTL	F/CTL	23 JUN 2025
	9-ME-FUEL	FUEL	23 JUN 2025
	9-ME-FWS	FWS	25 MAR 2025
	9-ME-HYD	HYD	23 JUN 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-ME-L/G	L/G	25 MAR 2025
R	9-ME-NAV	NAV	23 JUN 2025
	9-ME-OVER-SPEED	OVERSPEED	25 MAR 2025
	9-ME-RECORD-ER	RECORDER	23 JUN 2025
	9-ME-SMOKE	SMOKE	23 JUN 2025
	9-ME-SURV	SURV	23 JUN 2025
	9-ME-T.O	T.O	23 JUN 2025
	9-ME-VENT	VENT	25 MAR 2025
	9-ME-WHELL	WHEEL	25 MAR 2025
	9-ME-WIND-SHEAR	WINDSHEAR	25 MAR 2025
	9-ME-WING AN-TI ICE	WING ANTI ICE	25 MAR 2025
	9-MI-21-00	MAINTENANCE Messages on the STATUS SD page	23 JUN 2025
	9-MI-21-01-01	AIR COND Overhead Panel	25 MAR 2025
	9-MI-21-01-02	CABIN PRESS Overhead Panel	25 MAR 2025
	9-MI-21-01-03	CARGO VENT Overhead Panel	25 MAR 2025
	9-MI-21-01-04	VENTILATION Overhead Panel	25 MAR 2025
	9-MI-21-07-01	Indications on the BLEED SD page	25 MAR 2025
	9-MI-21-07-02	Indications on the CAB PRESS SD page	25 MAR 2025
	9-MI-21-07-03	Indications on the COND SD page	25 MAR 2025
	9-MI-21-07-04	Indications on the CRUISE SD page	25 MAR 2025
	9-MI-21-09	ECAM Alerts	25 MAR 2025
	9-MI-21-21	Air Distribution and Recirculation	25 MAR 2025
	9-MI-21-23	Lavatory and Galley Ventilation	23 JUN 2025
	9-MI-21-26	Avionics Equipment Ventilation	25 MAR 2025
	9-MI-21-28	Cargo Compartment Ventilation	25 MAR 2025
	9-MI-21-31	Pressure Control and Monitoring	25 MAR 2025
	9-MI-21-51	Pack Flow Control	23 JUN 2025
R	9-MI-21-52	Air Cooling System	23 JUN 2025
	9-MI-21-55	Emergency Ram Air Inlet	25 MAR 2025
	9-MI-21-61	Pack Temperature Control	25 MAR 2025
	9-MI-21-63	Cockpit and Cabin Temperature Control	23 JUN 2025
	9-MI-22-00	“INOP SYS: CAT III DUAL” Message	25 MAR 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MI-22-01-01	FLT CTL Overhead Panel	25 MAR 2025
R	9-MI-22-01-02	SURV Overhead Panel	23 JUN 2025
	9-MI-22-05	FMA Indications on the PFD	25 MAR 2025
	9-MI-22-10	Autopilot/Flight Director (AP/FD)	23 JUN 2025
	9-MI-22-30	Autothrust	23 JUN 2025
	9-MI-22-60	Flight Augmentation (FAC)	25 MAR 2025
	9-MI-22-70	Flight Management System (FMS)	23 JUN 2025
	9-MI-22-81-01	Auto Flight Control Panel (FCU)	23 JUN 2025
	9-MI-22-81-02	EFIS Control Panel (FCU)	23 JUN 2025
	9-MI-22-81-03	FCU Channel	23 JUN 2025
	9-MI-22-82	Multipurpose Control and Display Unit (MCDU)	25 MAR 2025
	9-MI-22-83	Flight Management and Guidance Computer (FMGC)	23 JUN 2025
	9-MI-23-00	MAINTENANCE Message on the STATUS SD page	25 MAR 2025
	9-MI-23-01-01	RCDR Overhead Panel	25 MAR 2025
	9-MI-23-01-02	CALLS Overhead Panel	25 MAR 2025
	9-MI-23-01-03	AUDIO SWITCHING Overhead Panel	23 JUN 2025
	9-MI-23-09	ECAM Alerts	25 MAR 2025
	9-MI-23-10	Speech Communication	23 JUN 2025
R	9-MI-23-13	Radio Management	23 JUN 2025
R	9-MI-23-20	Data Transmission and Automatic Calling	23 JUN 2025
	9-MI-23-31	Passenger Address System	25 MAR 2025
	9-MI-23-40	Interphone	25 MAR 2025
R	9-MI-23-51	Audio Management	23 JUN 2025
	9-MI-23-52	Audio Control Panel (ACP)	23 JUN 2025
	9-MI-23-71	Cockpit Voice Recorder (CVR)	25 MAR 2025
	9-MI-23-72	Cockpit Door Surveillance System (CDSS)	25 MAR 2025
	9-MI-23-73-01	Cabin Intercommunication Data System (CIDS)	23 JUN 2025
	9-MI-23-73-02	DEU A	25 MAR 2025
	9-MI-23-73-03	DEU B	23 JUN 2025
	9-MI-23-73-04	Cabin Individual Call	25 MAR 2025
R	9-MI-23-73-05	Cabin Loudspeaker	23 JUN 2025
	9-MI-23-73-06	Handset	25 MAR 2025
	9-MI-23-73-07	Prerecorded Announcement and Music Reproducer (PRAM)	25 MAR 2025
	9-MI-23-73-08	Cabin Assignment Module (CAM)	25 MAR 2025
	9-MI-23-73-10	Smoke Detection Function	25 MAR 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MI-23-74	Cabin Crew Panel	25 MAR 2025
	9-MI-24-00	MAINTENANCE Messages on the STATUS SD page	25 MAR 2025
	9-MI-24-01-01	ELEC Overhead Panel	23 JUN 2025
	9-MI-24-01-02	EMER ELEC PWR Overhead Panel	25 MAR 2025
	9-MI-24-07	Indications on the ELEC SD page	25 MAR 2025
R	9-MI-24-09	ECAM Alerts	23 JUN 2025
	9-MI-24-22	AC Main Generation	25 MAR 2025
	9-MI-24-23	AC Auxiliary Generation	25 MAR 2025
	9-MI-24-24	AC Emergency Generation	25 MAR 2025
	9-MI-24-25	AC Essential Generation Switching	25 MAR 2025
	9-MI-24-26	Galley and Commercial Supply System	23 JUN 2025
	9-MI-24-28	Static Inverter AC Generation	25 MAR 2025
	9-MI-24-32	DC Main Generation (TR 1, TR 2)	23 JUN 2025
	9-MI-24-34	DC Emergency Generation (ESS TR)	25 MAR 2025
	9-MI-24-35	DC Essential and Normal Generation Switching	25 MAR 2025
	9-MI-24-38	DC Battery Generation	25 MAR 2025
	9-MI-24-41	AC External Power Control	25 MAR 2025
	9-MI-25-00	MAINTENANCE Messages on the STATUS SD page	23 JUN 2025
	9-MI-25-07	Indications on the DOOR/OXY SD page	23 JUN 2025
	9-MI-25-11	Pilot Seats	25 MAR 2025
	9-MI-25-12	Third and Fourth Occupant Seats	25 MAR 2025
	9-MI-25-13	Lining and Furnishings	25 MAR 2025
	9-MI-25-15	Flight Crew Foot Warmers	25 MAR 2025
R	9-MI-25-20	Cabin Seats	23 JUN 2025
	9-MI-25-24	Cabin Stowage Compartments	25 MAR 2025
	9-MI-25-35	Galley Equipment	25 MAR 2025
	9-MI-25-40	Lavatories	25 MAR 2025
R	9-MI-25-50	Cargo Compartments	23 JUN 2025
	9-MI-25-62	Cabin Escape Facilities	23 JUN 2025
	9-MI-25-63	Evacuation Signaling Equipment	25 MAR 2025
R	9-MI-25-64	First Aid Equipment	23 JUN 2025
R	9-MI-25-65	Emergency Equipment	23 JUN 2025
	9-MI-25-66	Floatation and Survival Equipment	25 MAR 2025
	9-MI-26-00	MAINTENANCE Message on the STATUS SD page	25 MAR 2025
	9-MI-26-01-01	FIRE Overhead Panel	25 MAR 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MI-26-01-02	CARGO SMOKE Overhead Panel	25 MAR 2025
	9-MI-26-12	Engine Fire and Overheat Detection	25 MAR 2025
	9-MI-26-13	APU Fire and Overheat Detection	25 MAR 2025
	9-MI-26-15	Avionics Compartment Smoke Detection	25 MAR 2025
	9-MI-26-16	Cargo Compartment Smoke Detection	23 JUN 2025
	9-MI-26-17	Lavatory Smoke Detection	25 MAR 2025
	9-MI-26-22	APU Fire Extinguishing	25 MAR 2025
	9-MI-26-23	Cargo Compartment Fire Extinguishing	25 MAR 2025
	9-MI-26-24	Portable Fire Extinguisher	25 MAR 2025
	9-MI-26-25	Lavatory Fire Extinguishing	25 MAR 2025
	9-MI-27-00	MAINTENANCE Messages on the STATUS SD page	25 MAR 2025
	9-MI-27-01-01	FLT CTL Overhead Panel	25 MAR 2025
	9-MI-27-07	Indications on SD pages	23 JUN 2025
	9-MI-27-08	Indications on the EWD	25 MAR 2025
	9-MI-27-14	Aileron and Hydraulic Actuation	23 JUN 2025
	9-MI-27-21	Rudder Mechanical Control	25 MAR 2025
	9-MI-27-22	Rudder Trim Actuation	25 MAR 2025
	9-MI-27-23	Artificial feel and rudder travel limiting actuation	25 MAR 2025
	9-MI-27-34	Elevator and Hydraulic Actuation	25 MAR 2025
	9-MI-27-40	Trimmable Horizontal Stabilizer (THS)	25 MAR 2025
	9-MI-27-51	Flaps Electrical Control and Monitoring	23 JUN 2025
	9-MI-27-54	Flaps Hydraulic Actuation and Power Transmission	25 MAR 2025
	9-MI-27-64	Spoiler Hydraulic Actuation	23 JUN 2025
	9-MI-27-81	Slats Electrical Control and Monitoring	25 MAR 2025
	9-MI-27-84	Slats Hydraulic Actuation and Power Transmission	25 MAR 2025
	9-MI-27-92	Electrical Flight Control System (EFCS) Control Inputs and Power Supply	25 MAR 2025
	9-MI-27-93	ELAC System (Elevator Aileron Computer)	23 JUN 2025
	9-MI-27-94	SEC System (Spoiler and Elevator Computer)	23 JUN 2025
	9-MI-27-95	FCDC System (Flight Control Data Concentrator)	25 MAR 2025
	9-MI-28-00	MAINTENANCE Message on the STATUS SD page	25 MAR 2025
R	9-MI-28-01-01	FUEL Overhead Panel	23 JUN 2025
	9-MI-28-07-01	Fuel Quantity Indications on the FUEL SD page	23 JUN 2025
	9-MI-28-07-02	Fuel Temperature Indications on the FUEL SD page	23 JUN 2025
	9-MI-28-07-03	Tank Pump Indications on the FUEL SD page	25 MAR 2025
	9-MI-28-07-04	Valve Indications on the FUEL SD page	23 JUN 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MI-28-07-05	Fuel Flow Indication on the FUEL SD page	23 JUN 2025
	9-MI-28-07-06	Fuel Used Indication on the FUEL SD page	23 JUN 2025
	9-MI-28-09	ECAM Alerts	25 MAR 2025
	9-MI-28-12	Tank Venting System	23 JUN 2025
	9-MI-28-15	Intercell Transfer System	23 JUN 2025
	9-MI-28-20	Distribution	25 MAR 2025
	9-MI-28-21	Main Fuel Pump System	23 JUN 2025
	9-MI-28-22	APU Fuel Pump System	25 MAR 2025
	9-MI-28-23	Crossfeed System	25 MAR 2025
	9-MI-28-24	Engine LP Fuel Shutoff	25 MAR 2025
	9-MI-28-25	Refuel/Defuel System	23 JUN 2025
	9-MI-28-26	Main Transfer System	23 JUN 2025
	9-MI-28-29	APU LP Fuel Shutoff	25 MAR 2025
	9-MI-28-43	Manual Magnetic Indicators	23 JUN 2025
	9-MI-28-46	Tank Level Sensing	23 JUN 2025
	9-MI-28-50	Fuel Management	25 MAR 2025
	9-MI-29-01-01	HYD Overhead Panel	23 JUN 2025
	9-MI-29-01-02	Maintenance HYD Overhead Panel	25 MAR 2025
	9-MI-29-07	Indications on the HYD SD page	23 JUN 2025
	9-MI-29-09	ECAM Alerts	23 JUN 2025
	9-MI-29-10	Main Hydraulic Power	23 JUN 2025
	9-MI-29-22	Blue Auxiliary Hydraulic Power	25 MAR 2025
	9-MI-29-23	Power Transfer	25 MAR 2025
R	9-MI-29-24	Yellow Auxiliary Hydraulic Power	23 JUN 2025
	9-MI-30-00	MAINTENANCE Message on the STATUS SD page	23 JUN 2025
	9-MI-30-01-01	ANTI ICE Overhead Panel	25 MAR 2025
	9-MI-30-01-02	WIPER Overhead Panel	25 MAR 2025
	9-MI-30-07	Indications on the BLEED SD page	25 MAR 2025
	9-MI-30-09	ECAM Alerts	23 JUN 2025
R	9-MI-30-11	Wing Ice Protection	23 JUN 2025
R	9-MI-30-21	Engine Air Intake Ice Protection	23 JUN 2025
	9-MI-30-31	Probe Ice Protection	25 MAR 2025
	9-MI-30-42	Windshield Anti-Icing and Defogging	25 MAR 2025
	9-MI-30-45	Windshield Rain Protection	25 MAR 2025
	9-MI-30-71	Waste Water Ice Protection	23 JUN 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MI-30-81	Ice Detection	23 JUN 2025
	9-MI-31-00	MAINTENANCE Message on the STATUS SD page	23 JUN 2025
	9-MI-31-01-01	RCDR Overhead Panel	25 MAR 2025
	9-MI-31-05	Indications on the Primary Flight Display (PFD)	25 MAR 2025
	9-MI-31-06	Indications on the Navigation Display (ND)	25 MAR 2025
	9-MI-31-07	Indications on the System Display (SD)	23 JUN 2025
	9-MI-31-08	Indications on the Engine Warning Display (EWD)	25 MAR 2025
	9-MI-31-20	Independent Instruments	25 MAR 2025
	9-MI-31-30	Centralized Fault Display System (CFDS) and Data Recording System	25 MAR 2025
	9-MI-31-38	Up and Down Data Loading System Acquisition/Interface and Equipment	23 JUN 2025
	9-MI-31-53	Flight Warning Computer (FWC)	25 MAR 2025
	9-MI-31-55	System Data Acquisition Concentrator (SDAC)	25 MAR 2025
	9-MI-31-56	ECAM Control Panel (ECP)	25 MAR 2025
	9-MI-31-62	Display Management Computer (DMC)	23 JUN 2025
	9-MI-31-63	Display Unit (DU)	23 JUN 2025
	9-MI-31-68	Switching Panel	25 MAR 2025
	9-MI-32-07	Indications on the WHEEL SD page	23 JUN 2025
	9-MI-32-09	ECAM Alerts	23 JUN 2025
	9-MI-32-11	Main Gear	25 MAR 2025
	9-MI-32-12	Main Gear Doors	25 MAR 2025
	9-MI-32-31	Normal Extension and Retraction	23 JUN 2025
	9-MI-32-32	Proximity Detector System	23 JUN 2025
	9-MI-32-33	Free Fall Extension	25 MAR 2025
	9-MI-32-41	Wheels	25 MAR 2025
R	9-MI-32-42	Normal Braking	23 JUN 2025
R	9-MI-32-44	Alternate Braking	23 JUN 2025
R	9-MI-32-45	Parking/Ultimate Emergency Braking	23 JUN 2025
	9-MI-32-47	Brake Temperature System	25 MAR 2025
	9-MI-32-48	Brake Cooling	25 MAR 2025
	9-MI-32-51	Steering	25 MAR 2025
	9-MI-32-61	Landing Gear Panel on the Center Instrument Panel	25 MAR 2025
	9-MI-33-01-01	ANN LT Overhead Panel	25 MAR 2025
	9-MI-33-01-02	SIGNS Overhead Panel	25 MAR 2025
	9-MI-33-10	Cockpit General Illumination	23 JUN 2025
	9-MI-33-20	Cabin General Illumination	25 MAR 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MI-33-30	Cargo and Service Compartment Lighting	25 MAR 2025
	9-MI-33-40	Exterior Lighting	23 JUN 2025
	9-MI-33-51	Cabin Emergency Lighting	23 JUN 2025
R	9-MI-34-00	MAINTENANCE Messages on the STATUS SD page	23 JUN 2025
	9-MI-34-01-01	ADIRS Overhead Panel	23 JUN 2025
	9-MI-34-01-02	GPWS Overhead Panel	25 MAR 2025
	9-MI-34-05	Indications on the Primary Flight Display (PFD)	23 JUN 2025
	9-MI-34-06	Indications on the Navigation Display (ND)	23 JUN 2025
	9-MI-34-10	Air Data/Inertial Reference System (ADIRS)	23 JUN 2025
	9-MI-34-11	Sensors	25 MAR 2025
	9-MI-34-13	Back Up Speed Scale	23 JUN 2025
	9-MI-34-21	Altitude and Airspeed Standby Data	25 MAR 2025
	9-MI-34-22	Attitude and Heading Standby Data	25 MAR 2025
	9-MI-34-23	Integrated Standby Instrument System (ISIS)	23 JUN 2025
	9-MI-34-30	Landing and Taxiing Aid	23 JUN 2025
	9-MI-34-40	GPWS, Radio Altimeter, TCAS, Weather Radar	23 JUN 2025
R	9-MI-34-50	ATC and Radio/GPS Navigation Systems	23 JUN 2025
	9-MI-35-01-01	OXYGEN Overhead Panel	25 MAR 2025
	9-MI-35-07	Indications on the DOOR/OXY SD page	23 JUN 2025
	9-MI-35-10	Crew Oxygen	25 MAR 2025
	9-MI-35-20	Passenger Oxygen	25 MAR 2025
	9-MI-35-30	Portable Oxygen	25 MAR 2025
	9-MI-36-00	MAINTENANCE Message on the STATUS SD page	23 JUN 2025
	9-MI-36-01	AIR COND Overhead Panel	25 MAR 2025
R	9-MI-36-07	Indications on the BLEED SD page	23 JUN 2025
	9-MI-36-09	ECAM Alerts	23 JUN 2025
R	9-MI-36-11	Engine Bleed Air Supply System	23 JUN 2025
R	9-MI-36-12	APU Bleed Air Supply and Crossbleed Systems	23 JUN 2025
	9-MI-36-22	Leak Detection Loop	23 JUN 2025
	9-MI-38-10	Toilet System	25 MAR 2025
R	9-MI-46-00	MAINTENANCE Message on the STATUS SD page	23 JUN 2025
	9-MI-46-11-01	Aircraft EFB System	25 MAR 2025
R	9-MI-46-11-02	Aircraft EFB System Functionality	23 JUN 2025
	9-MI-46-21	Air Traffic and Information Management System	23 JUN 2025
	9-MI-47-10	Generation/Storage	23 JUN 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MI-49-00	MAINTENANCE Message on the STATUS SD page	25 MAR 2025
	9-MI-49-01	APU Overhead Panel	25 MAR 2025
	9-MI-49-07	Indications on the APU SD page	25 MAR 2025
	9-MI-49-10	Power Plant	25 MAR 2025
	9-MI-52-01-01	CKPT DOOR CONT Normal Overhead Panel	25 MAR 2025
	9-MI-52-07	Indications on the DOOR/OXY SD page	23 JUN 2025
	9-MI-52-10	Cabin Door	23 JUN 2025
R	9-MI-52-30	Cargo Door	23 JUN 2025
	9-MI-52-33	Bulk Cargo Compartment Door	23 JUN 2025
	9-MI-52-51	Reinforced Cockpit Door (CDLS)	25 MAR 2025
	9-MI-52-53	COCKPIT DOOR Panel on the Center Pedestal	25 MAR 2025
R	9-MI-56-10	Cockpit	23 JUN 2025
	9-MI-56-20	Cabin	25 MAR 2025
R	9-MI-70-00	MAINTENANCE Messages on the STATUS SD page	23 JUN 2025
	9-MI-71-09	ECAM Alerts	23 JUN 2025
R	9-MI-71-13	Fan Cowl Loss Prevention Mechanical System	23 JUN 2025
	9-MI-73-07	Indications on the ENGINE SD page	23 JUN 2025
	9-MI-73-08	Indications on the EWD	23 JUN 2025
R	9-MI-73-09	ECAM Alerts	23 JUN 2025
	9-MI-73-10	Distribution	23 JUN 2025
	9-MI-73-20	Controlling	25 MAR 2025
	9-MI-73-25	Protection	23 JUN 2025
	9-MI-74-07	Indications on the ENGINE SD page	25 MAR 2025
	9-MI-74-09	ECAM Alert	23 JUN 2025
	9-MI-74-31	Ignition Starting and Continuous Relight	23 JUN 2025
	9-MI-75-22	Engine Bearing Cooling System	25 MAR 2025
R	9-MI-75-24	TCC/TACC System	23 JUN 2025
	9-MI-76-11	Throttle Control	23 JUN 2025
	9-MI-77-07-01	Indications on the CRUISE SD page	25 MAR 2025
	9-MI-77-07-02	Indications on the ENGINE SD page	23 JUN 2025
	9-MI-77-08	Indications on the EWD	23 JUN 2025
	9-MI-77-09	ECAM Alerts	25 MAR 2025
	9-MI-78-08	Indications on the EWD	23 JUN 2025
	9-MI-78-09	ECAM Alerts	23 JUN 2025
	9-MI-78-30	Thrust Reversers	23 JUN 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MI-79-07	Indications on the ENGINE SD page	25 MAR 2025
R	9-MI-79-09	ECAM Alerts	23 JUN 2025
	9-MI-79-20	Distribution	25 MAR 2025
	9-MI-79-40	IDG Oil Cooling System	23 JUN 2025
	9-MI-80-01	ENG MAN START Overhead Panel	25 MAR 2025
	9-MI-80-07	Indication on the ENGINE SD page	25 MAR 2025
	9-MI-80-11	Pneumatic Starter and Valve System	25 MAR 2025
	9-MI-80-12	ENG MASTER Panel on the Center Pedestal	25 MAR 2025
	9-MO-MO-21-09	ECAM Alerts	25 MAR 2025
	9-MO-MO-21-21	Air Distribution and Recirculation	25 MAR 2025
R	9-MO-MO-21-23	Lavatory and Galley Ventilation	23 JUN 2025
R	9-MO-MO-21-26	Avionics Equipment Ventilation	23 JUN 2025
	9-MO-MO-21-28	Cargo Compartment Ventilation	25 MAR 2025
	9-MO-MO-21-31	Pressure Control and Monitoring	23 JUN 2025
	9-MO-MO-21-51	Pack Flow Control	25 MAR 2025
R	9-MO-MO-21-52	Air Cooling System	23 JUN 2025
	9-MO-MO-21-61	Pack Temperature Control	25 MAR 2025
R	9-MO-MO-21-63	Cockpit and Cabin Temperature Control	23 JUN 2025
	9-MO-MO-22-00	"CAT III DUAL" Message on the STATUS SD Page	25 MAR 2025
R	9-MO-MO-22-01-02	SURV Overhead Panel	23 JUN 2025
	9-MO-MO-22-05	FMA Indications on the PFD	25 MAR 2025
	9-MO-MO-22-10	Autopilot/Flight Director (AP/FD)	23 JUN 2025
	9-MO-MO-22-30	Autothrust	23 JUN 2025
	9-MO-MO-22-60	Flight Augmentation (FAC)	25 MAR 2025
	9-MO-MO-22-70	Flight Management System (FMS)	23 JUN 2025
	9-MO-MO-22-81-01	Auto Flight Control Panel (FCU)	23 JUN 2025
	9-MO-MO-22-81-02	EFIS Control Panel (FCU)	25 MAR 2025
	9-MO-MO-22-81-03	FCU Channel	25 MAR 2025
	9-MO-MO-22-82	Multipurpose Control and Display Unit (MCDU)	25 MAR 2025
	9-MO-MO-22-83	Flight Management and Guidance Computer (FMGC)	23 JUN 2025
	9-MO-MO-23-09	ECAM Alerts	25 MAR 2025
	9-MO-MO-23-10	Speech Communication	23 JUN 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
R	9-MO-MO-23-13	Radio Management	23 JUN 2025
	9-MO-MO-23-20	Data Transmission and Automatic Calling	23 JUN 2025
	9-MO-MO-23-40	Interphone	25 MAR 2025
R	9-MO-MO-23-51	Audio Management	23 JUN 2025
	9-MO-MO-23-52	Audio Control Panel (ACP)	23 JUN 2025
	9-MO-MO-23-72	Cockpit Door Surveillance System (CDSS)	25 MAR 2025
	9-MO-MO-23-73-02	DEU A	25 MAR 2025
	9-MO-MO-23-73-03	DEU B	25 MAR 2025
R	9-MO-MO-23-73-05	Cabin Loudspeaker	23 JUN 2025
	9-MO-MO-23-73-06	Handset	25 MAR 2025
	9-MO-MO-23-73-07	Prerecorded Announcement and Music Reproducer (PRAM)	25 MAR 2025
	9-MO-MO-23-74	Cabin Crew Panel	23 JUN 2025
	9-MO-MO-24-01-01	ELEC Overhead Panel	23 JUN 2025
	9-MO-MO-24-07	Indications on the ELEC SD page	23 JUN 2025
R	9-MO-MO-24-09	ECAM Alerts	23 JUN 2025
R	9-MO-MO-24-22	AC Main Generation	23 JUN 2025
R	9-MO-MO-24-23	AC Auxiliary Generation	23 JUN 2025
	9-MO-MO-24-25	AC Essential Generation Switching	25 MAR 2025
	9-MO-MO-24-26	Galley and Commercial Supply System	23 JUN 2025
	9-MO-MO-24-32	DC Main Generation (TR 1, TR 2)	25 MAR 2025
	9-MO-MO-24-38	DC Battery Generation	23 JUN 2025
	9-MO-MO-25-07	Indications on the DOOR/OXY SD page	25 MAR 2025
	9-MO-MO-25-11	Pilot Seats	25 MAR 2025
	9-MO-MO-25-12	Third and Fourth Occupant Seats	25 MAR 2025
	9-MO-MO-25-15	Flight Crew Foot Warmers	25 MAR 2025
R	9-MO-MO-25-20	Cabin Seats	23 JUN 2025
	9-MO-MO-25-24	Cabin Stowage Compartments	25 MAR 2025
	9-MO-MO-25-35	Galley Equipment	25 MAR 2025
	9-MO-MO-25-40	Lavatories	25 MAR 2025
	9-MO-MO-25-62	Cabin Escape Facilities	23 JUN 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MO-MO-25-63	Evacuation Signaling Equipment	25 MAR 2025
	9-MO-MO-25-64	First Aid Equipment	25 MAR 2025
	9-MO-MO-25-65	Emergency Equipment	23 JUN 2025
	9-MO-MO-26-12	Engine Fire and Overheat Detection	25 MAR 2025
	9-MO-MO-26-13	APU Fire and Overheat Detection	25 MAR 2025
	9-MO-MO-26-15	Avionics Compartment Smoke Detection	25 MAR 2025
	9-MO-MO-26-17	Lavatory Smoke Detection	25 MAR 2025
	9-MO-MO-26-24	Cabin Portable Fire Extinguisher	25 MAR 2025
	9-MO-MO-27-07	Indications on SD pages	25 MAR 2025
	9-MO-MO-27-14	Aileron and Hydraulic Actuation	25 MAR 2025
	9-MO-MO-27-21	Rudder Mechanical Control	25 MAR 2025
	9-MO-MO-27-22	Rudder Trim Actuation	25 MAR 2025
	9-MO-MO-27-51	Flaps Electrical Control and Monitoring	25 MAR 2025
R	9-MO-MO-27-64	Spoiler Hydraulic Actuation	23 JUN 2025
	9-MO-MO-27-81	Slats Electrical Control and Monitoring	25 MAR 2025
R	9-MO-MO-27-92	Electrical Flight Control System (EFCS) Control Inputs and Power Supply	23 JUN 2025
R	9-MO-MO-27-93	ELAC System (Elevator Aileron Computer)	23 JUN 2025
	9-MO-MO-27-94	SEC System (Spoiler and Elevator Computer)	25 MAR 2025
	9-MO-MO-27-95	FCDC System (Flight Control Data Concentrator)	25 MAR 2025
	9-MO-MO-28-01-01	FUEL Overhead Panel	25 MAR 2025
	9-MO-MO-28-07-01	Fuel Quantity Indications on the FUEL SD page	23 JUN 2025
	9-MO-MO-28-07-04	Valve Indications on the FUEL SD page	23 JUN 2025
	9-MO-MO-28-09	ECAM Alerts	25 MAR 2025
	9-MO-MO-28-12	Tank Venting System	25 MAR 2025
	9-MO-MO-28-15	Intercell Transfer System	23 JUN 2025
	9-MO-MO-28-20	Distribution	25 MAR 2025
	9-MO-MO-28-21	Main Fuel Pump System	25 MAR 2025
	9-MO-MO-28-22	APU Fuel Pump System	25 MAR 2025
	9-MO-MO-28-26	Main Transfer System	23 JUN 2025
R	9-MO-MO-28-29	APU LP Fuel Shutoff	23 JUN 2025
	9-MO-MO-28-50	Fuel Management	25 MAR 2025
	9-MO-MO-29-07	Indications on the HYD SD page	25 MAR 2025
	9-MO-MO-29-09	ECAM Alerts	25 MAR 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MO-MO-29-10	Main Hydraulic Power	25 MAR 2025
	9-MO-MO-29-23	Power Transfer	25 MAR 2025
R	9-MO-MO-29-24	Yellow Auxiliary Hydraulic Power	23 JUN 2025
	9-MO-MO-30-01-01	ANTI ICE Overhead Panel	25 MAR 2025
R	9-MO-MO-30-09	ECAM Alerts	23 JUN 2025
R	9-MO-MO-30-11	Wing Ice Protection	23 JUN 2025
R	9-MO-MO-30-21	Engine Air Intake Ice Protection	23 JUN 2025
	9-MO-MO-30-31	Probe Ice Protection	25 MAR 2025
	9-MO-MO-30-42	Windshield Anti-Icing and Defogging	25 MAR 2025
	9-MO-MO-30-45	Windshield Rain Protection	25 MAR 2025
	9-MO-MO-30-81	Ice Detection	25 MAR 2025
	9-MO-MO-31-01-01	RCDR Overhead Panel	25 MAR 2025
	9-MO-MO-31-07	Indications on the System Display (SD)	23 JUN 2025
	9-MO-MO-31-20	Independent Instruments	25 MAR 2025
	9-MO-MO-31-53	Flight Warning Computer (FWC)	25 MAR 2025
	9-MO-MO-31-56	ECAM Control Panel (ECP)	25 MAR 2025
	9-MO-MO-31-63	Display Unit (DU)	25 MAR 2025
	9-MO-MO-31-68	Switching Panel	25 MAR 2025
R	9-MO-MO-32-07	Indications on the WHEEL SD page	23 JUN 2025
	9-MO-MO-32-09	ECAM Alerts	23 JUN 2025
R	9-MO-MO-32-31	Normal Extension and Retraction	23 JUN 2025
	9-MO-MO-32-32	Proximity Detector System	25 MAR 2025
	9-MO-MO-32-33	Free Fall Extension	25 MAR 2025
R	9-MO-MO-32-42	Normal Braking	23 JUN 2025
	9-MO-MO-32-44	ACCU PRESS Indicator	23 JUN 2025
	9-MO-MO-32-45	Parking/Ultimate Emergency Braking	25 MAR 2025
	9-MO-MO-32-47	Brake Temperature System	25 MAR 2025
	9-MO-MO-32-48	Brake Fan System	25 MAR 2025
	9-MO-MO-32-51	Steering	25 MAR 2025
	9-MO-MO-33-01-02	SIGNS Overhead Panel	25 MAR 2025
	9-MO-MO-33-20	Cabin General Illumination	25 MAR 2025
	9-MO-MO-33-40	Exterior Lighting	23 JUN 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MO-MO-34-01-01	ADIRS Overhead Panel	23 JUN 2025
R	9-MO-MO-34-05	Indications on the Primary Flight Display (PFD)	23 JUN 2025
	9-MO-MO-34-06	Indications on the Navigation Display (ND)	25 MAR 2025
	9-MO-MO-34-10	Air Data/Inertial Reference System (ADIRS)	23 JUN 2025
	9-MO-MO-34-11	Sensors	25 MAR 2025
	9-MO-MO-34-13	Back Up Speed Scale	25 MAR 2025
	9-MO-MO-34-21	Altitude and Airspeed Standby Data	25 MAR 2025
	9-MO-MO-34-22	Attitude and Heading Standby Data	25 MAR 2025
	9-MO-MO-34-23	Integrated Standby Instrument System (ISIS)	23 JUN 2025
	9-MO-MO-34-30	Landing and Taxiing Aid	23 JUN 2025
	9-MO-MO-34-40	GPWS, Radio Altimeter, TCAS, Weather Radar	23 JUN 2025
	9-MO-MO-34-50	ATC and Radio/GPS Navigation Systems	25 MAR 2025
	9-MO-MO-35-07	Indications on the DOOR/OXY SD page	23 JUN 2025
	9-MO-MO-35-10	Crew Oxygen	25 MAR 2025
	9-MO-MO-35-20	Passenger Oxygen	25 MAR 2025
	9-MO-MO-35-30	Portable Oxygen	25 MAR 2025
R	9-MO-MO-36-09	ECAM Alerts	23 JUN 2025
R	9-MO-MO-36-11	Engine Bleed Air Supply System	23 JUN 2025
R	9-MO-MO-36-12	APU Bleed Air Supply and Crossbleed Systems	23 JUN 2025
R	9-MO-MO-36-22	Leak Detection Loop	23 JUN 2025
	9-MO-MO-46-11-02	Aircraft EFB System Functionality	25 MAR 2025
	9-MO-MO-46-21	Air Traffic and Information Management System	23 JUN 2025
R	9-MO-MO-49-10	Power Plant	23 JUN 2025
	9-MO-MO-52-01-01	CKPT DOOR CONT Overhead Panel	25 MAR 2025
	9-MO-MO-52-07	Indications on the DOOR/OXY SD page	23 JUN 2025
R	9-MO-MO-52-10	Cabin Door	23 JUN 2025
	9-MO-MO-52-30	Cargo Door	25 MAR 2025
	9-MO-MO-52-51	Reinforced Cockpit Door (CDLS)	25 MAR 2025
	9-MO-MO-52-53	COCKPIT DOOR Panel on the Center Pedestal	25 MAR 2025
	9-MO-MO-56-10	Cockpit	25 MAR 2025
	9-MO-MO-71-09	ECAM Alerts	23 JUN 2025
R	9-MO-MO-71-13	Fan Cowl Loss Prevention Mechanical System	23 JUN 2025
R	9-MO-MO-73-20	Controlling	23 JUN 2025



M⁽¹⁾	Localization	Subsection Title	Rev. Date
	9-MO-MO-74-07	Indications on the ENGINE SD page	23 JUN 2025
	9-MO-MO-74-31	Ignition Starting and Continuous Relight	23 JUN 2025
R	9-MO-MO-75-24	Turbine Case Cooling (TCC) System	23 JUN 2025
	9-MO-MO-77-09	ECAM Alerts	25 MAR 2025
	9-MO-MO-78-09	ECAM Alerts	23 JUN 2025
R	9-MO-MO-78-30	Thrust Reversers	23 JUN 2025
	9-MO-MO-79-09	ECAM Alerts	25 MAR 2025
	9-MO-MO-79-20	Distribution	25 MAR 2025
	9-MO-MO-80-11	Pneumatic Starter and Valve System	25 MAR 2025

(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
	00875	1220	D-AILY	A319-114
	01367	1037	D-AIQW	A320-211
	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
	03202	1821	D-ASTX	A319-112
	03245	1818	D-ABGH	A319-112
	03447	1819	D-ABGK	A319-112
	03728	1820	D-ABGP	A319-112
	04449	1047	D-AIZJ	A320-214
	05203	1050	D-AIZM	A320-214
	07648	1608	D-AINH	A320-271N
	09581	1628	D-AIJC	A320-271N
	11150	1633	D-AIJH	A320-271N
	11238	1634	D-AIJI	A320-271N
	11299	1635	D-AIJJ	A320-271N
	11569	1638	D-AIJM	A320-271N
	11672	1639	D-AIJN	A320-271N
	12540	1641	D-AIJP	A320-271N
	12586	1642	D-AIJQ	A320-271N
	12656	1643	D-AIJR	A320-271N
	12719	1501	D-AIIA	A320-251N
	12778	1502	D-AIIB	A320-251N
	12792	1503	D-AIIC	A320-251N

 Lufthansa City A320FAMILY OM-B A320 FAMILY	PRELIMINARY PAGES AIRCRAFT ALLOCATION TABLE

M⁽¹⁾	MSN	FSN	Registration Number	Model
	12818	1504	D-AIID	A320-251N

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



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



I	LBA Approval	A
I	MMEL Approval Reference (EASA)	B

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
9-2 LBA Approval (LHX)	Revised LBA approval date.
9-2 MMEL Approval Reference (EASA) (LHX)	Revised MMEL Approval Reference – Approval date: 19 FEB 25 / 25 MAR 25 – Issue date: 25 FEB 25 / 25 MAR 25 – Approval reference: SA01D24040667 / SA01D25010624



LBA APPROVAL

Ident.: 9-2-00014554.0000001 / 23 JUN 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) (LHX)

Sections Preamble and MEL Items of this MEL with the issue date 23 JUN 25 are approved by the German Authority LBA (Luftfahrt Bundesamt).

MMEL APPROVAL REFERENCE (EASA)

Ident.: 9-2-00014555.0000001 / 23 JUN 2025

Applicable to: ALL

APPROVAL REFERENCE

APPROVED BY: EASA

Approval date: 19 FEB 25 / 25 MAR 25

Issue date: 25 FEB 25 / 25 MAR 25

Approval reference: SA01D24040667 / SA01D25010624

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.*



Introduction	A
Contents Of MEL	B
Criteria For Dispatch	C
Crew Action	D
Maintenance Action	E
Rectification Interval Overrun	F
Ferry Flights	G
Definitions	H
ECAM and MAINTENANCE STATUS	I
Approved Deviation To Operational Suitability Data – MMEL (ADOM)	J

**INTRODUCTION**

Ident.: 9-5-00003131.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 LHX) 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.

Note: *The rectification interval extension is not used as a normal means of conducting MEL item rectification and is used only when events beyond the control of the operator have precluded rectification.
A plan to accomplish the rectification at the earliest opportunity is established.*

**FERRY FLIGHTS**

Ident.: 9-5-00003137.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 LHX 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 operative : 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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJN, -AINH, -AIZJ, -AIZM)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, 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**

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.

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.: 9-5-00003140.0000300 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJP, D-AIJQ, D-AIJR

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.

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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)

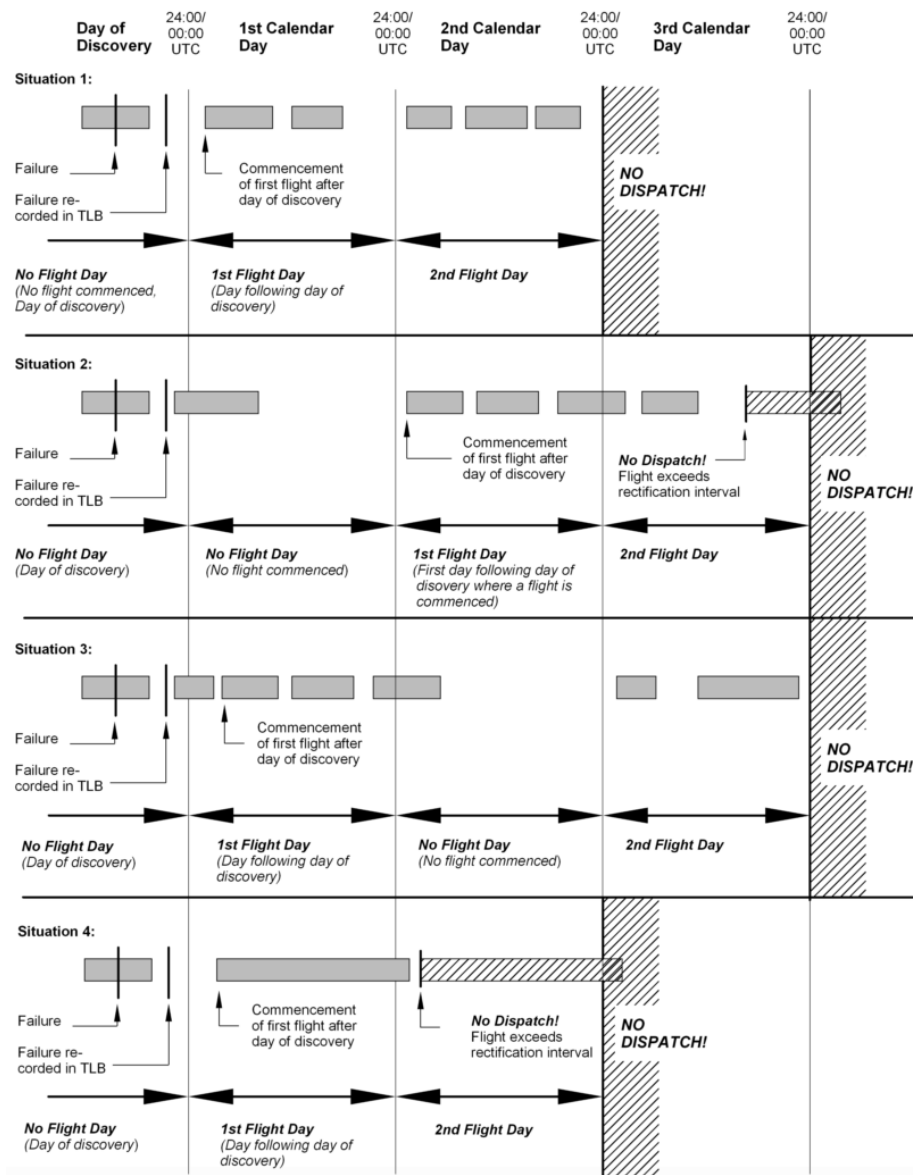
refer to the "O" (MEL Operational Procedures) for additional informations or click on the "button" or link.

EXAMPLES FOR THE INTERPRETATION OF FLIGHT DAYS

Ident.: 9-10-00003145.0000001 / 25 MAR 2025

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):



**A320FAMILY**
OM-B A320 FAMILY**PLACARDING REQUIRED**

Ident.: 9-10-00003146.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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
MEL Contents	B
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 / 25 MAR 2025

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.

This Export Control Assessment does not include additional restrictions pursuant to EU, UK, or US Regulations regarding the Destination or the Final User.

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MEL CONTENTS

Ident.: 9-HOW-00003151.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL**MEL REVISION CYCLE**

The MEL revision adds, updates, or deletes information.

The LHX 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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. <u>Note:</u> <i>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).</i>

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

<u>AIR</u> APU BLEED FAULT	A
<u>AIR</u> APU BLEED LEAK	B
<u>AIR</u> APU LEAK DET FAULT	C
<u>AIR</u> AFT CRG VENT FAULT	D
<u>AIR</u> BLEED 1(2) OFF	E
<u>AIR</u> BLEED LEAK	F
<u>AIR</u> COND CTL 1(2)-A(B) FAULT	G
<u>AIR</u> ENG 1(2) HP VALVE FAULT	H
<u>AIR</u> ENG 1(2) BLEED ABNORM PR	I
<u>AIR</u> ENG 1(2) BLEED FAULT	J
<u>AIR</u> ENG 1(2) BLEED HI TEMP	K
<u>AIR</u> ENG 1(2) BLEED LEAK	L
<u>AIR</u> ENG 1(2)(1+2) BLEED LO TEMP	M
<u>AIR</u> ENG 1(2) BLEED NOT CLSD	N
<u>AIR</u> ENG 1(2) LEAK DET FAULT	O
<u>AIR</u> ENG 1+2 BLEED FAULT	P
<u>AIR</u> L(R) WING LEAK	Q
<u>AIR</u> L(R) WNG LEAK DET FAULT	R
<u>AIR</u> PACK 1(2) FAULT	S
<u>AIR</u> PACK 1+2 FAULT	T
<u>AIR</u> PACK 1(2) OFF	U
<u>AIR</u> PACK 1(2) OVHT	V
<u>AIR</u> PACK 1(2) REGUL FAULT	W
<u>AIR</u> X BLEED FAULT	X

9-ME-ANTI ICE ANTI ICE

<u>ANTI ICE</u> ALL PITOT	A
<u>ANTI ICE</u> CAPT(F/O)(STBY) AOA	B
<u>ANTI ICE</u> CAPT(F/O)(STBY) L(R) STAT	C
<u>ANTI ICE</u> CAPT(F/O)(STBY) PITOT	D
<u>ANTI ICE</u> CAPT+F/O AOA	E
<u>ANTI ICE</u> CAPT+F/O PITOT	F
<u>ANTI ICE</u> CAPT+STBY AOA	G



<u>ANTI ICE</u> CAPT+STBY PITOT	H
<u>ANTI ICE</u> CAPT(F/O)(STBY) PROBES	I
<u>ANTI ICE</u> CAPT(F/O) TAT	J
<u>ANTI ICE</u> ENG 1(2) CTL FAULT	K
<u>ANTI ICE</u> ENG 1(2) OVER PRESS	L
<u>ANTI ICE</u> ENG 1(2) VALVE CLSD	M
<u>ANTI ICE</u> ENG 1(2) VALVE OPEN	N
<u>ANTI ICE</u> F/O+STBY AOA	O
<u>ANTI ICE</u> F/O+STBY PITOT	P
<u>ANTI ICE</u> L(R) WINDOW	Q
<u>ANTI ICE</u> L(R) WINDSHIELD	R
<u>ANTI ICE</u> L+R WINDSHIELD	S

9-ME-APU APU

<u>APU</u> AUTO(EMER) SHUT DOWN	A

9-ME-APU FIRE APU FIRE

<u>APU</u> FIRE	A
<u>APU</u> FIRE DET FAULT	B
<u>APU</u> FIRE LOOP A(B) FAULT	C

9-ME-AUTO FLT AUTO FLT

<u>AUTO FLT</u> A/THR LIMITED	A
<u>AUTO FLT</u> A/THR OFF	B
<u>AUTO FLT</u> AP OFF	C
<u>AUTO FLT</u> FAC 1 FAULT	D
<u>AUTO FLT</u> FAC 2 FAULT	E
<u>AUTO FLT</u> FAC 1+2 FAULT	F
<u>AUTO FLT</u> FAC VERSIONS DISAGREE	G
<u>AUTO FLT</u> FCU 1(2) FAULT	H
<u>AUTO FLT</u> FCU 1+2 FAULT	I
<u>AUTO FLT</u> FMGC VERSIONS DISAGREE	J
<u>AUTO FLT</u> REAC W/S DET FAULT 	K
<u>AUTO FLT</u> RUD TRIM 1(2) FAULT	L
<u>AUTO FLT</u> RUD TRIM SYS	M
<u>AUTO FLT</u> RUD TRV LIM 1(2)	N



<u>AUTO FLT</u> RUD TRV LIM SYS	O
<u>AUTO FLT</u> TCAS MODE FAULT	P
<u>AUTO FLT</u> YAW DAMPER 1(2)	Q
<u>AUTO FLT</u> YAW DAMPER SYS	R

9-ME-AVIONICS SMOKE AVIONICS SMOKE

<u>AVIONICS SMOKE</u>	A

9-ME-BLEED BLEED

<u>BLEED</u> MONITORING FAULT	A
<u>BLEED</u> MONIT SYS 1(2) FAULT	B

9-ME-BRAKES BRAKES

<u>BRAKES</u> ALTN BRK FAULT	A
<u>BRAKES</u> ALTN L(R) RELEASED	B
<u>BRAKES</u> A/SKID N/WS FAULT	C
<u>BRAKES</u> A/SKID N/WS OFF	D
<u>BRAKES</u> AUTO BRK FAULT	E
<u>BRAKES</u> BRK Y ACCU LO PR	F
<u>BRAKES</u> SYS 1 FAULT	G
<u>BRAKES</u> SYS 2 FAULT	H
<u>BRAKES</u> HOT	I
<u>BRAKES</u> NORM BRK FAULT	J
<u>BRAKES</u> NORM+ALT FAULT	K
<u>BRAKES</u> PARK BRK FAULT	L
<u>BRAKES</u> PARK BRK LO PR	M
<u>BRAKES</u> PARK BRK ON	N
<u>BRAKES</u> RELEASED	O

9-ME-BRAKES-N/WS BRAKES-N/WS

<u>BRAKES-N/WS</u> MINOR FAULT	A

9-ME-CAB PR CAB PR

<u>CAB PR</u> EXCESS CAB ALT	A
<u>CAB PR</u> EXCES RESIDUAL PR	B
<u>CAB PR</u> LDG ELEV FAULT	C
<u>CAB PR</u> LO DIFF PR	D



<u>CAB PR OFV NOT OPEN</u>	E
<u>CAB PR SAFETY VALVE OPEN</u>	F
<u>CAB PR SYS 1(2) FAULT</u>	G
<u>CAB PR SYS 1+2 FAULT</u>	H

9-ME-CARGO SMOKE CARGO SMOKE

<u>CARGO SMOKE AFT BTL SQUIB FAULT</u> ⚠	A
<u>CARGO SMOKE FWD BTL SQUIB FAULT</u> ⚠	B

9-ME-C/B C/B

<u>C/B TRIPPED</u>	A

9-ME-COM COM

<u>COM 3RD OCC PTT STUCK</u>	A
<u>COM ACARS FAULT</u> ⚠	B
<u>COM ADT FAULT</u>	C
<u>COM AMU PART FAULT</u>	D
<u>COM CAPT(F/O) PTT STUCK</u>	E
<u>COM CIDS 1+2 FAULT</u>	F
<u>COM ELT EMITTING</u>	G
<u>COM ELT FAULT</u>	H
<u>COM HF 1(2) EMITTING</u> ⚠	I
<u>COM RMP 1(2) FAULT</u>	J
<u>COM RMP 3 FAULT</u>	K
<u>COM RMP 1+2 FAULT</u>	L
<u>COM RMP 1(2)+3 FAULT</u>	M
<u>COM RMP 1+2+3 FAULT</u>	N
<u>COM RMP 1(2) OFF</u>	O
<u>COM RMP 3 OFF</u>	P
<u>COM SATCOM DATA FAULT</u> ⚠	Q
<u>COM SINGLE PTT STUCK</u>	R
<u>COM VHF 3 DATA FAULT</u> ⚠	S
<u>COM VHF 1(2)(3) EMITTING</u>	T

9-ME-COND COND

<u>COND AFT CAB DUCT OVHT</u>	A



<u>COND</u> AFT CRG ISOL VALVE	B
<u>COND</u> CKPT DUCT OVHT	C
<u>COND</u> FWD CAB DUCT OVHT	D
<u>COND</u> HOT AIR FAULT	E
<u>COND</u> L+R CAB FAN FAULT	F
<u>COND</u> LAV+GALLEY FAN FAULT	G
<u>COND</u> TRIM AIR SYS FAULT	H
<u>COND</u> ZONE REGUL FAULT	I

9-ME-CONFIG CONFIG

<u>CONFIG</u> L(R) SIDESTICK FAULT	A
<u>CONFIG</u> PARK BRK ON	B
<u>CONFIG</u> PITCH TRIM NOT IN T.O. RANGE	C
<u>CONFIG</u> RUD TRIM NOT IN T.O. RANGE	D
<u>CONFIG</u> SLATS(FLAPS) NOT IN T.O. CONFIG.	E
<u>CONFIG</u> SPEED BRK NOT RETRACTED	F

9-ME-DATA LINK DATA LINK

<u>DATA LINK</u> ATC FAULT 	A
<u>DATA LINK</u> ATSU FAULT	B
<u>DATA LINK</u> COMPANY FAULT	C

9-ME-DOOR DOOR

<u>DOOR</u> FWD(AFT)(BULK) CARGO	A
<u>DOOR</u> L(R) AFT CABIN	B
<u>DOOR</u> L(R) AFT EMER EXIT	C
<u>DOOR</u> L(R) EMER EXIT	D
<u>DOOR</u> L(R)(FWD)(AFT) AVIONICS	E
<u>DOOR</u> L(R) FWD CABIN	F
<u>DOOR</u> L(R) FWD EMER EXIT	G

9-ME-EIS EIS

<u>EIS</u> DMC 1 FAULT	A
<u>EIS</u> DMC 2 FAULT	B
<u>EIS</u> DMC 3 FAULT	C
<u>EIS</u> DMC/FWC COM FAULT	D

**9-ME-ELEC ELEC**

<u>ELEC</u> AC BUS 1 FAULT	A
<u>ELEC</u> AC BUS 2 FAULT	B
<u>ELEC</u> AC ESS BUS ALTN	C
<u>ELEC</u> AC ESS BUS FAULT	D
<u>ELEC</u> AC ESS BUS SHED	E
<u>ELEC</u> APU GEN FAULT	F
<u>ELEC</u> APU GEN OVERLOAD	G
<u>ELEC</u> BAT 1(2) FAULT	H
<u>ELEC</u> BAT 1(2) OFF	I
<u>ELEC</u> BCL 1(2) FAULT	J
<u>ELEC</u> DC BAT BUS FAULT	K
<u>ELEC</u> DC BUS 1 FAULT	L
<u>ELEC</u> DC BUS 2 FAULT	M
<u>ELEC</u> DC BUS 1+2 FAULT	N
<u>ELEC</u> DC EMER CONFIG	O
<u>ELEC</u> DC ESS BUS FAULT	P
<u>ELEC</u> DC ESS BUS SHED	Q
<u>ELEC</u> EMER CONFIG	R
<u>ELEC</u> EMER GEN 1 LINE OFF	S
<u>ELEC</u> ESS BUSES ON BAT	T
<u>ELEC</u> GEN 1(2) FAULT	U
<u>ELEC</u> GEN 1(2) OFF	V
<u>ELEC</u> GEN 1(2) OVERLOAD	W
<u>ELEC</u> IDG 1(2) DISCONNECTED	X
<u>ELEC</u> IDG 1(2) FILTER CLOG	Y
<u>ELEC</u> IDG 1(2) OIL LO LVL	Z
<u>ELEC</u> IDG 1(2) OIL LO PR	AA
<u>ELEC</u> IDG 1(2) OIL OVHT	AB
<u>ELEC</u> STATIC INV FAULT	AC
<u>ELEC</u> TR 1(2) FAULT	AD

9-ME-ENG ENG

<u>ENG</u> 1+2 COMPRESSOR VANE	A



<u>ENG</u> ALL ENGINES FAILURE	B
<u>ENG</u> DUAL COOLINGNOT AVAIL	C
<u>ENG</u> THR LEVERS NOT SET	D
<u>ENG</u> FUEL CONTAMINATED	E
<u>ENG</u> GA SOFT FAULT	F
<u>ENG</u> REV SET	G
<u>ENG</u> SAT ABOVE FLEX TEMP	H
<u>ENG</u> THRUST LOCKED	I
<u>ENG</u> TYPE DISAGREE	J
<u>ENG</u> VIB SYS FAULT	K

9-ME-ENG 1(2) ENG 1(2)

<u>ENG 1(2)</u> A/C FADEC SUPPLY	A
<u>ENG 1(2)</u> AIR EXCHANGR FAULTAIR VALVE CLOSED	B
<u>ENG 1(2)</u> AIR EXCHANGR FAULTAIR VALVE OPEN	C
<u>ENG 1(2)</u> AIR MINOR FAULT	D
<u>ENG 1(2)</u> AIR SYS FAULT	E
<u>ENG 1(2)</u> AIR VALVE	F
<u>ENG 1(2)</u> BEARING 4 OIL SYSHI PRESS	G
<u>ENG 1(2)</u> BEARING 4 OIL SYSSCAVENGE VALVE FAULT	H
<u>ENG 1(2)</u> BLEED STATUS FAULT	I
<u>ENG 1(2)</u> BOWED ROTORPROTECTION FAULT	J
<u>ENG 1(2)</u> COLD FUEL	K
<u>ENG 1(2)</u> COMPRESSOR VANE	L
<u>ENG 1(2)</u> CTL SYS FAULT	M
<u>ENG 1(2)</u> CTL VALVE FAULT	N
<u>ENG 1(2)</u> EGT(FF)(N1)(N2) DISCREPANCY	O
<u>ENG 1(2)</u> EGT EXCEEDED DURING AIR START	P
<u>ENG 1(2)</u> EIU FAULT	Q
<u>ENG 1(2)</u> EPR MODE FAULT	R
<u>ENG 1(2)</u> FADEC A(B) FAULT	S
<u>ENG 1(2)</u> FADEC ALTERNATOR	T
<u>ENG 1(2)</u> FADEC BLOWER FAULT	U
<u>ENG 1(2)</u> FADEC FAULT	V
<u>ENG 1(2)</u> FADEC HI TEMP	W



<u>ENG 1(2) FADEC IDENT FAULT</u>	X
<u>ENG 1(2) FADEC PLUG FAULT</u>	Y
<u>ENG 1(2) FADEC SYS FAULT</u>	Z
<u>ENG 1(2) FAIL</u>	AA
<u>ENG 1(2) FAN COWL NOT CLSD</u>	AB
<u>ENG 1(2) FIRE DET FAULT</u>	AC
<u>ENG 1(2) FIRE LOOP A FAULT</u>	AD
<u>ENG 1(2) FIRE LOOP B FAULT</u>	AE
<u>ENG 1(2) FUEL CTL FAULT</u>	AF
<u>ENG 1(2) FUEL FILTER CLOG</u>	AG
<u>ENG 1(2) FUEL FILTER - PARTLY CLOGGED</u>	AH
<u>ENG 1(2) FUEL HEAT SYS</u>	AI
<u>ENG 1(2) FUEL LEAK</u>	AJ
<u>ENG 1(2) FUEL RETURN VALVE</u>	AK
<u>ENG 1(2) FUEL SENSOR FAULT</u>	AL
<u>ENG 1(2) FUEL STRAINER CLOG</u>	AM
<u>ENG 1(2) FUEL VALVE FAULT</u>	AN
<u>ENG 1(2) HEAT EXCHGR CLOG</u>	AO
<u>ENG 1(2) HEAT SYS DEGRADED</u>	AP
<u>ENG 1(2) HEAT SYS FAULT</u>	AQ
<u>ENG 1(2) HIGH VIBRATION</u>	AR
<u>ENG 1(2) HOT AIR DET FAULT</u>	AS
<u>ENG 1(2) HOT AIR LEAK</u>	AT
<u>ENG 1(2) HOT FUEL</u>	AU
<u>ENG 1(2) HP FUEL VALVE</u>	AV
<u>ENG 1(2) IGN A(B) FAULT</u>	AW
<u>ENG 1(2) IGN A+B FAULT</u>	AX
<u>ENG 1(2) LO START AIR PRESS</u>	AY
<u>ENG 1(2) LOW N1</u>	AZ
<u>ENG 1(2) MINOR FAULT</u>	BA
<u>ENG 1(2) N1(N2)(EGT) OVER LIMIT</u>	BB
<u>ENG 1(2) NO LIGHT UP</u>	BC
<u>ENG 1(2) OIL CHIP DETECTED</u>	BD
<u>ENG 1(2) OIL FILTER CLOG</u>	BE



<u>ENG 1(2) OIL FILTER - PARTLY CLOGGED</u>	BF
<u>ENG 1(2) OIL HI TEMP</u>	BG
<u>ENG 1(2) OIL LO PR</u>	BH
<u>ENG 1(2) OIL LO TEMP</u>	BI
<u>ENG 1(2) OIL SENSOR FAULT</u>	BJ
<u>ENG 1(2) OIL SYS FAULT</u>	BK
<u>ENG 1(2) ONE TLA FAULT</u>	BL
<u>ENG 1(2) OVSPD PROT FAULT</u>	BM
<u>ENG 1(2) OVTHR PROT FAULT</u>	BN
<u>ENG 1(2) PROBES FAULT</u>	BO
<u>ENG 1(2) REV INHIBITED</u>	BP
<u>ENG 1(2) REV ISOL FAULT</u>	BQ
<u>ENG 1(2) REV LOCKED</u>	BR
<u>ENG 1(2) REV MINOR FAULT</u>	BS
<u>ENG 1(2) REV PRESSURIZED</u>	BT
<u>ENG 1(2) REV SWITCH FAULT</u>	BU
<u>ENG 1(2) REVERSE UNLOCKED</u>	BV
<u>ENG 1(2) REVERSER CTL FAULT</u>	BW
<u>ENG 1(2) REVERSER FAULT</u>	BX
<u>ENG 1(2) SENSOR FAULT</u>	BY
<u>ENG 1(2) SHUT DOWN</u>	BZ
<u>ENG 1(2) STALL</u>	CA
<u>ENG 1(2) START FAULT</u>	CB
<u>ENG 1(2) START VALVE FAULT</u>	CC
<u>ENG 1(2) SYSTEM FAULT</u>	CD
<u>ENG 1(2) TIP CTL FAULT</u>	CE
<u>ENG 1(2) THR LEVER ABV IDLE</u>	CF
<u>ENG 1(2) THR LEVER DISAGREE</u>	CG
<u>ENG 1(2) THR LEVER FAULT</u>	CH
<u>ENG 1(2) TURB COOL FAULT</u>	CI

9-ME-ENG 1(2) FIRE ENG 1(2) FIRE

<u>ENG 1(2) FIRE</u>	A

**9-ME-F/CTL F/CTL**

<u>F/CTL</u> AIL SERVO FAULT	A
<u>F/CTL</u> ALTN LAW	B
<u>F/CTL</u> DIRECT LAW	C
<u>F/CTL</u> ELAC 1 FAULT	D
<u>F/CTL</u> ELAC 1 PITCH FAULT	E
<u>F/CTL</u> ELAC 2 FAULT	F
<u>F/CTL</u> ELAC 2 PITCH FAULT	G
<u>F/CTL</u> ELAC PITCH FAULT	H
<u>F/CTL</u> ELEV REDUND DEGRDD	I
<u>F/CTL</u> ELEV SERVO FAULT	J
<u>F/CTL</u> FCDC 1 FAULT	K
<u>F/CTL</u> FCDC 2 FAULT	L
<u>F/CTL</u> FCDC 1+2 FAULT	M
<u>F/CTL</u> FLAP/MCDU DISAGREE	N
<u>F/CTL</u> FLAP ATTACH SENSOR	O
<u>F/CTL</u> FLAP LVR NOT ZERO	P
<u>F/CTL</u> FLAP SYS 1 FAULT	Q
<u>F/CTL</u> FLAP SYS 2 FAULT	R
<u>F/CTL</u> FLAP TIP BRK FAULT	S
<u>F/CTL</u> FLAPS(SLATS) FAULT	T
<u>F/CTL</u> FLAPS(SLATS) LOCKED	U
<u>F/CTL</u> GND SPLR FAULT	V
<u>F/CTL</u> GND SPLR 1+2(3+4) FAULT	W
<u>F/CTL</u> GND SPLR 5 FAULT	X
<u>F/CTL</u> GND SPLR NOT ARMED	Y
<u>F/CTL</u> L(R) AIL FAULT	Z
<u>F/CTL</u> L(R) ELEV FAULT	AA
<u>F/CTL</u> L+R ELEV FAULT	AB
<u>F/CTL</u> L(R) SIDESTICK FAULT	AC
<u>F/CTL</u> PITCH TRIM/MCDU/CG DISAGREE	AD
<u>F/CTL</u> SEC 1 FAULT	AE
<u>F/CTL</u> SEC 2 FAULT	AF
<u>F/CTL</u> SEC 3 FAULT	AG



<u>F/CTL</u> SIDESTICK PRIORITY	AH
<u>F/CTL</u> SLAT SYS 1 FAULT	AI
<u>F/CTL</u> SLAT SYS 2 FAULT	AJ
<u>F/CTL</u> SLAT TIP BRK FAULT	AK
<u>F/CTL</u> SPD BRK DISAGREE	AL
<u>F/CTL</u> SPD BRK FAULT	AM
<u>F/CTL</u> SPD BRK STILL OUT	AN
<u>F/CTL</u> SPD BRK 2(3+4) FAULT	AO
<u>F/CTL</u> SPLR FAULT	AP
<u>F/CTL</u> STABILIZER JAM	AQ

9-ME-FUEL FUEL

<u>FUEL</u> APU LP VALVE FAULT	A
<u>FUEL</u> AUTO FEED FAULT	B
<u>FUEL</u> CTR L(R) XFR FAULT	C
<u>FUEL</u> CTR L+R XFR FAULT	D
<u>FUEL</u> CTR TK PUMP 1(2) LO PR	E
<u>FUEL</u> CTR TK PUMPS LO PR	F
<u>FUEL</u> CTR TK PUMPS OFF	G
<u>FUEL</u> ENG 1(2) LP VALVE FAULT	H
<u>FUEL</u> ENG 1(2) LP VALVE OPEN	I
<u>FUEL</u> FQI CH 1(2) FAULT	J
<u>FUEL</u> FQI CH 1+2 FAULT	K
<u>FUEL</u> F.USED/FOB DISAGREE	L
<u>FUEL</u> IDG 1(2) COOL FAULT	M
<u>FUEL</u> INERTING SYS FAULT	N
<u>FUEL</u> LO LVL DET FAULT	O
<u>FUEL</u> L(R) INNER(OUTER) TK HI TEMP	P
<u>FUEL</u> L(R) INNER(OUTER) TK LO TEMP	Q
<u>FUEL</u> L(R) OUTER XFR CLOSED	R
<u>FUEL</u> L(R) OUTER XFR OPEN	S
<u>FUEL</u> L(R) TK PUMP 1(2) LO PR	T
<u>FUEL</u> L(R) TK PUMP 1+2 LO PR	U
<u>FUEL</u> L(R) WING TK LO LVL	V
<u>FUEL</u> L+R WING TK LO LVL	W



<u>FUEL</u> L(R) WING TK OVERFLOW	X
<u>FUEL</u> X FEED VALVE FAULT	Y

9-ME-FWS FWS

<u>FWS</u> AUDIO DEGRADED	A
<u>FWS</u> AUDIO REDUND LOST ON FWC 1	B
<u>FWS</u> AUDIO REDUND LOST ON FWC 2	C
<u>FWS</u> FLAP SYNCHRO FAULT	D
<u>FWS</u> FWC 1 FAULT	E
<u>FWS</u> FWC 2 FAULT	F
<u>FWS</u> FWC 1+2 FAULT	G
<u>FWS</u> OEB/FWC DISCREPANCY	H
<u>FWS</u> SDAC 1 FAULT	I
<u>FWS</u> SDAC 2 FAULT	J
<u>FWS</u> SDAC 1+2 FAULT	K
<u>FWS</u> SLAT SYNCHRO FAULT	L

9-ME-HYD HYD

<u>HYD</u> B ELEC PUMP LO PR	A
<u>HYD</u> B ELEC PUMP OVHT	B
<u>HYD</u> B RSVR LO AIR PR	C
<u>HYD</u> B RSVR LO LVL	D
<u>HYD</u> B RSVR OVHT	E
<u>HYD</u> B SYS LO PR	F
<u>HYD</u> B+G SYS LO PR	G
<u>HYD</u> B+Y SYS LO PR	H
<u>HYD</u> G ENG 1 PUMP LO PR	I
<u>HYD</u> G RSVR LO AIR PR	J
<u>HYD</u> G RSVR LO LVL	K
<u>HYD</u> G RSVR OVHT	L
<u>HYD</u> G SYS LO PR	M
<u>HYD</u> G+Y SYS LO PR	N
<u>HYD</u> PTU FAULT	O
<u>HYD</u> RAT FAULT	P
<u>HYD</u> Y ELEC PUMP LO PR	Q



<u>HYD</u> Y ELEC PUMP OVHT	R
<u>HYD</u> Y ENG 2 PUMP LO PR	S
<u>HYD</u> Y RSVR LO AIR PR	T
<u>HYD</u> Y RSVR LO LVL	U
<u>HYD</u> Y RSVR OVHT	V
<u>HYD</u> Y SYS LO PR	W

9-ME-L/G L/G

<u>L/G</u> DOORS NOT CLOSED	A
<u>L/G</u> GEAR NOT DOWN	B
<u>L/G</u> GEAR NOT DOWNLOCKED	C
<u>L/G</u> GEAR NOT UNLOCKED	D
<u>L/G</u> GEAR UPLOCK FAULT	E
<u>L/G</u> LGCIU 1 FAULT	F
<u>L/G</u> LGCIU 2 FAULT	G
<u>L/G</u> LGCIU 1+2 FAULT	H
<u>L/G</u> SHOCK ABSORBER FAULT	I
<u>L/G</u> SYS DISAGREE	J

9-ME-NAV NAV

<u>NAV</u> ADR DISAGREE	A
<u>NAV</u> ADR 1 FAULT	B
<u>NAV</u> ADR 2 FAULT	C
<u>NAV</u> ADR 3 FAULT	D
<u>NAV</u> ADR 1+2(1+3)(2+3) FAULT	E
<u>NAV</u> ADR 1+2+3 FAULT	F
<u>NAV</u> ADR ALT DISAGREE	G
<u>NAV</u> ADS-B RPTG 1(2) FAULT	H
<u>NAV</u> AIR SPD STS CHANGED	I
<u>NAV</u> ALL SPD UNCERTAIN	J
<u>NAV</u> ALT DISCREPANCY	K
<u>NAV</u> ALTI DISCREPANCY	L
<u>NAV</u> AOA DISAGREE	M
<u>NAV</u> ATC/XPDR 1(2) FAULT	N
<u>NAV</u> ATC/XPDR 1+2 FAULT	O



<u>NAV</u> ATC/XPDR 2 CTL FAULT	P
<u>NAV</u> ATC/XPDR STBY	Q
<u>NAV</u> ATT DISCREPANCY	R
<u>NAV</u> BARO REF DISCREPANCY	S
<u>NAV</u> BARO VALUE DISAGREE	T
<u>NAV</u> BKUP SPD FAULT	U
<u>NAV</u> BKUP SPD UNCERTAIN	V
<u>NAV</u> BKUP SPD/ALT ON CAPT (F/O) PFD	W
<u>NAV</u> BKUP SPD/ALT ON CAPT+F/O PFD	X
<u>NAV</u> CAPT(F/O)(STBY) AOA FAULT	Y
<u>NAV</u> L(R) CAPT(F/O) STATIC FAULT	Z
<u>NAV</u> FLS 1(2)(1+2) FAULT	AA
<u>NAV</u> FM/GPS POS DISAGREE 	AB
<u>NAV</u> GPS 1(2) FAULT 	AC
<u>NAV</u> GPWS FAULT	AD
<u>NAV</u> GPWS TERR DET FAULT	AE
<u>NAV</u> HDG DISCREPANCY	AF
<u>NAV</u> IAS DISCREPANCY	AG
<u>NAV</u> ILS 1(2)(1+2) FAULT	AH
<u>NAV</u> IR DISAGREE	AI
<u>NAV</u> IR NOT ALIGNED	AJ
<u>NAV</u> IR 1 FAULT	AK
<u>NAV</u> IR 2 FAULT	AL
<u>NAV</u> IR 3 FAULT	AM
<u>NAV</u> IR 1+2(1+3)(2+3) FAULT	AN
<u>NAV</u> LS TUNING DISAGREE	AO
<u>NAV</u> LS 1(2)(1+2) FAULT	AP
<u>NAV</u> NOT ON FMS RUNWAY	AQ
<u>NAV</u> ON TAXIWAY	AR
<u>NAV</u> PRED W/S DET FAULT 	AS
<u>NAV</u> RA DEGRADED	AT
<u>NAV</u> RA 1(2) FAULT	AU
<u>NAV</u> TCAS FAULT	AV
<u>NAV</u> TCAS STANDBY	AW



9-ME-OVERSPEED OVERSPEED

<u>OVERSPEED</u>	A

9-ME-RECORDER RECORDER

<u>RECORDER</u> DFDR FAULT	A
<u>RECORDER</u> CVR FAULT	B
<u>RECORDER</u> FDIU FAULT	C

9-ME-SMOKE SMOKE

<u>SMOKE</u> AFT CARGO SMOKE	A
<u>SMOKE</u> AFT CRG BTL FAULT	B
<u>SMOKE</u> AFT CRG DET FAULT	C
<u>SMOKE</u> FWD CARGO SMOKE	D
<u>SMOKE</u> FWD CRG BTL FAULT	E
<u>SMOKE</u> FWD CRG DET FAULT	F
<u>SMOKE</u> DET FAULT	G
<u>SMOKE</u> LAVATORY DET FAULT	H
<u>SMOKE</u> LAVATORY SMOKE	I

9-ME-SURV SURV

<u>SURV</u> ROW/ROP LOST	A

9-ME-T.O T.O

I <u>T.O</u> RWY TOO SHORT	A
I <u>T.O</u> RWY TOO SHORT	B
<u>T.O</u> SPEEDS NOT INSERTED	C
<u>T.O</u> SPEEDS TOO LOW	D
<u>T.O</u> V1/VR/V2 DISAGREE	E

9-ME-VENT VENT

<u>VENT</u> AVNCS SYS FAULT	A
<u>VENT</u> BLOWER FAULT	B
<u>VENT</u> EXTRACT FAULT	C
<u>VENT</u> SKIN VALVE FAULT	D

9-ME-WHELL WHEEL

<u>WHEEL</u> HYD SEL FAULT	A

<u>WHEEL</u> N/W STRG FAULT	B

9-ME-WINDSHEAR WINDSHEAR

<u>WINDSHEAR</u> DET FAULT	A

9-ME-WING ANTI ICE WING ANTI ICE

<u>WING A.ICE</u> L(R) HI PR	A
<u>WING A.ICE</u> L(R) VALVE OPEN	B
<u>WING A.ICE</u> L(R) WING LO PR	C
<u>WING A.ICE</u> OPEN ON GND	D
<u>WING A.ICE</u> SYS FAULT	E

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

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
9-ME-COM COM 3RD OCC PTT STUCK	added new MEL Entry for AC equipped with digital audio management system.
9-ME-COM COM ADT FAULT	new ME added. The ELT Autonomous Distress Tracking (ADT) system will be introduced with commissioning of D-AIJP in 2025
9-ME-COM COM AMU PART FAULT	added new MEL Entry for AC equipped with digital audio management system.
9-ME-COM COM CAPT(F/O) PTT STUCK	added new MEL Entry for AC equipped with digital audio management system.
9-ME-COM COM ELT EMITTING	new ME added. ELT Autonomous Distress Tracking (ADT) system will be introduced with commissioning of D-AIJP in 2025.
9-ME-COM COM ELT FAULT	new ME added. ELT Autonomous Distress Tracking (ADT) system will be introduced with commissioning of D-AIJP in 2025.
9-ME-COM COM RMP 1(2) FAULT	added new MEL Entry for AC equipped with digital audio management system.
9-ME-COM COM RMP 3 FAULT	added new MEL Entry for AC equipped with digital audio management system.
9-ME-COM COM RMP 1+2 FAULT	added new MEL Entry for AC equipped with digital audio management system.
9-ME-COM COM RMP 1(2)+3 FAULT	added new MEL Entry for AC equipped with digital audio management system.
9-ME-COM COM RMP 1+2+3 FAULT	added new MEL Entry for AC equipped with digital audio management system.
9-ME-COM COM RMP 1(2) OFF	added new MEL Entry for AC equipped with digital audio management system.
9-ME-COM COM RMP 3 OFF	added new MEL Entry for AC equipped with digital audio management system.
9-ME-ENG 1(2) ENG 1(2) FADEC BLOWER FAULT	added new MEL Entry for AC equipped with LEAP Engine.
9-ME-ENG 1(2) ENG 1(2) FUEL STRAINER CLOG	added new MEL Entry for AC equipped with LEAP Engine.
9-ME-ENG 1(2) ENG 1(2) NO LIGHT UP	added new MEL Entry for AC equipped with LEAP Engine.

Localization Title	Reason
9-ME-ENG 1(2) ENG 1(2) TIP CTL FAULT	added new MEL Entry for AC equipped with LEAP Engine.
9-ME-NAV NAV ATC/XPDR 2 CTL FAULT	added new MEL Entry for AC equipped with digital audio management system.
9-ME-NAV NAV NOT ON FMS RUNWAY	new ME added. Take Off Surveillance (TOS2) function will be introduced with commissioning of D-AIJP in 2025
9-ME-NAV NAV ON TAXIWAY	new ME added. Take Off Surveillance (TOS2) function will be introduced with commissioning of D-AIJP in 2025
9-ME-NAV NAV TCAS FAULT	Removal of if-installed symbol since this alert is applicable to all in-service aircraft.
9-ME-T.O T.O RWY TOO SHORT	new ME added. Take Off Surveillance (TOS2) function will be introduced with commissioning of D-AIJP in 2025
9-ME-T.O T.O RWY TOO SHORT	new ME added. Take Off Surveillance (TOS2) function will be introduced with commissioning of D-AIJP in 2025



ECAM Alert: AIR APU BLEED FAULT

Ident.: 9-ME-AIR-00003165.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ)

Applicable to: 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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 36-11-01 Engine Bleed Air Supply System

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-AIR - AIR

ECAM Alert: **AIR BLEED LEAK**

Ident.: 9-ME-AIR-00003170.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIc, -AIJc to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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 / 25 MAR 2025
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-AIJI, 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-AIJI, 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 (-AIIA to -AIID, -AIJM to -AIJR, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



ECAM Alert: **AIR ENG 1(2) BLEED LEAK**

Ident.: 9-ME-AIR-00003176.0000200 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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)(1+2) BLEED LO TEMP**

Ident.: 9-ME-AIR-00003177.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIZJ, -AIZM)

Applicable to: 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) LEAK DET FAULT**

Ident.: 9-ME-AIR-00003179.0000200 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIJ, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **AIR ENG 1+2 BLEED FAULT**

Ident.: 9-ME-AIR-00003180.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **AIR L(R) WING LEAK**

Ident.: 9-ME-AIR-00003181.0000001 / 25 MAR 2025
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 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **AIR PACK 1(2) FAULT**

Ident.: 9-ME-AIR-00003183.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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-00003187.0000200 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (-AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIZJ, D-AIZM, D-ASTX

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



ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: 9-ME-AIR-00003187.0000200 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (-AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
If pack flow sensor is affected	Refer to Item 21-51-03 Pack Flow Sensor
If pack flow control valve is affected	Refer to Item 21-52-01 Air Conditioning Pack
If pack ram air inlet is affected	Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap
If turbine bypass valve is affected	Refer to Item 21-61-01 Pack Turbine Bypass Valve

ECAM Alert: AIR PACK 1(2) REGUL FAULT

Ident.: 9-ME-AIR-00003187.0000300 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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
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 PACK 1(2) REGUL FAULT**

Ident.: 9-ME-AIR-00003187.0000400 / 23 JUN 2025
Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW)
Applicable to: 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 X BLEED FAULT**

Ident.: 9-ME-AIR-00003188.0000100 / 25 MAR 2025
Criteria: A319 / A320 (-AIIA to -AIID, -AIJM to -AIJR, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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-AIJI, 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



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-ANTI ICE - ANTI ICE

ECAM Alert: **ANTI ICE ALL PITOT**

Ident.: 9-ME-ANTI ICE-00003189.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ANTI ICE - ANTI ICE

ECAM Alert: ANTI ICE CAPT+F/O PITOT

Ident.: 9-ME-ANTI ICE-00003194.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIJZ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE CAPT+STBY PITOT

Ident.: 9-ME-ANTI ICE-00003196.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
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 / 23 JUN 2025
Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIB, D-AIIC, D-AIIL, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-21-01 Engine Anti-Ice Valve

**Lufthansa City****A320FAMILY**
OM-B A320 FAMILY**MINIMUM EQUIPMENT LIST****ME - MEL ENTRIES****ME-ANTI ICE - ANTI ICE****ECAM Alert: ANTI ICE ENG 1(2) VALVE OPEN**

Ident.: 9-ME-ANTI ICE-00003202.0000200 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE F/O+STBY AOA

Ident.: 9-ME-ANTI ICE-00003203.0000001 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ANTI ICE F/O+STBY PITOT

Ident.: 9-ME-ANTI ICE-00003204.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the Window Heat Computer is affected	Refer to Item 30-42-01 Window Heat Computer

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ANTI ICE - ANTI ICE

ECAM Alert: **ANTI ICE L(R) WINDSHIELD**

Ident.: 9-ME-ANTI ICE-00003206.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 30-42-03 Windshield Heating

ECAM Alert: **ANTI ICE L+R WINDSHIELD**

Ident.: 9-ME-ANTI ICE-00003207.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-APU - APU

ECAM Alert: **APU AUTO(EMER) SHUT DOWN**

Ident.: 9-ME-APU-00003208.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 49-10-01 Power Plant (APU)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-APU FIRE - APU FIRE

ECAM Alert: **APU FIRE**

Ident.: 9-ME-APU FIRE-00003209.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 26-13-01 APU Fire Detection Loop

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-AUTO FLT - AUTO FLT

ECAM Alert: **AUTO FLT A/THR LIMITED**

Ident.: 9-ME-AUTO FLT-00003212.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 22-60-02 FAC 2



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-AUTO FLT - AUTO FLT

ECAM Alert: **AUTO FLT FAC 1+2 FAULT**

Ident.: 9-ME-AUTO FLT-00003217.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **AUTO FLT FCU 1(2) FAULT**

Ident.: 9-ME-AUTO FLT-00003219.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



ECAM Alert: **AUTO FLT REAC W/S DET FAULT**

Ident.: 9-ME-AUTO FLT-00003222.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-AUTO FLT - AUTO FLT

ECAM Alert: **AUTO FLT TCAS MODE FAULT**

Ident.: 9-ME-AUTO FLT-00003227.0000001 / 23 JUN 2025
Criteria: A320 (all ex. -AIID, -AIQW)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AP/FD TCAS mode is lost.	<i>Refer to Item 22-10-08 AP/FD TCAS Mode</i>

ECAM Alert: **AUTO FLT YAW DAMPER 1(2)**

Ident.: 9-ME-AUTO FLT-00003228.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	<i>Refer to Item 22-60-04 Yaw Damper System</i>

ECAM Alert: **AUTO FLT YAW DAMPER SYS**

Ident.: 9-ME-AUTO FLT-00003229.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **AVIONICS SMOKE**

Ident.: 9-ME-AVIONICS SMOKE-00003230.0000001 / 25 MAR 2025
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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **BLEED MONIT SYS 1(2) FAULT**

Ident.: 9-ME-BLEED-00003232.0000001 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 36-11-08 Bleed Monitoring Computer (BMC)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-BRAKES - BRAKES

ECAM Alert: **BRAKES ALTN BRK FAULT**

Ident.: 9-ME-BRAKES-00003233.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **BRAKES ALTN L(R) RELEASED**

Ident.: 9-ME-BRAKES-00003234.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **BRAKES A/SKID NWS FAULT**

Ident.: 9-ME-BRAKES-00003235.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **BRAKES A/SKID NWS OFF**

Ident.: 9-ME-BRAKES-00003236.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **BRAKES NORM+ALT FAULT**

Ident.: 9-ME-BRAKES-00003243.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

**Lufthansa City****A320FAMILY**
OM-B A320 FAMILY**MINIMUM EQUIPMENT LIST**
ME - MEL ENTRIES
ME-BRAKES - BRAKES**ECAM Alert: BRAKES PARK BRK FAULT**

Ident.: 9-ME-BRAKES-00003244.0000001 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIID, -AIQW, -AIZJ)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: BRAKES PARK BRK ON

Ident.: 9-ME-BRAKES-00003246.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: BRAKES RELEASED

Ident.: 9-ME-BRAKES-00003247.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-BRAKES-N/WS - BRAKES-N/WS

ECAM Alert: **BRAKES-N/WS MINOR FAULT**

Ident.: 9-ME-BRAKES-N/WS-00003248.0000001 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 32-09-01 BRAKES-N/WS MINOR FAULT Alert

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-CAB PR - CAB PR

ECAM Alert: **CAB PR EXCESS CAB ALT**

Ident.: 9-ME-CAB PR-00003249.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIIA to -AIIC, -AIJN to -AIJR, -AIQW) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIIA to -AIIC, -AIJN to -AIJR, -AIQW) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-C/B - C/B

ECAM Alert: **C/B TRIPPED**

Ident.: 9-ME-C/B-00003259.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Refer to affected systems
False alert	<i>Refer to Item 24-09-02 C/B TRIPPED Alert</i>



ECAM Alert: COM 3RD OCC PTT STUCK

Ident.: 9-ME-COM-00013526.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
The INT/RAD sw on the third occupant RMP is stuck in the closed position (transmitting position)	Refer to Item 23-13-01 Radio Management Panel (RMP)

ECAM Alert: COM ACARS FAULT

Ident.: 9-ME-COM-00003260.0000001 / 25 MAR 2025

Criteria: A319 (-AIIY) / A321

Applicable to: D-AIIY, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 23-20-01 ACARS (If Installed)

ECAM Alert: COM ADT FAULT

Ident.: 9-ME-COM-00013153.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 25-65-09 Emergency Locator Transmitter - Distress Tracking (ELT-DT)

ECAM Alert: COM AMU PART FAULT

Ident.: 9-ME-COM-00013525.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
If maintenance trouble shooting activities confirm that AMU side 1 only is affected	Refer to Item 23-51-08 Audio Management Unit Side
If maintenance trouble shooting activities confirm that AMU side 2 only is affected	Refer to Item 23-51-08 Audio Management Unit Side
If maintenance trouble shooting activities confirm that AMU side 1 and 2 are affected	NO DISPATCH



ECAM Alert: **COM CAPT(F/O) PTT STUCK**

Ident.: 9-ME-COM-00013552.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

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 sw is jammed in the transmitting position	Refer to Item 23-51-06 Sidestick PTT sw
The INT/RAD sw on RMP 1(2) is stuck in the closed position (transmitting position)	Refer to Item 23-13-01 Radio Management Panel (RMP)

ECAM Alert: **COM CIDS 1+2 FAULT**

Ident.: 9-ME-COM-00003261.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **COM ELT EMITTING**

Ident.: 9-ME-COM-00013160.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 25-65-09 Emergency Locator Transmitter - Distress Tracking (ELT-DT)

ECAM Alert: **COM ELT FAULT**

Ident.: 9-ME-COM-00013161.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
With or without ELT MONITORING LOSS subtitle:	Refer to Item 25-65-09 Emergency Locator Transmitter - Distress Tracking (ELT-DT)



ECAM Alert: **COM HF 1(2) EMITTING**

Ident.: 9-ME-COM-00003262.0000001 / 25 MAR 2025
Criteria: A319 (-ABGH to -ABGP, -AIBK, -ASTX)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-ASTX

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 RMP 1(2) FAULT**

Ident.: 9-ME-COM-00013553.0000001 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
RMP 1 or 2 is failed	Refer to Item 23-13-01 Radio Management Panel (RMP)

ECAM Alert: **COM RMP 3 FAULT**

Ident.: 9-ME-COM-00013558.0000001 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
RMP 3 is failed	Refer to Item 23-13-01 Radio Management Panel (RMP)

ECAM Alert: **COM RMP 1+2 FAULT**

Ident.: 9-ME-COM-00013556.0000001 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
RMP 1 and 2 are failed	NO DISPATCH



ECAM Alert: **COM RMP 1(2)+3 FAULT**

Ident.: 9-ME-COM-00013555.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
RMP 1 or 2 and RMP 3 are failed	NO DISPATCH

ECAM Alert: **COM RMP 1+2+3 FAULT**

Ident.: 9-ME-COM-00013557.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
RMP 1, 2 and 3 are failed	NO DISPATCH

ECAM Alert: **COM RMP 1(2) OFF**

Ident.: 9-ME-COM-00013554.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **COM RMP 3 OFF**

Ident.: 9-ME-COM-00013559.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **COM SATCOM DATA FAULT** 

Ident.: 9-ME-COM-00003263.0000001 / 23 JUN 2025

Criteria: A319 (all ex. -AIIY) / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 VHF's installed)	NO DISPATCH
False alert (3 VHF's installed)	Refer to Item 23-09-02 COM VHF 1(2)(3) EMITTING Alert (3 VHF's installed)



ECAM Alert: COND AFT CAB DUCT OVHT

Ident.: 9-ME-COND-00003268.0000001 / 25 MAR 2025

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 CRG ISOL VALVE

Ident.: 9-ME-COND-00003271.0000001 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ)

Applicable to: 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-63-03 Hot Air Pressure Regulating Valve



ECAM Alert: COND HOT AIR FAULT

Ident.: 9-ME-COND-00003274.0000200 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the <u>COND TRIM AIR SYS FAULT</u> alert is not displayed on the EWD.	Refer to Item 21-63-03 Hot Air Pressure Regulating Valve
If the <u>COND TRIM AIR SYS FAULT</u> alert is displayed on the EWD.	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve

ECAM Alert: COND L+R CAB FAN FAULT

Ident.: 9-ME-COND-00003275.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: COND LAV+GALLEY FAN FAULT

Ident.: 9-ME-COND-00003276.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-23-01 Lavatory and Galley Extraction Fan

ECAM Alert: COND TRIM AIR SYS FAULT

Ident.: 9-ME-COND-00003282.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the trim air valves are closed	Not related to MEL
If associated with the <u>AFT CAB TRIM VALVE</u> subtitle	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve
If associated with the <u>FWD CAB TRIM VALVE</u> subtitle	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve
If associated with the <u>CKPT TRIM VALVE</u> subtitle	Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve
If associated with the <u>TRIM AIR HI PR</u> subtitle	Refer to Item 21-63-03 Hot Air Pressure Regulating Valve



ECAM Alert: **COND ZONE REGUL FAULT**

Ident.: 9-ME-COND-00003283.0000001 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-CONFIG - CONFIG

ECAM Alert: **CONFIG L(R) SIDESTICK FAULT**

Ident.: 9-ME-CONFIG-00003284.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **CONFIG PARK BRK ON**

Ident.: 9-ME-CONFIG-00003286.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-CONFIG - CONFIG

ECAM Alert: **CONFIG SPEED BRK NOT RETRACTED**

Ident.: 9-ME-CONFIG-00003290.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



ECAM Alert: **DATA LINK ATC FAULT**

Ident.: 9-ME-DATA LINK-00003291.0000001 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 46-21-05 COMPANY Datalink



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-DOOR - DOOR

ECAM Alert: DOOR FWD(AFT)(BULK) CARGO

Ident.: 9-ME-DOOR-00003294.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

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 / 23 JUN 2025

Criteria: A321

Applicable to: 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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

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-00003302.0000100 / 23 JUN 2025

Criteria: A321

Applicable to: 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 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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: **EIS DMC 1 FAULT**

Ident.: 9-ME-EIS-00003306.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ELEC - ELEC

ECAM Alert: **ELEC AC BUS 1 FAULT**

Ident.: 9-ME-ELEC-00003310.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC AC BUS 2 FAULT**

Ident.: 9-ME-ELEC-00003311.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC AC ESS BUS ALTN**

Ident.: 9-ME-ELEC-00003312.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC AC ESS BUS FAULT**

Ident.: 9-ME-ELEC-00003313.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC AC ESS BUS SHED**

Ident.: 9-ME-ELEC-00003314.0000001 / 25 MAR 2025
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ELEC - ELEC

ECAM Alert: **ELEC APU GEN FAULT**

Ident.: 9-ME-ELEC-00003315.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC BAT 1(2) OFF**

Ident.: 9-ME-ELEC-00003318.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC DC BUS 1 FAULT**

Ident.: 9-ME-ELEC-00003321.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC DC BUS 2 FAULT**

Ident.: 9-ME-ELEC-00003322.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC DC EMER CONFIG**

Ident.: 9-ME-ELEC-00003324.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC DC ESS BUS FAULT**

Ident.: 9-ME-ELEC-00003325.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC DC ESS BUS SHED**

Ident.: 9-ME-ELEC-00003326.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ELEC EMER CONFIG**

Ident.: 9-ME-ELEC-00003327.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **ELEC ESS BUSES ON BAT**

Ident.: 9-ME-ELEC-00003329.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



ECAM Alert: **ELEC GEN 1(2) FAULT**

Ident.: 9-ME-ELEC-00003330.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ELEC - ELEC

ECAM Alert: **ELEC TR 1(2) FAULT**

Ident.: 9-ME-ELEC-00003339.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 24-32-01 DC Main Generation (TR 1, TR 2)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ENG - ENG

ECAM Alert: **ENG 1+2 COMPRESSOR VANE**

Ident.: 9-ME-ENG-00003340.0000001 / 23 JUN 2025
Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG ALL ENGINES FAILURE**

Ident.: 9-ME-ENG-00003343.0000001 / 25 MAR 2025
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 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 73-20-01 Flex Takeoff Mode



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-ENG - ENG

ECAM Alert: ENG THR LEVERS NOT SET

Ident.: 9-ME-ENG-00003347.0000200 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 (all ex. -AIIY) / A320 (all ex. -AIIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG GA SOFT FAULT

Ident.: 9-ME-ENG-00003349.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ENG - ENG

ECAM Alert: **ENG SAT ABOVE FLEX TEMP**

Ident.: 9-ME-ENG-00003351.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW, -AIZJ) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIRN, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Apply ECAM procedure

ECAM Alert: **ENG THRUST LOCKED**

Ident.: 9-ME-ENG-00003352.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **ENG TYPE DISAGREE**

Ident.: 9-ME-ENG-00003353.0000100 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG TYPE DISAGREE**

Ident.: 9-ME-ENG-00003353.0000200 / 23 JUN 2025
Criteria: A319 (-AILY) / A320 (-AIQW)
Applicable to: D-AILY, D-AIQW

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 77-09-01 ENG TYPE DISAGREE Alert</i>

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ENG - ENG

ECAM Alert: **ENG VIB SYS FAULT**

Ident.: 9-ME-ENG-00003354.0000001 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A321

Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 79-20-01 Air Cooled Oil Cooler (ACOC) Modulating Valve



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST

ME - MEL ENTRIES

ME-ENG 1(2) - ENG 1(2)

ECAM Alert: **ENG 1(2) AIR MINOR FAULT**

Ident.: 9-ME-ENG 1(2)-00003358.0000001 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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 / 25 MAR 2025

Criteria: A321

Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ENG 1(2) - ENG 1(2)

*ECAM Alert: **ENG 1(2) BEARING 4 OIL SYS
SCAVENGE VALVE FAULT***

Ident.: 9-ME-ENG 1(2)-00003362.0000001 / 25 MAR 2025
Criteria: A321
Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	<i>Refer to Item 79-09-03 ENG 1(2) BEARING 4 OIL SYS Alert</i>

*ECAM Alert: **ENG 1(2) BLEED STATUS FAULT***

Ident.: 9-ME-ENG 1(2)-00003363.0000001 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Apply ECAM procedure

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ENG 1(2) - ENG 1(2)

ECAM Alert: **ENG 1(2) COMPRESSOR VANE**

Ident.: 9-ME-ENG 1(2)-00003366.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIc, -AIJc to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIc, D-AIJc, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIc, -AIQW, -AIJZ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIc, D-AILY, D-AIQW, D-AIJZ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIc, D-AIJc, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIJZ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

**Lufthansa City****A320FAMILY**
OM-B A320 FAMILY**MINIMUM EQUIPMENT LIST****ME - MEL ENTRIES**

ME-ENG 1(2) - ENG 1(2)

ECAM Alert: ENG 1(2) EGT EXCEEDED DURING AIR START

Ident.: 9-ME-ENG 1(2)-00003370.0000001 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) FADEC ALTERNATOR

Ident.: 9-ME-ENG 1(2)-00003374.0000001 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



ECAM Alert: **ENG 1(2) FADEC BLOWER FAULT**

Ident.: 9-ME-ENG 1(2)-00013560.0000001 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 75-24-02 FADEC Blower

ECAM Alert: **ENG 1(2) FADEC FAULT**

Ident.: 9-ME-ENG 1(2)-00003375.0000001 / 25 MAR 2025
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 / 23 JUN 2025
Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIJZ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AILY, D-AIQW, D-AIJZ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG 1(2) FADEC OVHT**

Ident.: 9-ME-ENG 1(2)-00003376.0000002 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH) / A321
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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)-00003377.0000100 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 73-09-08 ENG 1(2) FADEC IDENT FAULT Alert

ECAM Alert: **ENG 1(2) FADEC IDENT FAULT**

Ident.: 9-ME-ENG 1(2)-00003377.0000200 / 23 JUN 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
Criteria: A321
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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG 1(2) FAIL**

Ident.: 9-ME-ENG 1(2)-00003380.0000001 / 25 MAR 2025
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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

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 / 25 MAR 2025

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
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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ENG 1(2) - ENG 1(2)

ECAM Alert: ENG 1(2) FUEL FILTER CLOG

Ident.: 9-ME-ENG 1(2)-00003386.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 73-09-01 ENG 1(2) FUEL FILTER CLOG Alert</i>

ECAM Alert: ENG 1(2) FUEL FILTER - PARTLY CLOGGED

Ident.: 9-ME-ENG 1(2)-00003387.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	<i>Refer to Item 73-09-09 ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert</i>

ECAM Alert: ENG 1(2) FUEL HEAT SYS

Ident.: 9-ME-ENG 1(2)-00003389.0000001 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (-AIIA to -AIIC, -AIJZ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJZ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 STRAINER CLOG**

Ident.: 9-ME-ENG 1(2)-00013561.0000001 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 73-09-06 ENG 1(2) FUEL STRAINER CLOG Alert

ECAM Alert: **ENG 1(2) FUEL VALVE FAULT**

Ident.: 9-ME-ENG 1(2)-00003393.0000001 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH) / A321
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST

ME - MEL ENTRIES

ME-ENG 1(2) - ENG 1(2)

ECAM Alert: **ENG 1(2) HEAT EXCHGR CLOG**

Ident.: 9-ME-ENG 1(2)-00003394.0000001 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST

ME - MEL ENTRIES

ME-ENG 1(2) - ENG 1(2)

ECAM Alert: **ENG 1(2) HOT AIR DET FAULT**

Ident.: 9-ME-ENG 1(2)-00003398.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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)-00003401.0000100 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated HP FUEL VALVE NOT OPEN subtitle is displayed.	Refer to Item 73-09-07 ENG 1(2) HP FUEL VALVE Alert

ECAM Alert: **ENG 1(2) HP FUEL VALVE**

Ident.: 9-ME-ENG 1(2)-00003401.0000200 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ENG 1(2) - ENG 1(2)

ECAM Alert: **ENG 1(2) IGN A(B) FAULT**

Ident.: 9-ME-ENG 1(2)-00003402.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIIC, -AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG 1(2) MINOR FAULT**

Ident.: 9-ME-ENG 1(2)-00003406.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIc, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **ENG 1(2) NO LIGHT UP**

Ident.: 9-ME-ENG 1(2)-00013562.0000001 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIIc)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **ENG 1(2) OIL CHIP DETECTED**

Ident.: 9-ME-ENG 1(2)-00003408.0000100 / 23 JUN 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 CHIP DETECTED**

Ident.: 9-ME-ENG 1(2)-00003408.0000200 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIc)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ENG 1(2) - ENG 1(2)

ECAM Alert: ENG 1(2) OIL FILTER CLOG
Ident.: 9-ME-ENG 1(2)-00003409.0000100 / 23 JUN 2025 Criteria: A321 Applicable to: D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) OIL FILTER CLOG
Ident.: 9-ME-ENG 1(2)-00003409.0000200 / 23 JUN 2025 Criteria: A319 / A320 (all ex. -AIIID) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 - PARTLY CLOGGED
Ident.: 9-ME-ENG 1(2)-00003410.0000001 / 23 JUN 2025 Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIJZ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIJZ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 79-09-05 ENG 1(2) OIL SENSOR FAULT Alert



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-ENG 1(2) - ENG 1(2)

ECAM Alert: **ENG 1(2) OIL SYS FAULT**

Ident.: 9-ME-ENG 1(2)-00003416.0000001 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG 1(2) ONE TLA FAULT**

Ident.: 9-ME-ENG 1(2)-00003417.0000200 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIIL, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 76-11-01 Thrust lever Position Sensor

ECAM Alert: **ENG 1(2) OVSPD PROT FAULT**

Ident.: 9-ME-ENG 1(2)-00003418.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIL, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG 1(2) OVTHR PROT FAULT**

Ident.: 9-ME-ENG 1(2)-00003419.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIc, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A319 / A320 (-AIIA to -AIIc, -AIQW, -AIJZ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIIL, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **ENG 1(2) REV INHIBITED**

Ident.: 9-ME-ENG 1(2)-00003421.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AIIY) / A320 (all ex. -AIIc, -AIQW, -AIZJ) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIRN, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIL, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 78-30-03 Thrust Reverser Shutoff Valve



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-ENG 1(2) - ENG 1(2)

ECAM Alert: ENG 1(2) REV LOCKED

Ident.: 9-ME-ENG 1(2)-00003423.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: ENG 1(2) REV PRESSURIZED

Ident.: 9-ME-ENG 1(2)-00003425.0000002 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 78-30-02 Thrust Reverser Inhibition Relay sw



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-ENG 1(2) - ENG 1(2)

ECAM Alert: ENG 1(2) REVERSE UNLOCKED

Ident.: 9-ME-ENG 1(2)-00003427.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST

ME - MEL ENTRIES

ME-ENG 1(2) - ENG 1(2)

ECAM Alert: **ENG 1(2) STALL**

Ident.: 9-ME-ENG 1(2)-00003432.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated THR LEVER NOT AT IDLE subtitle is displayed	Apply ECAM procedure.
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 FAULT**

Ident.: 9-ME-ENG 1(2)-00003433.0000200 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated THR LEVER NOT AT IDLE subtitle is displayed	Apply ECAM procedure.
If the associated STARTER SHAFT SHEAR subtitle is displayed	NO DISPATCH
If the associated BOWED ROTOR PROTECTION subtitle is displayed	NO DISPATCH
If the associated ENG 1(2) IGN A(B) FAULT subtitle is displayed	Refer to Item 74-31-01 Ignition System A or Refer to Item 74-31-02 Ignition System B
Actual alert	
If the associated ENG 1(2) IGN A(B) FAULT subtitle is displayed	Refer to Item 74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert
False alert	
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 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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)-00003433.0000400 / 23 JUN 2025

Criteria: A321

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 VALVE FAULT

Ident.: 9-ME-ENG 1(2)-00003434.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



ECAM Alert: **ENG 1(2) TIP CTL FAULT**

Ident.: 9-ME-ENG 1(2)-00013563.0000001 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the HPTACC is inoperative	Refer to Item 75-24-04 HPTACC Valve
If the LPTACC is inoperative	Refer to Item 75-24-03 LPTACC Valve

ECAM Alert: **ENG 1(2) THR LEVER ABV IDLE**

Ident.: 9-ME-ENG 1(2)-00003436.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 75-24-01 TCC/TACC Valve

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-ENG 1(2) FIRE - ENG 1(2) FIRE

ECAM Alert: **ENG 1(2) FIRE**

Ident.: 9-ME-ENG 1(2) FIRE-00003440.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-F/CTL - F/CTL

ECAM Alert: F/CTL AIL SERVO FAULT

Ident.: 9-ME-F/CTL-00003441.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: F/CTL DIRECT LAW

Ident.: 9-ME-F/CTL-00003443.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-93-01 ELAC 1



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-F/CTL - F/CTL

ECAM Alert: **F/CTL ELAC 1 PITCH FAULT**

Ident.: 9-ME-F/CTL-00003445.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **F/CTL ELEV REDUND DEGRDD**

Ident.: 9-ME-F/CTL-00003449.0000001 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-34-01 Elevator Servo-Control

**Lufthansa City****A320FAMILY**
OM-B A320 FAMILY**MINIMUM EQUIPMENT LIST**
ME - MEL ENTRIES
ME-F/CTL - F/CTL**ECAM Alert: F/CTL ELEV SERVO FAULT**

Ident.: 9-ME-F/CTL-00003450.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-F/CTL - F/CTL

ECAM Alert: **F/CTL FLAP ATTACH SENSOR**

Ident.: 9-ME-F/CTL-00003455.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-F/CTL - F/CTL

ECAM Alert: F/CTL FLAP TIP BRK FAULT

Ident.: 9-ME-F/CTL-00003459.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-92-02 Ground Spoiler Control System

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-F/CTL - F/CTL

ECAM Alert: **F/CTL GND SPLR 5 FAULT**

Ident.: 9-ME-F/CTL-00003464.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-F/CTL - F/CTL

ECAM Alert: **F/CTL L(R) SIDESTICK FAULT**

Ident.: 9-ME-F/CTL-00003469.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 27-81-02 Slat Wing Tip Brakes Solenoid



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-F/CTL - F/CTL

ECAM Alert: F/CTL SPD BRK DISAGREE

Ident.: 9-ME-F/CTL-00003479.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-F/CTL - F/CTL

ECAM Alert: **F/CTL SPLR FAULT**

Ident.: 9-ME-F/CTL-00003483.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
	<i>Refer to Item 27-64-04 Spoilers 1 and 2</i> or <i>Refer to Item 27-64-05 Spoilers 3 and 4</i>

ECAM Alert: **F/CTL STABILIZER JAM**

Ident.: 9-ME-F/CTL-00003484.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
<i>NIL</i>	NO DISPATCH

**ECAM Alert: FUEL APU LP VALVE FAULT**

Ident.: 9-ME-FUEL-00003488.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIJZ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **FUEL CTR TK XFR OFF**

Ident.: 9-ME-FUEL-00003494.0000002 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 (all ex. -AIIY) / A320 (all ex. -AIIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH

**ECAM Alert: FUEL ENG 1(2) LP VALVE FAULT**

Ident.: 9-ME-FUEL-00003495.0000001 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AII, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF 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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

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 / 25 MAR 2025

Criteria: if FWC H2F14 NOT installed

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-ASTX

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 28-50-01 Fuel Quantity Indicating Computer (FQIC) Channel

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-FUEL - FUEL

ECAM Alert: **FUEL FQI CH 1+2 FAULT**

Ident.: 9-ME-FUEL-00003498.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **FUEL F.USED/FOB DISAGREE**

Ident.: 9-ME-FUEL-00003499.0000001 / 23 JUN 2025
Criteria: A319 (-ABGK, -ABGP) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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-00003500.0000100 / 23 JUN 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 IDG 1(2) COOL FAULT**

Ident.: 9-ME-FUEL-00003500.0000200 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
When the alert FUEL IDG 1(2) COOL FAULT is triggered, the Fuel Return Valve is inhibited in the closed position. As a consequence, it must be considered as inoperative in the closed position.	Refer to Item Item 73-10-01A Fuel Return Valve - Inoperative in closed position



ECAM Alert: **FUEL INERTING SYS FAULT**

Ident.: 9-ME-FUEL-00003501.0000001 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW, -AIZJ)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIIL, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQQ, D-AIJR, 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

A320FAMILY
OM-B A320 FAMILY

ECAM Alert: FUEL L(R) WING TK HI TEMP

Ident.: 9-ME-FUEL-00003503.0000004 / 25 MAR 2025

Criteria: A321

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -A11D)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ABKB, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

Applicable to: 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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -A11D)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ABIK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 28-15-01 LH Wing Transfer Valve or



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-FUEL - FUEL

ECAM Alert: FUEL L(R) OUTER XFR CLOSED

Ident.: 9-ME-FUEL-00003505.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-FUEL - FUEL



ECAM Alert: **FUEL L(R) WING TK LO LVL**

Ident.: 9-ME-FUEL-00003509.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



ECAM Alert: FWS AUDIO DEGRADED

Ident.: 9-ME-FWS-00003513.0000001 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS AUDIO REDUND LOST ON FWC 1

Ident.: 9-ME-FWS-00003514.0000001 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: FWS AUDIO REDUND LOST ON FWC 2

Ident.: 9-ME-FWS-00003515.0000001 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-FWS - FWS

*ECAM Alert: **FWS FWC 1 FAULT***

Ident.: 9-ME-FWS-00003517.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **FWS FWC 2 FAULT***

Ident.: 9-ME-FWS-00003518.0000001 / 25 MAR 2025
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 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **FWS OEB/FWC DISCREPANCY***

Ident.: 9-ME-FWS-00003520.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

*ECAM Alert: **FWS SDAC 1 FAULT***

Ident.: 9-ME-FWS-00003521.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-FWS - FWS

ECAM Alert: **FWS SDAC 2 FAULT**

Ident.: 9-ME-FWS-00003522.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **FWS SLAT SYNCHRO FAULT**

Ident.: 9-ME-FWS-00003524.0000001 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-HYD - HYD

ECAM Alert: **HYD B ELEC PUMP LO PR**

Ident.: 9-ME-HYD-00003525.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **HYD B SYS LO PR**

Ident.: 9-ME-HYD-00003530.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-HYD - HYD

ECAM Alert: **HYD G RSVR LO AIR PR**

Ident.: 9-ME-HYD-00003534.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

**Lufthansa City****A320FAMILY**
OM-B A320 FAMILY**MINIMUM EQUIPMENT LIST**
ME - MEL ENTRIES
ME-HYD - HYD**ECAM Alert: HYD PTU FAULT**

Ident.: 9-ME-HYD-00003539.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-HYD - HYD

ECAM Alert: **HYD Y ENG 2 PUMP LO PR**

Ident.: 9-ME-HYD-00003543.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **L/G GEAR NOT UNLOCKED**

Ident.: 9-ME-L/G-00003551.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **L/G GEAR UNLOCK FAULT**

Ident.: 9-ME-L/G-00003552.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 32-31-02 Landing Gear Retracting System

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-L/G - L/G

*ECAM Alert: **L/G LGCIU 1 FAULT***

Ident.: 9-ME-L/G-00003553.0000001 / 25 MAR 2025
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 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the LGCIU 2 is inoperative	<i>Refer to Item 32-31-01 Landing Gear Control and Interface Unit (LGCIU)</i>
If a RH L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	<i>Refer to Item 32-32-02 LGCIU 2 RH L/G Shock Absorber Proximity Detector</i> or <i>Refer to Item 32-32-05 LGCIU 2 RH L/G Down Lock Proximity Detector</i> or <i>Refer to Item 32-32-08 LGCIU 2 RH L/G Up Lock Proximity Detector</i> or <i>Refer to Item 32-32-11 LGCIU 2 RH L/G Doors Open Proximity Detector</i> or <i>Refer to Item 32-32-14 LGCIU 2 RH L/G Doors Closed Proximity Detector</i>
If a LH L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	<i>Refer to Item 32-32-03 LGCIU 2 LH L/G Shock Absorber Proximity Detector</i> or <i>Refer to Item 32-32-06 LGCIU 2 LH L/G Down Lock Proximity Detector</i> or <i>Refer to Item 32-32-09 LGCIU 2 LH L/G Up Lock Proximity Detector</i> or <i>Refer to Item 32-32-12 LGCIU 2 LH L/G Doors Open Proximity Detector</i> or

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-L/G - L/G

ECAM Alert: **L/G LGCIU 2 FAULT**

Ident.: 9-ME-L/G-00003554.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
If a Nose L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.	Refer to Item 32-32-15 LGCIU 2 LH L/G Doors Closed Proximity Detector
	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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-L/G - L/G

ECAM Alert: **L/G SYS DISAGREE**

Ident.: 9-ME-L/G-00003557.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-NAV - NAV

ECAM Alert: **NAV ADR DISAGREE**

Ident.: 9-ME-NAV-00003558.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **NAV ADR 1 FAULT**

Ident.: 9-ME-NAV-00003559.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **NAV ADR ALT DISAGREE**

Ident.: 9-ME-NAV-00003564.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
Associated with the message ADR 1 ALT AFFEC-TED	Refer to Item 34-10-01 ADR 1
Associated with the message ADR 2 ALT AFFEC-TED	Refer to Item 34-10-02 ADR 2
Associated with the message ADR 3 ALT AFFEC-TED	Refer to Item 34-10-03 ADR 3

ECAM Alert: **NAV ADS-B RPTG 1(2) FAULT**

Ident.: 9-ME-NAV-00003565.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ALT DISCREPANCY

Ident.: 9-ME-NAV-00003568.0000001 / 25 MAR 2025
Criteria: A319 (all ex. -AIIY) / A320 (all ex. -AIIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

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 / 25 MAR 2025

Criteria: if FWC H2F14 NOT installed

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ATC/XPDR 1(2) FAULT

Ident.: 9-ME-NAV-00003571.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV ATC/XPDR 2 CTL FAULT

Ident.: 9-ME-NAV-00013564.0000001 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the ATC/XPDR 2 is lost due to the activation of the RMP 1 XPDR1/TCAS backup control mode. This is due to a total failure of the audio function (AMU side 1 and 2 affected).	NO DISPATCH

ECAM Alert: NAV ATC/XPDR STBY

Ident.: 9-ME-NAV-00003573.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: NAV ATT DISCREPANCY

Ident.: 9-ME-NAV-00003574.0000001 / 25 MAR 2025
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-NAV - NAV

ECAM Alert: **NAV ATT DISCREPANCY**

Ident.: 9-ME-NAV-00003574.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
	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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **NAV BKUP SPD FAULT**

Ident.: 9-ME-NAV-00003577.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-13-03 Digital Backup Speed (DBUS)



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-NAV - NAV

ECAM Alert: NAV BKUP SPD UNCERTAIN

Ident.: 9-ME-NAV-00003578.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-NAV - NAV

*ECAM Alert: **NAV FLS 1(2)(1+2) FAULT***

Ident.: 9-ME-NAV-00009237.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJN to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FLS function of one or both MMR is lost.	Refer to Item 34-30-06 FLS

*ECAM Alert: **NAV FM/GPS POS DISAGREE** *

Ident.: 9-ME-NAV-00003583.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

*ECAM Alert: **NAV GPS 1(2) FAULT** *

Ident.: 9-ME-NAV-00003585.0000100 / 23 JUN 2025
Criteria: A319 / A320 (-AIJC to -AIJN, -AINH, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIly, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-50-09 Global Positioning System (GPS) (If Installed)

*ECAM Alert: **NAV GPS 1(2) FAULT** *

Ident.: 9-ME-NAV-00003585.0000200 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
The GPS function of MMR 1(2) is lost. <u>Note:</u> If the MMR is fully inoperative, the dispatch is permitted provided that the following functions are considered inoperative: - GPS function - LS function - VOR function - Marker Beacon function.	Refer to Item 34-50-09 Global Positioning System (GPS) (If Installed)



ECAM Alert: **NAV GPWS FAULT**

Ident.: 9-ME-NAV-00003586.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-10-01 ADR 1 or Refer to Item 34-10-02 ADR 2 or



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-NAV - NAV

ECAM Alert: NAV IAS DISCREPANCY

Ident.: 9-ME-NAV-00003589.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
	Refer to Item 34-10-03 ADR 3

ECAM Alert: NAV ILS 1(2)(1+2) FAULT

Ident.: 9-ME-NAV-00003590.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV IR NOT ALIGNED

Ident.: 9-ME-NAV-00003592.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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)



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-NAV - NAV

ECAM Alert: NAV IR 1 FAULT

Ident.: 9-ME-NAV-00003593.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: NAV LS TUNING DISAGREE

Ident.: 9-ME-NAV-00003597.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL



ECAM Alert: NAV LS 1(2)(1+2) FAULT

Ident.: 9-ME-NAV-00003598.0000100 / 23 JUN 2025
Criteria: A320 (-AIJN)
Applicable to: D-AIJN

AIRCRAFT STATUS	CONDITION OF DISPATCH
The LS function of one or both MMR is lost. Associated functions (ILS, GLS and FLS) are lost.	Refer to Item 34-30-04 Instrument Landing System (ILS) and Refer to Item GNSS Landing System (GLS) and Refer to Item 34-30-06 FLS

ECAM Alert: NAV LS 1(2)(1+2) FAULT

Ident.: 9-ME-NAV-00003598.0000200 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
The LS function of one or both MMR(s) is lost. Associated functions (ILS and FLS) are lost. <u>Note:</u> If the MMR is fully inoperative, the dispatch is permitted provided that the following functions are considered inoperative: – GPS function – LS function – VOR function – Marker Beacon function.	Refer to Item 34-30-04 Instrument Landing System (ILS) and Refer to Item 34-30-06 FLS

ECAM Alert: NAV NOT ON FMS RUNWAY

Ident.: 9-ME-NAV-00013162.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **NAV ON TAXIWAY**

Ident.: 9-ME-NAV-00013163.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: **NAV PRED W/S DET FAULT**

Ident.: 9-ME-NAV-00003599.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 34-40-04 Radio Altimeter System

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-NAV - NAV

ECAM Alert: **NAV TCAS FAULT**

Ident.: 9-ME-NAV-00003602.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-OVERSPEED - OVERSPEED

ECAM Alert: **OVERSPEED**

Ident.: 9-ME-OVERSPEED-00003604.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL



ECAM Alert: **RECORDER DFDR FAULT**

Ident.: 9-ME-RECORDER-00003605.0000004 / 25 MAR 2025
Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJH to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJH to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 31-30-05 Flight Data Interface (FDIU or FDIU Flight Data Interface function)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-RECORDER - RECORDER

ECAM Alert: **RECORDER SYS FAULT**

Ident.: 9-ME-RECORDER-00003607.0000002 / 25 MAR 2025
Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 31-30-05 Flight Data Interface (FDIU or FDI MU Flight Data Interface function)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-SMOKE - SMOKE

ECAM Alert: **SMOKE AFT CARGO SMOKE**

Ident.: 9-ME-SMOKE-00003608.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **SMOKE AFT CRG BTL FAULT**

Ident.: 9-ME-SMOKE-00003609.0000001 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-SMOKE - SMOKE

ECAM Alert: SMOKE FWD CRG BTL FAULT

Ident.: 9-ME-SMOKE-00003612.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 DET FAULT

Ident.: 9-ME-SMOKE-00003614.0000200 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-SMOKE - SMOKE

ECAM Alert: **SMOKE LAVATORY DET FAULT**

Ident.: 9-ME-SMOKE-00003615.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	Refer to Item 26-17-01 Lavatory Smoke Detection System

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-SURV - SURV

*ECAM Alert: **SURV ROW/ROP LOST***

Ident.: 9-ME-SURV-00003619.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	<i>Refer to Item 34-40-10 ROW/ROP Function</i>



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
ME - MEL ENTRIES
ME-T.O - T.O

ECAM Alert: **T.O RWY TOO SHORT**

Ident.: 9-ME-T.O-00013164.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the liftoff distance is more than the available runway length when the flight crew presses the T.O CONFIG pb.	Not related to MEL

ECAM Alert: **T.O RWY TOO SHORT**

Ident.: 9-ME-T.O-00013165.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

AIRCRAFT STATUS	CONDITION OF DISPATCH
If the liftoff distance is more than the available runway length when the engines are set to takeoff power.	Not related to MEL

ECAM Alert: **T.O SPEEDS NOT INSERTED**

Ident.: 9-ME-T.O-00003620.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-T.O - T.O

ECAM Alert: **T.O V1/VR/V2 DISAGREE**

Ident.: 9-ME-T.O-00003622.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL



ECAM Alert: **VENT AVNCS SYS FAULT**

Ident.: 9-ME-VENT-00003623.0000001 / 25 MAR 2025

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 Bypass Valve
If the avionics skin exchanger outlet bypass valve is affected.	Refer to Item 21-26-07 Avionics Skin Exchanger Outlet Bypass 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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-VENT - VENT

ECAM Alert: **VENT SKIN VALVE FAULT**

Ident.: 9-ME-VENT-00003629.0000001 / 25 MAR 2025
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Outlet valve determined faulty on the <u>CAB PRESS</u> SD page	Refer to Item 21-26-04 Avionics Skin Air Outlet Valve
Inlet valve determined faulty on the <u>CAB PRESS</u> SD page	Refer to Item 21-26-05 Avionics Skin Air Inlet Valve

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-WHELL - WHEEL

ECAM Alert: **WHEEL HYD SEL FAULT**

Ident.: 9-ME-WHELL-00003630.0000001 / 25 MAR 2025

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	NO DISPATCH

ECAM Alert: **WHEEL N/W STRG FAULT**

Ident.: 9-ME-WHELL-00003631.0000001 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-WINDSHEAR - WINDSHEAR

ECAM Alert: **WINDSHEAR DET FAULT**

Ident.: 9-ME-WINDSHEAR-00003633.0000001 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIRN

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 22-60-03 Reactive Windshear Detection Function

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST ME - MEL ENTRIES ME-WING ANTI ICE - WING ANTI ICE

ECAM Alert: **WING A.ICE L(R) HI PR**

Ident.: 9-ME-WING ANTI ICE-00003634.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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 / 25 MAR 2025
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) <u>MAINTENANCE</u> Message	A
21-00-02 ZONE CONT <u>MAINTENANCE</u> Message	B
21-00-04 TEMP CTL 1(2) <u>MAINTENANCE</u> Message	C
21-00-05 CPC 1(2) <u>MAINTENANCE</u> Message	D

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

Indications on SD pages**Indications on the BLEED SD page**

21-07-01-01 Pack Outlet Temperature Indication on the <u>BLEED</u> SD page	A
21-07-01-02 Pack Turbine Bypass Valve Position Indication on the <u>BLEED</u> SD page	B
21-07-01-03 Pack Compressor Outlet Temperature Indication on the <u>BLEED</u> SD page	C
21-07-01-04 Pack Flow Indication on the <u>BLEED</u> SD page	D
21-07-01-05 Pack Flow Control Valve Position Indication on the <u>BLEED</u> SD page	E
21-07-01-06 Emergency Ram Air Inlet Indication on the <u>BLEED</u> SD page	F

Indications on the CAB PRESS SD page

21-07-02-01 INLET and EXTRACT Indications on the <u>CAB PRESS</u> SD page	A
21-07-02-02 Pressure Safety Valves Position Indication on the <u>CAB PRESS</u> SD page	B
21-07-02-03 Pack 1 and 2 Indications on the <u>CAB PRESS</u> SD page	C

Indications on the COND SD page

21-07-03-01 Indications on the <u>COND</u> SD page	A

Indications on the CRUISE SD page

21-07-04-01 Indications on the <u>CRUISE</u> 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

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

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

SURV Overhead Panel

22-01-02-01 T.O SURV pb-sw OFF light	A
22-01-02-31 T.O SURV pb-sw	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 VHF's installed) B

Speech Communication

23-10-01 HF Voice A

23-10-02 VHF Voice (3 VHF's installed) B

Radio Management

23-13-01 Radio Management Panel (RMP) A

23-13-02 RMP Selection Key B

23-13-03 RMP Key C

23-13-04 RMP Reception knob D

DLH A320FAMILY FLEET LHX

OM-B

9-MI-PLP-TOC P 6/44

23 JUN 2025

**Data Transmission and Automatic Calling**

23-20-01 ACARS <A>	A
23-20-04 VHF Datalink <A>	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
23-51-08 Audio Management Unit Side	G

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
23-73-02-02 Lavatory DEU A	B

DEU B

23-73-03-01 Cabin DEU B	A

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
23-74-02 EMER pb on the Hardkey FAP Sub-panel	B
23-74-03 Other Controls on the Hardkey FAP Sub-panel	C
23-74-04 PTP Display Unit	D



23-74-05 Door Bottle Pressure Monitoring on the PTP	E
23-74-06 Door Bottle Pressure Monitoring on the FAP	F
23-74-07 Slide Pressure Monitoring on the PTP	G
23-74-08 Slide Pressure Monitoring on the FAP	H
23-74-09 Area Call Panel	I
23-74-10 Attendant Indication Panel (AIP)	J
23-74-11 Additional Attendant Panel (AAP) 	K
23-74-12 CIDS Caution Light of the Forward Attendant Panel	L
23-74-13 Lighting Module of the Forward Attendant Panel	M

9-MI-24 Electrical Power**MAINTENANCE Messages on the STATUS SD page**

24-00-01 DC BUS TIE <u>MAINTENANCE</u> Message	A
24-00-03 AC GEN <u>MAINTENANCE</u> 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 <u>ELEC</u> SD page	A

24-07-02 DC Generation Indications on the ELEC SD page
24-07-03 AC ESS BUS SHED Indication on the ELEC SD page

B
C

ECAM Alerts

24-09-01 **ELEC AC ESS BUS SHED** Alert
24-09-02 **C/BTRIPPED** Alert
24-09-03 **ELEC IDG 1(2) OIL LO LVL** Alert
24-09-04 **ELEC IDG 1(2) FILTER CLOG** Alert

A |
B
C |
D |

AC Main Generation

24-22-01 AC Main Generation (IDG, GCU, Line Contactor)
24-22-02 AC Bus Tie Control Function

A
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
24-24-02 RAT Extension Automatic Control
24-24-03 RAT Extension Manual Control

A
B
C

AC Essential Generation Switching

24-25-01 Manual Transfer to the AC BUS 2 (ALTN Function)
24-25-02 Automatic Transfer to the AC BUS 2

A
B

Galley and Commercial Supply System

24-26-01 Galley Automatic Load Shed System
24-26-02 Galley Manual Load Shed System (GALLEY pb-sw)
24-26-03 Commercial Supply System

A
B
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**MAINTENANCE Messages on the STATUS SD page**

25-00-01 ELT <u>MAINTENANCE</u> Message	A

Indications on the DOOR/OXY SD page

25-07-01 Cabin Door Slide Permanently Indicated Armed on the <u>DOOR/OXY</u> SD page	A
25-07-02 Cabin Door Slide Permanently Indicated Not Armed on the <u>DOOR/OXY</u> SD page	B
25-07-03 Cabin Overwing Exit Slide Permanently Indicated Armed on the <u>DOOR/OXY</u> SD page	C
25-07-04 Cabin Overwing Exit Slide Permanently Indicated Not Armed on the <u>DOOR/OXY</u> 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

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 (if installed)	E
25-65-06 Fireproof Gloves	F
25-65-07 Megaphone	G
25-65-08 Low Frequency - Underwater Locator Beacon (LF-ULB)	H
25-65-09 Emergency Locator Transmitter - Distress Tracking (ELT-DT)	I
Floatation and Survival Equipment	
25-66-01 Life Vest	A
9-MI-26 Fire Protection	
MAINTENANCE Message on the STATUS SD page	
26-00-01 SDCU <u>MAINTENANCE</u> 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

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

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 <u>MAINTENANCE</u> Message	A
27-00-02 SFCS <u>MAINTENANCE</u> Message	B
27-00-03 SLAT SYNCH 1(2) <u>MAINTENANCE</u> Message	C
27-00-04 FLAP SYNCH 1(2) <u>MAINTENANCE</u> 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 <u>F/CTL</u> SD page	A
27-07-02 Aileron Position Indication on the <u>F/CTL</u> SD page	B
27-07-03 Elevator Actuator Indication on the <u>F/CTL</u> SD page	C
27-07-04 Elevator Position Indication on the <u>F/CTL</u> SD page	D
27-07-05 Pitch Trim Position Indication on the <u>F/CTL</u> SD page	E
27-07-06 Rudder Position Indication on the <u>F/CTL</u> SD page	F
27-07-07 Rudder Trim Position Indication on the <u>F/CTL</u> SD page	G
27-07-08 Rudder Travel Limiter Position Indication on the <u>F/CTL</u> SD page	H
27-07-09 ELAC Indication on the <u>F/CTL</u> SD page	I
27-07-10 SEC Indication on the <u>F/CTL</u> SD page	J
27-07-11 Spoilers/Speedbrakes Indication on the <u>F/CTL</u> SD page	K

27-07-12 Spoilers/Speedbrakes Indication on the <u>WHEEL</u> 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 SIDE STICK 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 <u>MAINTENANCE</u> 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 CTR TK MODE SEL pb-sw FAULT light	G

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 <u>FUEL</u> SD page	A
28-07-01-02 Fuel Quantity Indication (FQI) in Degraded Mode on the <u>FUEL</u> SD page	B
28-07-01-03 Outer Tank Fuel Quantity Indication on the <u>FUEL</u> SD page	C
28-07-01-04 Inner Tank Fuel Quantity Indication on the <u>FUEL</u> SD page	D
28-07-01-05 Center Tank Fuel Quantity Indication on the <u>FUEL</u> SD page	E

Fuel Temperature Indications on the FUEL SD page

28-07-02-01 Fuel Temperature Indication on the <u>FUEL</u> SD page	A

Tank Pump Indications on the FUEL SD page

28-07-03-01 Wing Tank Pump Indication on the <u>FUEL</u> SD page	A
28-07-03-02 Center Tank Pump Indication on the <u>FUEL</u> SD page	B

Valve Indications on the FUEL SD page

28-07-04-01 Engine LP Fuel Valve Indication on the <u>FUEL</u> SD page	A
28-07-04-02 APU LP Fuel Valve Indication on the <u>FUEL</u> SD page	B
28-07-04-03 Crossfeed Valve Indication on the <u>FUEL</u> SD page	C
28-07-04-04 Wing Transfer Valve Indication on the <u>FUEL</u> SD page	D
28-07-04-05 Center Tank Transfer Valve Indication on the <u>FUEL</u> SD page	E

Fuel Flow Indication on the FUEL SD page	
28-07-05-01 Fuel Flow 1+2 Indication on the <u>FUEL</u> SD page	A
Fuel Used Indication on the FUEL SD page	
28-07-06-01 Fuel Used Indication on the <u>FUEL</u> SD page	A
28-07-06-02 Fuel Used 1+2 Indication on the <u>FUEL</u> 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
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
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

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
28-46-04 Low Level Detection System in the Inner Tank	C

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 <u>HYD</u> SD page	A
29-07-02 Pump Indication on the <u>HYD</u> SD page	B
29-07-03 Fire Valve Indication on the <u>HYD</u> SD page	C
29-07-04 PTU Indication on the <u>HYD</u> SD page	D
29-07-05 Reservoir Quantity Indication on the <u>HYD</u> SD page	E
29-07-06 RAT Indication on the <u>HYD</u> SD page	F
29-07-07 System Label Indication on the <u>HYD</u> SD page	G
29-07-08 System Pressure Indication on the <u>HYD</u> SD page	H
29-07-09 Vertical Link Indication (G/B/Y) on the <u>HYD</u> 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 <u>MAINTENANCE</u> 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 <u>BLEED</u> SD page	A
30-07-02 Arrow Indication on the <u>BLEED</u> 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 <u>MAINTENANCE</u> Message 	A
31-00-02 ACMS <u>MAINTENANCE</u> Message	B
31-00-03 DAR <u>MAINTENANCE</u> Message 	C
31-00-04 CFDIU <u>MAINTENANCE</u> Message	D
31-00-05 DMC 1/3 <u>MAINTENANCE</u> Message	E
31-00-06 DMC 2/3 <u>MAINTENANCE</u> Message	F
31-00-07 DFDR ACCEL <u>MAINTENANCE</u> Message 	G
31-00-08 CVDR2 <u>MAINTENANCE</u> 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) <A>	B
31-30-03 Digital Flight Data Recorder (DFDR)	C
31-30-04 Data Management (DMU or FDMU Data Management function)	D
31-30-05 Flight Data Interface (FDIU or FDMU Flight Data Interface function)	E
31-30-06 Quick Access Recorder (QAR) <A>	F
31-30-07 Printer <A>	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
31-38-04 Airborne Data Loading Unit (ADLU)	D
31-38-05 Data Loading Selector Unit (DLSU)	E
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 <u>WHEEL</u> SD page	A
32-07-02 L/G Position Indication on the <u>WHEEL</u> SD page	B
32-07-03 L/G Doors Position Indication on the <u>WHEEL</u> SD page	C
32-07-04 L/G CTL Indication on the <u>WHEEL</u> SD page	D
32-07-05 UP LOCK Indication on the <u>WHEEL</u> SD page	E
32-07-06 [Y] N/W STEERING Indication on the <u>WHEEL</u> SD page	F
32-07-07 Tire Pressure Indication  on the <u>WHEEL</u> SD page	G
32-07-08 ANTI SKID Indication on the <u>WHEEL</u> SD page	H
32-07-09 AUTO BRK Indication on the <u>WHEEL</u> SD page	I
32-07-10 [G] NORM BRK Indication on the <u>WHEEL</u> SD page	J
32-07-11 Release Brake Indication on the <u>WHEEL</u> SD page	K

32-07-12 ACCU PRESS/ACCU ONLY Indication on the WHEEL SD page L32-07-13 [Y] ALTN BRK Indication on the WHEEL SD page M**ECAM Alerts**32-09-01 **BRAKES-NWS 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

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

Cargo and Service Compartment Lighting

33-30-01 Cargo and Service Compartment Lighting System	A

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
33-51-02 Exit Location Sign in the Main Aisle	B
33-51-03 Overhead Emergency Lighting System in the Main Aisle	C
33-51-04 Overhead Emergency Lighting System in the Cabin Door Vicinity	D
33-51-05 Floor Proximity Emergency Escape Path Marking System	E
33-51-07 Floor Proximity Emergency Escape Path Marking System Exit Marker	F
33-51-08 Overwing Emergency light	G
33-51-09 Overwing Exit Handle light	H
33-51-10 Escape Slide Lighting	I
33-51-11 Lavatory Auxiliary light	J
33-51-12 BAT TEST pb on the PTP	K
33-51-13 SYS TEST pb on the PTP	L

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
34-00-04 LDG SURV MAINTENANCE Message	C

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 Nav aids 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 Nav aids 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
34-30-06 FLS	B

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 <A>	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 <A>	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) <A>	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 <u>DOOR/OXY</u> SD page	A
35-07-02 Crew Oxygen REGUL LO PR Indication on the <u>DOOR/OXY</u> 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

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

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 <u>BLEED</u> SD page	A
36-07-02 Engine Bleed Valve Indication on the <u>BLEED</u> SD page	B
36-07-03 Engine Bleed HP Valve Indication on the <u>BLEED</u> SD page	C
36-07-04 Engine Bleed Precooler Inlet Pressure Indication on the <u>BLEED</u> SD page	D
36-07-05 Engine Bleed Precooler Outlet Temperature Indication on the <u>BLEED</u> SD page	E



36-07-06 X Bleed Valve Indication on the <u>BLEED</u> 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	
MAINTENANCE Message on the STATUS SD page	
46-00-01 AOIP DATA <u>MAINTENANCE</u> Message <A>	A

**Aircraft Information Network Systems****Aircraft EFB System**

46-11-01-01 Aircraft EFB System	A
46-11-01-02 EFB Docking Station <A>	B
46-11-01-03 EFB Mounting Device <A>	C
46-11-01-04 EFB Power Connection <A>	D
46-11-01-05 Maintenance Device <A>	E

Aircraft EFB System Functionality

46-11-02-01 EFB Flight Crew Application	A
46-11-02-02 Video Transfer Function <A>	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 <A>	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) <A>	B
46-21-03 ATC MSG pb <A>	C
46-21-04 ATC Datalink <A>	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 <u>MAINTENANCE</u> 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 <u>APU</u> 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 <u>DOOR/OXY</u> SD page	A
52-07-02 Cabin Door Permanently Indicated Closed on the <u>DOOR/OXY</u> SD page	B
52-07-03 Cabin Overwing Exit Permanently Indicated Open on the <u>DOOR/OXY</u> SD page	C
52-07-04 Cabin Overwing Exit Permanently Indicated Closed on the <u>DOOR/OXY</u> SD page	D
52-07-05 Cargo Door Indication on the <u>DOOR/OXY</u> SD page	E
52-07-06 Avionics Compartment Access Door Indication on the <u>DOOR/OXY</u> SD page	F

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



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

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
52-51-07 CDLS Deadbolt	F
52-51-08 Cockpit Door Latch Mechanism (Mechanical Latches)	G
52-51-09 Cockpit Door Handle (including Bellcranks Linkage)	H

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

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 <u>MAINTENANCE</u> Message	A
70-00-02 ENG EIU <u>MAINTENANCE</u> Message	B
70-00-03 ENG EVMU <u>MAINTENANCE</u> Message	C

9-MI-71 Power Plant

ECAM Alerts

71-09-01 <u>ENG 1(2) FAN COWL NOT CLSD</u> Alert	A

Fan Cowl Loss Prevention Mechanical System

71-13-01 Fan Cowl Loss Prevention Mechanical System	A

9-MI-73 Engine Fuel and Control

Indications on the ENGINE SD page

73-07-01 F. USED Indication on the <u>ENGINE</u> SD page	A
73-07-02 Fuel Filter Clog Indication on the <u>ENGINE</u> SD page	B

Indications on the EWD

73-08-01 Fuel Flow Indication on the EWD	A

ECAM Alerts

73-09-01 <u>ENG 1(2) FUEL FILTER CLOG</u> Alert	A
73-09-02 <u>ENG 1(2) MINOR FAULT</u> Alert	B
73-09-04 <u>ENG 1(2) FUEL SENSOR FAULT</u> Alert	C
73-09-05 <u>ENG 1(2) HEAT SYS DEGRADED</u> Alert	D
73-09-06 <u>ENG 1(2) FUEL STRAINER CLOG</u> Alert	E
73-09-07 <u>ENG 1(2) HP FUEL VALVE</u> Alert	F
73-09-08 <u>ENG 1(2) FADEC IDENT FAULT</u> Alert	G
73-09-09 <u>ENG 1(2) FUEL FILTER - PARTLY CLOGGED</u> Alert	H

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 <u>ENGINE</u> 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
75-24-02 FADEC Blower	B
75-24-03 Low Pressure Turbine Active Clearance Control (LPTACC) Valve	C
75-24-04 High Pressure Turbine Active Clearance Control (HPTACC) Valve	D

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 <u>CRUISE</u> SD page	A
77-07-01-02 N2 Vibration Indication on the <u>CRUISE</u> SD page	B
77-07-01-03 F. USED (Fuel Used) Indication on the <u>CRUISE</u> SD page	C
77-07-01-04 OIL QT (Oil Quantity) Indication on the <u>CRUISE</u> SD page	D

Indications on the ENGINE SD page

77-07-02-01 Engine Bleed Pressure Indication on the <u>ENGINE</u> SD page	A
77-07-02-02 Fuel Filter Clog Indication on the <u>ENGINE</u> SD page	B
77-07-02-03 Fuel Used Indication on the <u>ENGINE</u> SD page	C
77-07-02-04 Nacelle Temperature Indication on the <u>ENGINE</u> SD page	D
77-07-02-05 N1 Vibration Indication on the <u>ENGINE</u> SD page	E
77-07-02-06 N2 Vibration Indication on the <u>ENGINE</u> SD page	F
77-07-02-07 Oil Filter Clog Indication on the <u>ENGINE</u> SD page	G
77-07-02-08 Oil Pressure Indication on the <u>ENGINE</u> SD page	H
77-07-02-09 Oil Quantity Indication on the <u>ENGINE</u> SD page	I
77-07-02-10 Oil Temperature Indication on the <u>ENGINE</u> SD page	J
77-07-02-11 Selected Igniter Indication on the <u>ENGINE</u> SD page	K
77-07-02-12 Start Valve Position Indication on the <u>ENGINE</u> 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 <u>ENGINE</u> SD page	A
79-07-02 Oil Pressure Indication and Advisory on the <u>ENGINE</u> SD page	B
79-07-03 Oil Quantity Indication on the <u>ENGINE</u> SD page	C
79-07-04 Oil Temperature Indication on the <u>ENGINE</u> 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 <u>ENGINE</u> 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
9-MI-21-01-04 21-01-04-03 BLOWER pb-sw OVRD light	Added new item
9-MI-21-01-04 21-01-04-05 EXTRACT pb-sw OVRD light	Added new item
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-22-01-02 22-01-02-01 T.O SURV pb-sw OFF light	new MI added Take Off Surveillance (TOS2) function will be introduced with commissioning of D-AIJP in 2025.
9-MI-22-01-02 22-01-02-31 T.O SURV pb-sw	new MI added Take Off Surveillance (TOS2) function will be introduced with commissioning of D-AIJP in 2025.
9-MI-23-13 23-13-01 Radio Management Panel (RMP)	added new dispatch condition A and B for A/C equipped with digital audio management system.
9-MI-23-13 23-13-03 RMP Key	added new MI for AC equipped with digital audio management system.
9-MI-23-13 23-13-04 RMP Reception Knob	added new MI for AC equipped with digital audio management system.
9-MI-23-20 23-20-04 VHF Datalink (If Installed)	Note adjusted.
9-MI-23-51 23-51-08 Audio Management Unit Side	added new MI for AC equipped with digital audio management system.
9-MI-23-73-05 23-73-05-03 Galley Loudspeaker	added new MI.
9-MI-24-09 24-09-01 ELEC AC ESS BUS SHED Alert	Changed rectification interval from '-' to 'C' for A/C without HF System.
9-MI-24-09 24-09-03 ELEC IDG 1(2) OIL LO LVL Alert	Introduction of MEL OPS Procedure 24-09-03C in order to comply with limitation on one engine taxi operations.
9-MI-24-09 24-09-04 ELEC IDG 1(2) FILTER CLOG Alert	Introduction of MEL OPS Procedure 24-09-04C in order to comply with limitation on one engine taxi operations.
9-MI-25-00 25-00-01 ELT MAINTENANCE Message	new MI added. ELT Autonomous Distress Tracking (ADT) system will be introduced with commissioning of D-AIJP in 2025.
9-MI-25-20 25-20-05 Passenger Seat Armrest	Dispatch Condition A is no longer applicable in the event of a missing armrest. If an armrest is missing, Dispatch Condition E shall apply.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
9-MI-25-20 25-20-05 Passenger Seat Armrest	Addition of an operational procedure in order to clarify which seat(s) must be considered inoperative when the armrest is missing.
9-MI-25-20 25-20-05 Passenger Seat Armrest	Dispatch Condition A is no longer applicable in the event of a missing armrest. If an armrest is missing, Dispatch Condition E shall apply.
9-MI-25-20 25-20-05 Passenger Seat Armrest	Addition of an operational procedure in order to clarify which seat(s) must be considered inoperative when the armrest is missing.
9-MI-25-20 25-20-07 Passenger Seat Meal Table	MMEL dispatch condition 25-20-07D is divided into two dispatch conditions: 25-20-07D for missing meal table(s) that are backseat mounted and 25-20-07E for missing meal table(s) that are in-armrest mounted.
9-MI-25-20 25-20-07 Passenger Seat Meal Table	MMEL dispatch condition 25-20-07D is divided into two dispatch conditions: 25-20-07D for missing meal table(s) that are backseat mounted and 25-20-07E for missing meal table(s) that are in-armrest mounted.
9-MI-25-20 25-20-07 Passenger Seat Meal Table	MMEL dispatch condition 25-20-07D is divided into two dispatch conditions: 25-20-07D for missing meal table(s) that are backseat mounted and 25-20-07E for missing meal table(s) that are in-armrest mounted.
9-MI-25-20 25-20-07 Passenger Seat Meal Table	MMEL dispatch condition 25-20-07D is divided into two dispatch conditions: 25-20-07D for missing meal table(s) that are backseat mounted and 25-20-07E for missing meal table(s) that are in-armrest mounted.
9-MI-25-20 25-20-09 Cabin Attendant Seat A319	Removed Dispatch-Condition "B": a inoperative required CAS can only be dispatched under condition "C".
9-MI-25-20 25-20-09 Cabin Attendant Seat A320 (168CM)	Only specific required CAS inoperative can be substituted by a non-required CAS.
9-MI-25-20 25-20-09 Cabin Attendant Seat A320 (180CM)	Only specific required CAS inoperative can be substituted by a non-required CAS.
9-MI-25-20 25-20-09 Cabin Attendant Seat A321 (200CM)	Only specific required CAS inoperative can be substituted by a non-required CAS.
9-MI-25-50 25-50-06 Cargo Compartment Restraint Components (Nets, Attach Points, Stanchions)	Revised wording for GOM and ATM.
9-MI-25-50 25-50-08 Container Locks	Revised wording for GOM and ATM.
9-MI-25-64 25-64-02 Emergency Medical Kit (If Installed)	Revised for fleet harmonization.
9-MI-25-65 25-65-05 Automatic Emergency Locator Transmitter (if installed)	added new dispatch conditions for A/C equipped with ELT ADT "Autonomous Distress Tracking" System.
9-MI-25-65 25-65-09 Emergency Locator Transmitter - Distress Tracking (ELT-DT)	new MI added. ELT Autonomous Distress Tracking (ADT) system will be introduced with commissioning of D-AJIP in 2025.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
9-MI-26-16 26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments	Removal of the note regarding the CIDS Smoke Detection Function
9-MI-26-17 26-17-01 Lavatory Smoke Detection System	Removal of the note regarding CIDS Smoke Detection Function
9-MI-26-23 26-23-01 Cargo Agent Bottle	Removal of the note regarding CIDS Smoke Detection Function. Added reference to MEL Ops Procedure.
9-MI-28-01-01 28-01-01-07 CTR TK MODE SEL pb-sw FAULT light	Correction of the name of the pb-sw from "FUEL MODE SEL pb-sw" to "CTR TK MODE SEL pb-sw".
9-MI-28-01-01 28-01-01-07 CTR TK MODE SEL pb-sw FAULT light	Correction of the name of the pb-sw from "FUEL MODE SEL pb-sw" to "CTR TK MODE SEL pb-sw".
9-MI-29-24 29-24-01 Yellow System Electric Pump	Added HANDICAP.
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-30-21 30-21-01 Engine Anti-Ice Valve	added dispatch condition for A/C equipped with LEAP Engines.
9-MI-31-38 31-38-04 Airborne Data Loading Unit (ADLU)	new MI added. Airborne Data Loading Unit will be introduced with commissioning of D-AIJP in 2025
9-MI-32-42 32-42-03 Braking/Steering Control Unit (BSCU) Channel 1 / System 1	New solution created for the introduction of BSCU L4.11 software standard. MEL OPS Procedure added.
9-MI-32-42 32-42-04 Braking/Steering Control Unit (BSCU) Channel 2 / System 2	New solution created for the introduction of BSCU L4.11 software standard. MEL OPS Procedure added.
9-MI-32-44 32-44-01 Yellow System Brake	Added Note for repetitive maintenance action.
9-MI-32-44 32-44-01 Yellow System Brake	Added Note for repetitive maintenance action.
9-MI-32-44 32-44-01 Yellow System Brake	Added Note for repetitive maintenance action.
9-MI-32-45 32-45-01 Parking Brake Control Valve Electrical Motor	Introduction of operational procedure associated with one engine taxi operations.
9-MI-34-00 34-00-04 LDG SURV MAINTENANCE Message	added new MI for A/C with GPWS ALTSM function activated

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
9-MI-34-50 34-50-09 Global Positioning System (GPS) (If Installed)	new dispatch conditions E, F, G added for aircraft with ILS marker function integrated in MMR now.
9-MI-34-50 34-50-09 Global Positioning System (GPS) (If Installed)	new dispatch conditions E, F, G added for aircraft with ILS marker function integrated in MMR now.
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
9-MI-46-00 46-00-01 AOIP DATA MAINTENANCE Message (If Installed)	Added new Item for A/C equipped with LEAP Engines
9-MI-46-11-02 46-11-02-01 EFB Flight Crew Application	Revised due to usage of Flysmart performance calculation.
9-MI-52-30 52-30-03 Cargo Door Electrical Control	Added HANDICAP.
9-MI-56-10 56-10-02 Lateral Fixed/Sliding Window	Wording clarification on the number of lateral window that may have cracked damage on the outer ply.
9-MI-70-00 70-00-01 ENG FADEC MAINTENANCE Message	added dispatch conditions A to C for A/C equipped with LEAP Engines.
9-MI-71-13 71-13-01 Fan Cowl Loss Prevention Mechanical System	added new MI for AC equipped with LEAP Engines.
9-MI-73-09 73-09-04 ENG 1(2) FUEL SENSOR FAULT Alert	added dispatch conditions A to E for A/C equipped with LEAP Engines.
9-MI-73-09 73-09-06 ENG 1(2) FUEL STRAINER CLOG Alert	added new MI for AC equipped with LEAP Engines.
9-MI-73-09 73-09-07 ENG 1(2) HP FUEL VALVE Alert	added new MI for AC equipped with LEAP Engines.



Localization Title	Reason
9-MI-73-09 73-09-08 ENG 1(2) FADEC IDENT FAULT Alert	added new MI for AC equipped with LEAP Engines.
9-MI-73-09 73-09-09 ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert	added dispatch conditions for A/C equipped with LEAP Engines.
9-MI-75-24 75-24-02 FADEC Blower	added new MI for AC equipped with LEAP Engines.
9-MI-75-24 75-24-03 LPTACC Valve	added new MI for AC equipped with LEAP Engines.
9-MI-75-24 75-24-04 HPTACC Valve	added new MI for AC equipped with LEAP Engines.
9-MI-79-09 79-09-05 ENG 1(2) OIL SENSOR FAULT Alert	added new dispatch conditions A to C for A/C equipped with LEAP Engine.
9-MI-79-09 79-09-05 ENG 1(2) OIL SENSOR FAULT Alert	added new dispatch conditions A to C for A/C equipped with LEAP Engine.
9-MI-79-09 79-09-06 ENG 1(2) OIL CHIP DETECTED Alert	added new dispatch condition for A/C equipped with LEAP Engine.

**21-00-01****PACK 1(2) MAINTENANCE Message**

Ident.: 9-MI-21-00-00003649.0000001 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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.**21-00-04****TEMP CTL 1(2) MAINTENANCE Message**

Ident.: 9-MI-21-00-00003652.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-01 - OVERHEAD PANELS

21-01-01-04	HOT AIR pb-sw OFF light

Ident.: 9-MI-21-01-01-00003657.0000001 / 25 MAR 2025

Applicable to: ALL

21-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-01 - OVERHEAD PANELS

CABIN PRESS OVERHEAD PANEL

21-01-02-01	CABIN PRESS MODE SEL pb-sw FAULT light

Ident.: 9-MI-21-01-02-00003658.0000001 / 25 MAR 2025
Applicable to: ALL

21-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-01 - OVERHEAD PANELS

CARGO VENT OVERHEAD PANEL

21-01-03-02	AFT ISOL VALVE pb-sw FAULT light

Ident.: 9-MI-21-01-03-00003659.0000001 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ

21-01-03-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	Yes	-

May be inoperative.

VENTILATION OVERHEAD PANEL

21-01-04-01	CAB FANS pb-sw OFF light

Ident.: 9-MI-21-01-04-00003660.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-01 - OVERHEAD PANELS

21-01-04-04	EXTRACT pb-sw FAULT light

Ident.: 9-MI-21-01-04-00003662.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-07 - INDICATIONS ON SD PAGES

INDICATIONS ON THE BLEED SD PAGE

21-07-01-01	Pack Outlet Temperature Indication on the <u>BLEED</u> SD page

Ident.: 9-MI-21-07-01-00003669.0000001 / 25 MAR 2025

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 <u>BLEED</u> SD page

Ident.: 9-MI-21-07-01-00003670.0000001 / 25 MAR 2025

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 <u>BLEED</u> SD page

Ident.: 9-MI-21-07-01-00003671.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-07 - INDICATIONS ON SD PAGES

INDICATIONS ON THE CAB PRESS SD PAGE

21-07-02-01	INLET and EXTRACT Indications on the <u>CAB PRESS</u> SD page

Ident.: 9-MI-21-07-02-00003675.0000001 / 25 MAR 2025
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 <u>CAB PRESS</u> SD page

Ident.: 9-MI-21-07-02-00003676.0000001 / 25 MAR 2025
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 <u>CAB PRESS</u> SD page

Ident.: 9-MI-21-07-02-00003677.0000001 / 25 MAR 2025
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-07 - INDICATIONS ON SD PAGES

INDICATIONS ON THE COND SD PAGE

21-07-03-01	Indications on the <u>COND</u> SD page

Ident.: 9-MI-21-07-03-00003678.0000001 / 25 MAR 2025
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-07 - INDICATIONS ON SD PAGES

INDICATIONS ON THE CRUISE SD PAGE

21-07-04-01	Indications on the <u>CRUISE</u> SD page

Ident.: 9-MI-21-07-04-00003680.0000001 / 25 MAR 2025
Applicable to: ALL

21-07-04-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	0	No	-

Cabin and cockpit zone indications may be inoperative.



21-09-01

VENT BLOWER FAULT Alert

Ident.: 9-MI-21-09-00003681.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

Note: During ground operations, correct avionics ventilation should be provided.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-09 - ECAM ALERTS

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 / 25 MAR 2025

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 / 25 MAR 2025
Applicable to: ALL

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



21-23-01

Lavatory and Galley Extraction Fan

Ident.: 9-MI-21-23-00003689.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

21-23-01B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

(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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-26 - AVIONICS EQUIPMENT VENTILATION

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 / 25 MAR 2025
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-26 - AVIONICS EQUIPMENT VENTILATION

21-26-03	Avionics Skin Exchanger Inlet Bypass Valve

Ident.: 9-MI-21-26-00003692.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-26 - AVIONICS EQUIPMENT VENTILATION

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 / 25 MAR 2025

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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-26 - AVIONICS EQUIPMENT VENTILATION

(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 / 25 MAR 2025 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-26 - AVIONICS EQUIPMENT VENTILATION

21-26-07	Avionics Skin Exchanger Outlet Bypass Valve

Ident.: 9-MI-21-26-00003696.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025	
Applicable to: ALL	

21-26-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ)

Applicable to: 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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ)

Applicable to: 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-28 - CARGO COMPARTMENT VENTILATION



- 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 / 25 MAR 2025

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 / 25 MAR 2025

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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-31 - PRESSURE CONTROL AND MONITORING

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

21-31-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

- (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



21-51-01

Pack Flow Control Valve

Ident.: 9-MI-21-51-00003711.0000001 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-52 - AIR COOLING SYSTEM

21-52-01	Air Conditioning Pack

Ident.: 9-MI-21-52-00003715.0000100 / 25 MAR 2025
Criteria: A320 (all ex. -AIQW)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-52 - AIR COOLING SYSTEM

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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

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 flight altitude is limited to 37000 ft (11200 m), and
- 3) The following alerts:
 - AIR PACK 1(2) REGUL FAULT
 - AIR COND CTL 1(2)-A FAULT
 - AIR COND CTL 1(2)-B FAULT
associated with the operative pack are not displayed on the EWD, and
- 4) The affected PACK 1(2) pb-sw is set to OFF, and
- 5) The speedbrakes are operative, and
- 6) The associated pack flow control valve is secured in the closed position.

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

21-52-01F With speedbrakes available for 'B' repair interval

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	2	1	Yes	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.

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 21-52-01F Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' 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-21-52-00003715.0000300 / 25 MAR 2025 Criteria: A320 (-AIQW) / A321 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-21-52-00003715.0000400 / 25 MAR 2025

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

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-21 - AIR CONDITIONING
MI-21-52 - AIR COOLING SYSTEM

- 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)

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-21 - AIR CONDITIONING
MI-21-52 - AIR COOLING SYSTEM**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 / 25 MAR 2025

Criteria: A319 (-AILY)

Applicable to: 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
C	2	1	Yes

COMPANY NOTES OPS affected
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
B	2	1	Yes

COMPANY NOTES OPS affected
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.



21-52-02

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 (-AILY) / A321

Applicable to: 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 / 25 MAR 2025

Applicable to: ALL

21-55-01A Ram air inlet deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

COMPANY NOTES OPS affected
-

(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
C	1	0	No

COMPANY NOTES OPS affected
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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-63 - COCKPIT AND CABIN TEMPERATURE CONTROL

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-63 - COCKPIT AND CABIN TEMPERATURE CONTROL

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

- 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

21-63-03

Hot Air Pressure Regulating Valve

Ident.: 9-MI-21-63-00003723.0000200 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-21 - AIR CONDITIONING MI-21-63 - COCKPIT AND CABIN TEMPERATURE CONTROL

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*

21-63-04	Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))

Ident.: 9-MI-21-63-00003724.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

21-63-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	2	0	Yes	-

(o) One or both may be inoperative.

Reference(s)

(o) Refer to OpsProc 21-63-05A Cockpit Heater

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-22 - AUTO FLIGHT MI-22-00 - "INOP SYS: CAT III DUAL" MESSAGE

22-00-01	"INOP SYS: CAT III DUAL" Message

Ident.: 9-MI-22-00-00003726.0000001 / 25 MAR 2025
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	COMPANY NOTES OPS affected
-	-	-	No	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 / 25 MAR 2025
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 / 25 MAR 2025
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.

SURV OVERHEAD PANEL

22-01-02-01

T.O SURV pb-sw OFF light

Ident.: 9-MI-22-01-02-00013157.00000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

22-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	Yes	-

May be inoperative.

22-01-02-31

T.O SURV pb-sw

Ident.: 9-MI-22-01-02-00013158.00000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

22-01-02-31A

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 22-01-02-31A T.O SURV pb-sw



22-05-01

AP Related Indications on the FMA

Ident.: 9-MI-22-05-00003729.0000001 / 25 MAR 2025

Applicable to: ALL

22-05-01A Inoperative on one FMA

Repair interval	Nbr installed	Nbr required	Placard
C	-	-	No

COMPANY NOTES OPS affected
-

(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
C	-	0	No

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL

22-05-02A Inoperative on one FMA

Repair interval	Nbr installed	Nbr required	Placard
C	-	-	No

COMPANY NOTES OPS affected
-

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-22 - AUTO FLIGHT
MI-22-10 - AUTOPILOT/FLIGHT DIRECTOR (AP/FD)

Reference(s)

(o) Refer to OpsProc 22-10-01A Autopilot (AP)

22-10-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

COMPANY NOTES
OPS affected
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 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM

22-10-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	Yes

COMPANY NOTES
OPS affected
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
C	2	0	Yes

COMPANY NOTES
OPS affected
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)



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-22 - AUTO FLIGHT
MI-22-10 - AUTOPILOT/FLIGHT DIRECTOR (AP/FD)

22-10-02

Flight Director (FD)

Ident.: 9-MI-22-10-00003734.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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)



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-22 - AUTO FLIGHT
MI-22-10 - AUTOPILOT/FLIGHT DIRECTOR (AP/FD)

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 / 25 MAR 2025

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST MI - MEL ITEMS

MI-22 - AUTO FLIGHT
MI-22-10 - AUTOPILOT/FLIGHT DIRECTOR (AP/FD)

22-10-07

Sticks and Rudder Pedals Locking Solenoid in AP Mode

Ident.: 9-MI-22-10-00003739.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

22-10-09A

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 22-10-09A Soft Go-Around Function*



22-30-01

Autothrust (A/THR)

Ident.: 9-MI-22-30-00003742.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

22-60-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

(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 / 25 MAR 2025

Applicable to: ALL

22-60-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-ABGP)

Applicable to: D-ABGP

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~~ 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~~ 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-22 - AUTO FLIGHT MI-22-70 - FLIGHT MANAGEMENT SYSTEM (FMS)

- 2) The flight remains within radio nav aids 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 nav aids)*

22-70-01D FMS 2 inoperative

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 flight remains within radio nav aids coverage.

Reference(s)

- (o) *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio nav aids)*

22-70-01	Flight Management System (FMS)
Ident.: 9-MI-22-70-00003749.0000001 / 25 MAR 2025 Criteria: A319 (-AILY) / A320 (-AIQW) / A321 Applicable to: D-AILY, D-AIQW, D-AIRN	

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 nav aids 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 nav aids)*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-22 - AUTO FLIGHT MI-22-70 - FLIGHT MANAGEMENT SYSTEM (FMS)

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 nav aids coverage.

Reference(s)

(o) Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio nav aids)

22-70-01	Flight Management System (FMS)

Ident.: 9-MI-22-70-00003749.00000002 / 25 MAR 2025

Criteria: A319 (all ex. -ABGP, -AILY)

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-ASTX

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 nav aids coverage.

Reference(s)

(o) Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio nav aids)

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 nav aids coverage.

Reference(s)

(o) Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio nav aids)

**22-70-01****Flight Management System (FMS)**

Ident.: 9-MI-22-70-00003749.0000003 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 nav aids coverage.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-22 - AUTO FLIGHT MI-22-70 - FLIGHT MANAGEMENT SYSTEM (FMS)

Reference(s)

- (o) Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio nav aids)

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 nav aids coverage.

Reference(s)

- (o) Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio nav aids)

22-70-02	Navigation Database

Ident.: 9-MI-22-70-00003750.0000001 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-22 - AUTO FLIGHT
MI-22-70 - FLIGHT MANAGEMENT SYSTEM (FMS)

22-70-03

Performance Information

Ident.: 9-MI-22-70-00003751.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)**Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJK, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX****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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-22 - AUTO FLIGHT
MI-22-81 - FLIGHT CONTROL UNIT (FCU)

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Applicable to: ALL

22-81-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	3	3	No	-

Must be operative.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-22 - AUTO FLIGHT
MI-22-81 - FLIGHT CONTROL UNIT (FCU)**22-81-01-05****V/S-FPA Selection knob**

Ident.: 9-MI-22-81-01-00003757.0000001 / 25 MAR 2025

Applicable to: ALL**22-81-01-05A**

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	Yes

COMPANY NOTES
OPS affected**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 / 25 MAR 2025

Applicable to: ALL**22-81-01-06A**

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

COMPANY NOTES
OPS affected**-**

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 / 25 MAR 2025

Applicable to: ALL**22-81-01-07A**

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

COMPANY NOTES
OPS affected**-**

May be inoperative provided that the SPD selection is operative.



**MINIMUM EQUIPMENT LIST
MI - MEL ITEMS**

MI-22 - AUTO FLIGHT
MI-22-81 - FLIGHT CONTROL UNIT (FCU)

22-81-01-08

METRIC ALT pb

Ident.: 9-MI-22-81-01-00003760.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-22 - AUTO FLIGHT
MI-22-81 - FLIGHT CONTROL UNIT (FCU)

22-81-01-11	Mode Engagement (LOC, EXPED, APPR) pb light Bars

Ident.: 9-MI-22-81-01-00003763.0000001 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-22 - AUTO FLIGHT
MI-22-81 - FLIGHT CONTROL UNIT (FCU)

22-81-02-04

FD pb

Ident.: 9-MI-22-81-02-00003767.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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-22-81-02-00003768.0000200 / 25 MAR 2025

Criteria: A320 (-AIIA, -AIJN to -AIJR)

Applicable to: D-AIIA, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

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)*

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-22 - AUTO FLIGHT
MI-22-81 - FLIGHT CONTROL UNIT (FCU)the associated FLS is considered inoperative. *Refer to 9-MI-34-30-06 FLS* **22-81-02-05****LS pb**

Ident.: 9-MI-22-81-02-00003768.0000300 / 25 MAR 2025

Criteria: A319 (all ex. -AIFY) / A320 (-AIB to -AID, -AIJC to -AIJM, -AINH, -AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIB, D-AIC, D-AID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-22 - AUTO FLIGHT
MI-22-81 - FLIGHT CONTROL UNIT (FCU)

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 / 25 MAR 2025

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 / 25 MAR 2025

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 Nav aids Indications on the ND



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-22 - AUTO FLIGHT
MI-22-81 - FLIGHT CONTROL UNIT (FCU)

22-81-02-10

ILS and FD pb light Bars

Ident.: 9-MI-22-81-02-00003773.0000001 / 25 MAR 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

Applicable to: D-AILY, D-AIQW, D-AIRN

22-81-03-01A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

COMPANY NOTES OPS affected
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
A	2	1	No

COMPANY NOTES OPS affected
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



22-81-03-01

FCU Channel

Ident.: 9-MI-22-81-03-00003775.0000200 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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



22-82-01

MCDU 1

Ident.: 9-MI-22-82-00003776.0000001 / 25 MAR 2025

Applicable to: **ALL**

22-82-01A Flight within nav aids 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 nav aids coverage.

Reference(s)

(o) *Refer to OpsProc 22-82-01A MCDU 1*

22-82-02

MCDU 2

Ident.: 9-MI-22-82-00003777.0000001 / 25 MAR 2025

Applicable to: **ALL**

22-82-02A Flight within nav aids 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 nav aids coverage.

Reference(s)

(o) *Refer to OpsProc 22-82-02A MCDU 2*

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-22 - AUTO FLIGHT MI-22-82 - MULTIPURPOSE CONTROL AND DISPLAY UNIT (MCDU)

22-82-04	MCDU Annunciator light 

Ident.: 9-MI-22-82-00003778.0000001 / 25 MAR 2025

Applicable to: ALL

22-82-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	0	Yes	-

One or more may be inoperative.



22-83-01

Flight Management and Guidance Computer (FMGC)

Ident.: 9-MI-22-83-00003779.0000100 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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,

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-22 - AUTO FLIGHT MI-22-83 - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC)

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)

22-83-01	Flight Management and Guidance Computer (FMGC)

Ident.: 9-MI-22-83-00003779.0000200 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

22-83-01A FMGC 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	Yes	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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-22 - AUTO FLIGHT MI-22-83 - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC)

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	COMPANY NOTES OPS affected
C	2	1	Yes	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)

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-00 - MAINTENANCE MESSAGE ON THE STATUS SD PAGE

23-00-01	CIDS 1(2) <u>MAINTENANCE</u> Message

Ident.: 9-MI-23-00-00003780.0000001 / 25 MAR 2025

Applicable to: ALL

23-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	-	No	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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

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 / 23 JUN 2025
Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

23-01-03-31A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

May be inoperative.



23-09-01

COMHF 1(2) EMITTING  Alert

Ident.: 9-MI-23-09-00003786.0000001 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -AIBK, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-ASTX

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 VHF's installed)

Ident.: 9-MI-23-09-00003787.0000001 / 25 MAR 2025

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 VHF's installed)

Reference(s)

(o) *Refer to OpsProc 23-09-02A COM VHF 1(2)(3) EMITTING Alert (3 VHF's installed)*



23-10-01

HF Voice

Ident.: 9-MI-23-10-00003788.0000001 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -AIBK, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-ASTX

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 VHF installed)

Ident.: 9-MI-23-10-00003790.0000100 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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)

23-10-02

VHF Voice (3 VHF's installed)

Ident.: 9-MI-23-10-00003790.0000200 / 23 JUN 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-10 - SPEECH COMMUNICATION



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)



23-13-01

Radio Management Panel (RMP)

Ident.: 9-MI-23-13-00003792.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AII C)

Applicable to: D-AIIA, D-AIIB, D-AIIC

23-13-01A RMP 1 or RMP 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	3	2	Yes	-

(o) RMP 1 or RMP 2 may be inoperative provided that:

- 1) The affected RMP is set to OFF, and
- 2) The crewmember on the affected side wears a boomset for the entire flight.

Reference(s)

(o) Refer to OpsProc 23-13-01A RMP (RMP 1 or RMP 2 Inoperative)

23-13-01B RMP 3 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	3	2	Yes	-

(o) RMP 3 may be inoperative provided that:

- 1) The RMP 3 is set to OFF, and
- 2) Alternate procedure is established and used for cockpit to ground communication, and
- 3) No crewmember on duty occupies the third occupant seat.

Reference(s)

(o) Refer to OpsProc 23-13-01B RMP (RMP 3 Inoperative)



23-13-01

Radio Management Panel (RMP)

Ident.: 9-MI-23-13-00003792.0000002 / 25 MAR 2025

Criteria: A319 (all ex. -AILY)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (-AILY) / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -AIBK, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AIBL to -AIBQ, -AILY) / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

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

23-13-03

RMP Key

Ident.: 9-MI-23-13-00013539.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

23-13-03A Affected RMP operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	-	Yes	-

- (o) One or more may be inoperative on each RMP, provided that:

- 1) The VHF 1 communication is checked operative on one RMP , and
- 2) The XPDR selection is checked operative on the RMP 1.

Reference(s)

- (o) *Refer to OpsProc 23-13-03A RMP Key (Affected RMP Operative)*

23-13-03B Affected RMP considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	-	Yes	-

One or more may be inoperative on one RMP, provided that the affected RMP is considered inoperative.

Refer to 9-MI-23-13-01 Radio Management Panel (RMP).



23-13-04

RMP Reception knob

Ident.: 9-MI-23-13-00013540.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

23-13-04A Affected RMP operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	-	Yes	-

One or more may be inoperative on each RMP, provided that:

- 1) The VHF 1 reception knob is operative on one RMP

23-13-04B Affected RMP considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	-	Yes	-

One or more may be inoperative on one RMP, provided that the affected RMP is considered inoperative.

Refer to 9-MI-23-13-01 Radio Management Panel (RMP).



23-20-01	ACARS

Ident.: 9-MI-23-20-00003794.0000001 / 25 MAR 2025
Criteria: A319 (-AILY) / A321
Applicable to: 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 (all ex. -AILY) / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 airspace.

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 (-AILY) / A321

Applicable to: D-AILY, D-AIRN

23-20-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative provided that ACARS is considered inoperative.

Refer to 9-MI-23-20-01 ACARS (If Installed)



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-23 - COMMUNICATIONS
MI-23-31 - PASSENGER ADDRESS SYSTEM

23-31-01

Passenger Address System

Ident.: 9-MI-23-31-00003797.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

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 / 25 MAR 2025

Applicable to: ALL

23-40-01A

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 23-40-01A Ground External Horn

23-40-02

Flight Crew Interphone System

Ident.: 9-MI-23-40-00003800.0000001 / 25 MAR 2025

Applicable to: ALL

23-40-02A

Repair interval	Nbr installed	Nbr required	Placard
-	1	1	No

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL

23-40-03A

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 23-40-03A Flight Crew to Ground Communication System



23-40-04	Service Interphone Jack

Ident.: 9-MI-23-40-00003802.0000001 / 25 MAR 2025

Applicable to: ALL

23-40-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	No	-

(o) One or more may be inoperative.

Reference(s)

(o) Refer to OpsProc 23-40-04A Service Interphone Jack



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-23 - COMMUNICATIONS
MI-23-51 - AUDIO MANAGEMENT

23-51-01	SELCAL Function

Ident.: 9-MI-23-51-00003803.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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-23-51-00003806.0000100 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.

23-51-04

Cockpit Loudspeaker

Ident.: 9-MI-23-51-00003806.0000200 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

23-51-04A One loudspeaker inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	Yes	-

One may be inoperative provided that the crewmember on the affected side wears a boomset for the entire flight.

23-51-04B Both loudspeakers inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	Yes	-

(o) Both may be inoperative provided that:

- 1) Both crewmembers wear a boomset for the entire flight, and
- 2) The third occupant boomset is checked operative.

Reference(s)

(o) Refer to OpsProc 23-51-04B Cockpit Loudspeaker (Both Loudspeakers Inoperative)



23-51-05

Cockpit Loudspeaker Volume Control

Ident.: 9-MI-23-51-00003807.0000001 / 25 MAR 2025

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-23-51-00003808.0000002 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

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 (non-transmitting) position provided that the INT/RAD sw on RMP 1, on RMP 2 and on RMP 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



23-51-06

Sidestick PTT sw

Ident.: 9-MI-23-51-00003808.0000001 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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

23-51-08

Audio Management Unit Side

Ident.: 9-MI-23-51-00013538.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

23-51-08A AMU side 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

- (o) AMU side 1 may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) RMP 1 is operative, and
- 3) RMP 1 XPDR1/TCAS backup control mode is checked operative.

Reference(s)

- (o) Refer to OpsProc 23-51-08A Audio Management Unit Side

23-51-08B AMU side 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

- (o) AMU side 2 may be inoperative provided that:
- 1) RMP 1 is operative, and
 - 2) RMP 1 XPDR1/TCAS backup control mode is checked operative.

Reference(s)

(o) *Refer to OpsProc 23-51-08B Audio Management Unit Side*

**23-52-01****CAPT and F/O ACP**

Ident.: 9-MI-23-52-00003809.0000001 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

23-52-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	Yes	-

(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 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

23-52-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.



23-52-05

ACP Transmission Key

Ident.: 9-MI-23-52-00003811.0000100 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -AIBK, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AIBL to -AIBQ, -AILY) / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-52 - AUDIO CONTROL PANEL (ACP)

23-52-06	ACP Reception knob

Ident.: 9-MI-23-52-00003812.0000100 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -AIBK, -ASTX)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-ASTX

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 / 23 JUN 2025
Criteria: A319 (-AIBL to -AIBQ, -AILY) / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-23 - COMMUNICATIONS
MI-23-52 - AUDIO CONTROL PANEL (ACP)

23-52-07

ACP Reception knob light

Ident.: 9-MI-23-52-00003813.0000001 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJJ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

23-52-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	No	-

One or more may be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-71 - COCKPIT VOICE RECORDER (CVR)

23-71-01	Cockpit Voice Recorder (CVR)

Ident.: 9-MI-23-71-00003814.0000001 / 25 MAR 2025
Applicable to: ALL

23-71-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	1	0	Yes	-

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 / 25 MAR 2025

Applicable to: ALL

23-72-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	Yes	-

(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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-73 - CABIN INTERCOMMUNICATION DATA SYSTEM

CABIN INTERCOMMUNICATION DATA SYSTEM (CIDS)

23-73-01-01	Cabin Intercommunication Data System (CIDS) Function
Ident.: 9-MI-23-73-01-00003816.0000100 / 23 JUN 2025 Criteria: A319 / A320 (all ex. -AIID, -AIQW) / A321 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AILY, D-AINH, D-AIRN, D-AIZJ, D-AIZM, D-ASTX	

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 / 23 JUN 2025 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-73 - CABIN INTERCOMMUNICATION DATA SYSTEM

DEU A

23-73-02-01	Cabin DEU A

Ident.: 9-MI-23-73-02-00003817.0000001 / 25 MAR 2025
Applicable to: ALL

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.

23-73-02-02	Lavatory DEU A

Ident.: 9-MI-23-73-02-00003819.0000001 / 25 MAR 2025
Applicable to: ALL

23-73-02-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	0	Yes	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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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-23-73-03-00003820.0000200 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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*

CABIN INDIVIDUAL CALL

23-73-04-01	Passenger Call

Ident.: 9-MI-23-73-04-00003822.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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



23-73-05-03

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-73 - CABIN INTERCOMMUNICATION DATA SYSTEM

PRERECORDED ANNOUNCEMENT AND MUSIC REPRODUCER (PRAM)

23-73-07-01	Prerecorded Announcement and Music Reproducer (PRAM) 

Ident.: 9-MI-23-73-07-00003829.0000001 / 25 MAR 2025

Applicable to: ALL

23-73-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

(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)*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-73 - CABIN INTERCOMMUNICATION DATA SYSTEM

CABIN ASSIGNMENT MODULE (CAM)

23-73-08-01	Cabin Assignment Module (CAM)

Ident.: 9-MI-23-73-08-00003830.0000001 / 25 MAR 2025
Applicable to: ALL

23-73-08-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative or missing.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-73 - CABIN INTERCOMMUNICATION DATA SYSTEM

SMOKE DETECTION FUNCTION

23-73-10-01	Smoke Detection Function (CIDS-SDF)

Ident.: 9-MI-23-73-10-00003831.0000001 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (-AIIA, -AIJC to -AIJR, -AINH, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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



23-74-01

Forward Attendant Panel

Ident.: 9-MI-23-74-00003832.0000004 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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*

**23-74-02****EMER pb on the Hardkey FAP Sub-panel**

Ident.: 9-MI-23-74-00003834.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW)**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025	
Criteria: A321	
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

23-74-05	Door Bottle Pressure Monitoring on the PTP
Ident.: 9-MI-23-74-00003838.0000001 / 25 MAR 2025	
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321	
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-23 - COMMUNICATIONS MI-23-74 - CABIN CREW PANEL

23-74-06	Door Bottle Pressure Monitoring on the FAP

Ident.: 9-MI-23-74-00003839.0000001 / 25 MAR 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025
Criteria: A321
Applicable to: 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN

23-74-09

Area Call Panel

Ident.: 9-MI-23-74-00003842.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-00 - MAINTENANCE MESSAGES ON THE STATUS SD PAGE

24-00-01	DC BUS TIE <u>MAINTENANCE</u> Message

Ident.: 9-MI-24-00-00003847.0000001 / 25 MAR 2025
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 <u>MAINTENANCE</u> Message

Ident.: 9-MI-24-00-00003848.0000001 / 25 MAR 2025
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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-01 - OVERHEAD PANELS

24-01-01-04	GEN pb-sw OFF light and APU GEN pb-sw OFF light

Ident.: 9-MI-24-01-01-00003852.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-01 - OVERHEAD PANELS

24-01-01-07	EXT PWR pb AVAIL light

Ident.: 9-MI-24-01-01-00003855.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-24 - ELECTRICAL POWER
MI-24-01 - OVERHEAD PANELS

24-01-01-10

GALY & CAB pb-sw OFF light

Ident.: 9-MI-24-01-01-00003858.0000002 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-01 - OVERHEAD PANELS

24-01-01-13	IDG pb-sw FAULT light

Ident.: 9-MI-24-01-01-00003861.0000001 / 25 MAR 2025

Applicable to: ALL

24-01-01-13A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	Yes	-

One may be inoperative provided that the frequency and the temperature indications of the affected generator are operative on the ELEC SD page.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-01 - OVERHEAD PANELS

EMER ELEC PWR OVERHEAD PANEL

24-01-02-01	RAT & EMER GEN FAULT light

Ident.: 9-MI-24-01-02-00003862.0000001 / 25 MAR 2025
Applicable to: ALL

24-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	1	0	Yes	-

May be inoperative.



**MINIMUM EQUIPMENT LIST
MI - MEL ITEMS**

MI-24 - ELECTRICAL POWER
MI-24-07 - INDICATIONS ON THE ELEC SD PAGE

24-07-01

AC Generation Indications on the ELEC SD page

Ident.: 9-MI-24-07-00003863.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

24-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	0	No	-

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 / 25 MAR 2025

Applicable to: ALL

24-07-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

May be displayed.



24-09-01

ELEC AC ESS BUS SHED Alert

Ident.: 9-MI-24-09-00003866.0000100 / 25 MAR 2025

Criteria: A319 (-AIBL to -AIBQ, -AILY) / A320 (all ex. -AIID) / A321

Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

24-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

COMPANY NOTES OPS affected
-

(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 (-ABGH to -ABGP, -AIBK, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-ASTX

24-09-01A

Repair interval	Nbr installed	Nbr required	Placard
-	1	0	No

COMPANY NOTES OPS affected
-

(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



24-09-01

ELEC AC ESS BUS SHED Alert

Ident.: 9-MI-24-09-00003866.0000300 / 25 MAR 2025

Criteria: A320 (-AIID)

Applicable to: D-AIID

24-09-02

C/BTRIPPED Alert

Ident.: 9-MI-24-09-00003867.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-09 - ECAM ALERTS

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 / 25 MAR 2025 Criteria: A320 (-AIJC to -AIJR, -AINH) Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025 Criteria: A319 / A320 (-AIIA to -AIID, -AIQW, -AIZJ, -AIZM) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX	

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	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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-22 - AC MAIN GENERATION

- 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-24-22-00003870.0000200 / 25 MAR 2025

Criteria: A321

Applicable to: D-AIRN

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 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	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 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-24-22-00003870.0000300 / 25 MAR 2025 Criteria: A320 (-AIJC to -AIJR, -AINH) Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-22 - AC MAIN GENERATION

- 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

24-22-02	AC Bus Tie Control Function
Ident.: 9-MI-24-22-00003871.0000001 / 25 MAR 2025 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 / 25 MAR 2025

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
C	1	0	Yes

COMPANY NOTES OPS affected
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
A	1	0	Yes

COMPANY NOTES OPS affected
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-24 - AC EMERGENCY GENERATION

24-24-01	Emergency Generator

Ident.: 9-MI-24-24-00003873.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-25 - AC ESSENTIAL GENERATION SWITCHING

24-25-01	Manual Transfer to the AC BUS 2 (ALTN Function)

Ident.: 9-MI-24-25-00003876.0000001 / 25 MAR 2025
Applicable to: ALL

24-25-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

- (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 / 25 MAR 2025
Applicable to: ALL

24-25-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	Yes	-

- (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*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-24 - ELECTRICAL POWER
MI-24-26 - GALLEY AND COMMERCIAL SUPPLY SYSTEM

24-26-01

Galley Automatic Load Shed System

Ident.: 9-MI-24-26-00003878.0000001 / 25 MAR 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-26 - GALLEY AND COMMERCIAL SUPPLY SYSTEM

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 / 25 MAR 2025
Criteria: A319 (-AILY) / A321
Applicable to: 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 / 25 MAR 2025
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



MINIMUM EQUIPMENT LIST MI - MEL ITEMS

MI-24 - ELECTRICAL POWER
MI-24-26 - GALLEY AND COMMERCIAL SUPPLY SYSTEM

24-26-02

GALY & CAB Manual Load Shed System (GALY & CAB pb-sw)

Ident.: 9-MI-24-26-00003879.0000300 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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

24-26-03

Commercial Supply System

Ident.: 9-MI-24-26-00003880.0000001 / 23 JUN 2025

Criteria: A319 (all ex. -AIIY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

24-26-03A

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 24-26-03A Commercial Supply System

24-28-01	Static Inverter AC Generation

Ident.: 9-MI-24-28-00003881.0000001 / 25 MAR 2025

Applicable to: ALL

24-28-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.

24-32-01	DC Main Generation (TR 1, TR 2)

Ident.: 9-MI-24-32-00003882.0000100 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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:

- ETOPS is not conducted, and
- The AC ESS FEED control is checked operative every day, and
- The ISIS airspeed indication is operative, and
- The ISIS altitude indication is operative, and
- The ISIS attitude indication is operative, and
- 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-24 - ELECTRICAL POWER MI-24-32 - DC MAIN GENERATION (TR 1, TR 2)

24-32-01	DC Main Generation (TR 1, TR 2)

Ident.: 9-MI-24-32-00003882.0000200 / 23 JUN 2025
Criteria: A319 (-AILY) / A320 (-AIQW) / A321
Applicable to: 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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-24 - ELECTRICAL POWER
MI-24-34 - DC EMERGENCY GENERATION (ESS TR)

24-34-01

DC Emergency Generation (ESS TR)

Ident.: 9-MI-24-34-00003883.0000001 / 25 MAR 2025

Applicable to: ALL

24-34-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-24 - ELECTRICAL POWER
MI-24-35 - DC ESSENTIAL AND NORMAL GENERATION SWITCHING

24-35-01

DC TIE Contactor 1PC1 (DC BUS 1-DCBAT BUS), 4PC (DCESS BUS-DCBAT BUS)

Ident.: 9-MI-24-35-00003884.0000001 / 25 MAR 2025

Applicable to: ALL

24-35-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

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 / 25 MAR 2025

Applicable to: ALL

24-35-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.



24-38-01

BAT 1(2) Channel

Ident.: 9-MI-24-38-00003886.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

24-38-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	Yes	-

One or both may be inoperative provided that the associated voltage indication is operative on the ELEC SD page.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-24 - ELECTRICAL POWER
MI-24-41 - AC EXTERNAL POWER CONTROL

24-41-01

Ground Power Control (GPCU or GAPCU Ground Power Control function)

Ident.: 9-MI-24-41-00003889.0000001 / 25 MAR 2025

Applicable to: ALL

24-41-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

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 / 25 MAR 2025

Applicable to: ALL

24-41-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	H

(m) May be inoperative provided that:

- 1) The 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



25-00-01

ELT MAINTENANCE Message

Ident.: 9-MI-25-00-00013159.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

Note: The ELT MAINTENANCE message may spuriously be displayed on the STATUS SD page.
In this case, flight crew and/or maintenance personnel should disregard the ELT MAINTENANCE message on the STATUS SD page, provided that it was confirmed to be false by troubleshooting within the last 28 days.
To confirm that the ELT MAINTENANCE message is spurious, apply TSM task 31-39-00-810-813.

25-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	-	No	-

ELT MAINTENANCE message may be displayed on the STATUS SD page.

**MINIMUM EQUIPMENT LIST
MI - MEL ITEMS**MI-25 - EQUIPMENT/FURNISHINGS
MI-25-07 - INDICATIONS ON THE DOOR/OXY SD PAGE**25-07-01****Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page**

Ident.: 9-MI-25-07-00003891.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

25-07-02	Cabin Door Slide Permanently Indicated Not Armed on the <u>DOOR/OXY</u> SD page

Ident.: 9-MI-25-07-00003893.0000004 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 <u>DOOR/OXY</u> SD page

Ident.: 9-MI-25-07-00003893.0000005 / 25 MAR 2025
Criteria: A321
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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

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 <u>DOOR/OXY</u> SD page

Ident.: 9-MI-25-07-00003895.0000100 / 23 JUN 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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

**25-07-04****Cabin Overwing Exit Slide Permanently Indicated Not Armed on the
DOOR/OXY SD page**

Ident.: 9-MI-25-07-00003895.0000200 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-11 - PILOT SEATS

25-11-01	Pilot Seat Manual Horizontal Adjustment

Ident.: 9-MI-25-11-00003896.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-11 - PILOT SEATS

25-11-03

Pilot Seat Recline Adjustment

Ident.: 9-MI-25-11-00003898.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-11 - PILOT SEATS

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 / 25 MAR 2025
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 / 25 MAR 2025
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-11 - PILOT SEATS

25-11-08	Pilot Sidestick Armrest Height Adjustment

Ident.: 9-MI-25-11-00003903.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025

Applicable to: ALL

25-11-11A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

One or both may be inoperative.

25-11-12

Pilot Seat Headrest

Ident.: 9-MI-25-11-00003907.0000001 / 25 MAR 2025

Applicable to: ALL

25-11-12A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	2	0	No	-

One or both may be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-12 - THIRD AND FOURTH OCCUPANT SEATS

25-12-01	Third Occupant Seat

Ident.: 9-MI-25-12-00003908.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-12 - THIRD AND FOURTH OCCUPANT SEATS

25-12-03

Third Occupant Seat Abdominal Belt

Ident.: 9-MI-25-12-00003910.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-12-06A Seat stowed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

COMPANY NOTES OPS affected
-

May be inoperative provided that the seat is in its stowed position.

25-12-06B Seat removed

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

COMPANY NOTES OPS affected
-

(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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-12-07A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

COMPANY NOTES OPS affected
-

May be inoperative provided that the seat is not occupied during takeoff and landing.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-12 - THIRD AND FOURTH OCCUPANT SEATS

25-12-08

Fourth Occupant Seat Abdominal Belt

Ident.: 9-MI-25-12-00003915.0000001 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: 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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-13 - LINING AND FURNISHINGS

25-13-01	Pilot Sliding Table

Ident.: 9-MI-25-13-00003917.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-15 - FLIGHT CREW FOOT WARMERS

25-15-01

Pilot Foot Warmer

Ident.: 9-MI-25-15-00003919.0000001 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

25-15-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	2	0	No	-

(o) One or both may be inoperative provided that it is deactivated.

Reference(s)

(o) Refer to OpsProc 25-15-01A Pilot Foot Warmer

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-20 - CABIN SEATS

25-20-01	Passenger Seat

Ident.: 9-MI-25-20-00003920.0000100 / 25 MAR 2025
Criteria: A320
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-20 - CABIN SEATS

25-20-01	Passenger Seat

Ident.: 9-MI-25-20-00003920.0000200 / 25 MAR 2025
Criteria: A319
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX

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-25-20-00003920.0000300 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-20 - CABIN SEATS

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)

25-20-02	Passenger Seat Backrest

Ident.: 9-MI-25-20-00003921.0000200 / 25 MAR 2025

Criteria: A321

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-20 - CABIN SEATS

- 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)*



25-20-03

Passenger Seat Belt

Ident.: 9-MI-25-20-00003922.0000001 / 25 MAR 2025

Applicable to: ALL

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 JUN 2025

Criteria: A321

Applicable to: D-AIRN

25-20-05A Affected armrest inoperative or damaged

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	No	-

One or more may be inoperative or damaged, 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:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-20 - CABIN SEATS

- 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	-

- (o) One or more may be missing provided that the affected seat is considered inoperative.
Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

- (o) *Refer to OpsProc 25-20-05E Passenger Seat Armrest (Armrest Missing)*

25-20-05	Passenger Seat Armrest

Ident.: 9-MI-25-20-00003924.0000200 / 23 JUN 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

25-20-05A Affected armrest inoperative or damaged

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	No	-

One or more may be inoperative or damaged, 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.*

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-20 - CABIN SEATS

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	-

(o) One or more may be missing provided that the affected seat is considered inoperative.

Refer to 9-MI-25-20-01 Passenger Seat

Reference(s)

(o) Refer to OpsProc 25-20-05E Passenger Seat Armrest (Armrest Missing)

25-20-06

Underseat Baggage Restraining Bar

Ident.: 9-MI-25-20-00003925.0000001 / 25 MAR 2025

Applicable to: ALL

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 JUN 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 Backseat mounted meal table missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	No	-

(o) One or more backseat mounted meal table 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.*

Reference(s)

(o) *Refer to OpsProc 25-20-07D Passenger Seat Meal Table (Backseat Mounted Meal Table Missing)*

25-20-07E In-armrest mounted meal table missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	No	-

(m) One or more in-armrest mounted meal table may be missing provided that the intended use of the armrest is not compromised.



Reference(s)

(m) Refer to AMM Task 25-21-00-040-807

25-20-07

Passenger Seat Meal Table

Ident.: 9-MI-25-20-00003926.0000200 / 23 JUN 2025

Criteria: A321

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 Backseat mounted meal table missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	No	-

- (o) One or more backseat mounted meal table 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.*

Reference(s) _____

- (o) *Refer to OpsProc 25-20-07D Passenger Seat Meal Table (Backseat Mounted Meal Table Missing)*

25-20-07E In-armrest mounted meal table missing

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	No	-

- (m) One or more in-armrest mounted meal table may be missing provided that the intended use of the armrest is not compromised.
- Reference(s) _____
- (m) *Refer to AMM Task 25-21-00-040-807*

**25-20-09****Cabin Attendant Seat**

Ident.: 9-MI-25-20-00003927.0000001 / 25 MAR 2025

Criteria: A319

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX

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 / 25 MAR 2025 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	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	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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-20 - CABIN SEATS

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-25-20-00003930.0000001 / 25 MAR 2025 Criteria: A321 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

- 8) 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

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-25 - EQUIPMENT/FURNISHINGS
MI-25-24 - CABIN STOWAGE COMPARTMENTS**25-24-01****Doghouse Compartment** 

Ident.: 9-MI-25-24-00009194.0000001 / 25 MAR 2025

Applicable to: ALL**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 / 25 MAR 2025

Applicable to: ALL**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	COMPANY NOTES OPS affected
D	-	0	Yes	-

(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	COMPANY NOTES OPS affected
D	-	0	Yes	-

(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 / 25 MAR 2025

Applicable to: ALL

25-24-03A 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-24 - CABIN STOWAGE COMPARTMENTS

Reference(s)

(m) Refer to AMM Task 25-27-00-040-804

25-24-03B 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 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-24 - CABIN STOWAGE COMPARTMENTS

25-24-04	Stowage Compartment Key Lock 

Ident.: 9-MI-25-24-00009197.0000001 / 25 MAR 2025

Applicable to: ALL

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-35 - GALLEY EQUIPMENT

25-35-01	Galley Waste Compartment Flapper Door 

Ident.: 9-MI-25-35-00003933.0000001 / 25 MAR 2025
Applicable to: ALL

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-35 - GALLEY EQUIPMENT

25-35-02	Galley Waste Compartment Access Door 

Ident.: 9-MI-25-35-00003934.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025	
Applicable to: ALL	

25-35-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	-	Yes	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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-35 - GALLEY EQUIPMENT

25-35-05	Galley Compartment Intermediate Latch 

Ident.: 9-MI-25-35-00009200.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIJZ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-35 - GALLEY EQUIPMENT

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 / 25 MAR 2025

Applicable to: ALL

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-40 - LAVATORIES

25-40-01	Toilet Waste Compartment Flapper Door

Ident.: 9-MI-25-40-00003939.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-40 - LAVATORIES

25-40-03	Interior Lavatory Ashtray 

Ident.: 9-MI-25-40-00003941.0000001 / 25 MAR 2025

Applicable to: ALL

25-40-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	Yes	-

One or more may be damaged or missing.

25-40-04	Toilet Waste Compartment Access Door

Ident.: 9-MI-25-40-00003942.0000001 / 25 MAR 2025

Applicable to: ALL

25-40-04A

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 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 / 25 MAR 2025

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.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-25 - EQUIPMENT/FURNISHINGS
MI-25-50 - CARGO COMPARTMENTS**25-50-01****Cargo Loading System**

Ident.: 9-MI-25-50-00003943.0000001 / 25 MAR 2025

Applicable to: ALL**25-50-01A FWD Lower Deck Cargo Loading System**

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

COMPANY NOTES OPS affected
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
D	1	0	No

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL**25-50-02A**

Repair interval	Nbr installed	Nbr required	Placard
C	-	0	No

COMPANY NOTES OPS affected
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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-50 - CARGO COMPARTMENTS

25-50-03

Decompression Panels in the AFT and the BULK Cargo Compartments

Ident.: 9-MI-25-50-00003945.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-50 - CARGO COMPARTMENTS

25-50-07

Protection Panels of Decompression Panels at the FWD Partition Wall of
FWD Cargo Compartment

Ident.: 9-MI-25-50-00003949.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-25 - EQUIPMENT/FURNISHINGS
MI-25-62 - CABIN ESCAPE FACILITIES**25-62-01****Cabin Door Slide or Slide Raft**

Ident.: 9-MI-25-62-00003951.0000001 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-62 - CABIN ESCAPE FACILITIES

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 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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*

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-62 - CABIN ESCAPE FACILITIES

25-62-02

Cabin Overwing Exit Slide

Ident.: 9-MI-25-62-00003952.0000200 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

25-62-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	6	0	Yes	-

One or more may be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-62 - CABIN ESCAPE FACILITIES

25-62-03	SLIDE ARMED light

Ident.: 9-MI-25-62-00003953.0000002 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A321

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-62 - CABIN ESCAPE FACILITIES

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-62 - CABIN ESCAPE FACILITIES

25-62-07	Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page 

Ident.: 9-MI-25-62-00003956.0000003 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIJZ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-63 - EVACUATION SIGNALING EQUIPMENT

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 / 25 MAR 2025

Applicable to: ALL

25-63-01A

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 25-63-01A Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) (If Installed)



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-64 - FIRST AID EQUIPMENT

25-64-01

First Aid Kit

Ident.: 9-MI-25-64-00003959.0000001 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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).

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-25 - EQUIPMENT/FURNISHINGS
MI-25-64 - FIRST AID 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 / 25 MAR 2025

Applicable to: **ALL****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 / 25 MAR 2025

Criteria: **A319 / A320**Applicable to: **D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX**

- 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 / 25 MAR 2025

Criteria: A321

Applicable to: 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*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-65 - EMERGENCY EQUIPMENT

25-65-01

Cockpit Flashlight

Ident.: 9-MI-25-65-00003962.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Criteria: A321

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.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-25 - EQUIPMENT/FURNISHINGS
MI-25-65 - EMERGENCY EQUIPMENT**25-65-03****Crash Axe/Crowbar**

Ident.: 9-MI-25-65-00003964.0000200 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

25-65-04**Survival Emergency Locator Transmitter**

Ident.: 9-MI-25-65-00003965.0000100 / 25 MAR 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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)*



25-65-04

Survival Emergency Locator Transmitter

Ident.: 9-MI-25-65-00003965.0000200 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJN, -AINH, -AIZJ, -AIZM)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

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:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-65 - EMERGENCY EQUIPMENT

- 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 (if installed)

Ident.: 9-MI-25-65-00003966.0000002 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIID, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJP, D-AIJQ, D-AIJR

25-65-05A No Automatic Emergency Locator Transmitter operative with ELT-DT and one Survival ELT operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	0	Yes	-

All may be inoperative provided that:

- 1) The ELT-DT is operative, and
- 2) One Survival Emergency Locator Transmitter  is operative.

25-65-05B ELT-DT or one Survival Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	1	Yes	-

Any in excess of one may be inoperative provided that either the ELT-DT is operative or one Survival Emergency Locator Transmitter  is operative.

25-65-05C No Automatic Emergency Locator Transmitter operative and ELT-DT operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	0	Yes	-

All may be inoperative provided that the ELT-DT is operative.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-25 - EQUIPMENT/FURNISHINGS
MI-25-65 - EMERGENCY EQUIPMENT**25-65-05D One Automatic Emergency Locator Transmitter inoperative**

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	1	Yes	-

Any in excess of one may be inoperative.

25-65-05E No Automatic Emergency Locator Transmitter inoperative and ELT-DT inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	-	0	Yes	-

All may be inoperative for 6 flights or 25 flight hours whichever occurs first.

25-65-05**Automatic Emergency Locator Transmitter **

Ident.: 9-MI-25-65-00003966.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIJC to -AIJN, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

25-65-05E No Automatic Emergency Locator Transmitter inoperative

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-65 - EMERGENCY EQUIPMENT

25-65-07

Megaphone

Ident.: 9-MI-25-65-00003968.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

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.



25-65-09

Emergency Locator Transmitter - Distress Tracking (ELT-DT)

Ident.: 9-MI-25-65-00013155.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

25-65-09A One automatic Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

(o) (m) May be inoperative provided that one automatic Emergency Locator Transmitter is operative.

Note: Apply the maintenance procedure only when the ELT-DT emits permanently.

Reference(s)

- (o) Refer to OpsProc 25-65-09A Emergency Locator Transmitter - Distress Tracking (ELT-DT)
- (m) Refer to AMM Task 31-39-00-040-803

25-65-09B No automatic Emergency Locator Transmitter operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	1	0	Yes	-

(o) (m) May be inoperative for 6 flights or 25 flight hours whichever occurs first.

Note: Apply the maintenance procedure only when the ELT-DT emits permanently.

Reference(s)

- (o) Refer to OpsProc 25-65-09B Emergency Locator Transmitter - Distress Tracking (ELT-DT)
- (m) Refer to AMM Task 31-39-00-040-803



MINIMUM EQUIPMENT LIST MI - MEL ITEMS

MI-25 - EQUIPMENT/FURNISHINGS
MI-25-66 - FLOATATION AND SURVIVAL EQUIPMENT

25-66-01

Life Vest

Ident.: 9-MI-25-66-00003970.0000100 / 25 MAR 2025

Criteria: A319

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

Note: Refer to OM-B 10.1 SURVIVAL AND EMERGENCY EQUIPMENT

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-66 - FLOATATION AND SURVIVAL 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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-66 - FLOATATION AND SURVIVAL EQUIPMENT

- 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 / 25 MAR 2025 Criteria: A321 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-25 - EQUIPMENT/FURNISHINGS MI-25-66 - FLOATATION AND SURVIVAL EQUIPMENT

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.



26-00-01

SDCU MAINTENANCE Message

Ident.: 9-MI-26-00-00003972.0000001 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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.

**FIRE OVERHEAD PANEL****26-01-01-01****Bulb/LED in the ENG FIRE-PUSH pb-sw**

Ident.: 9-MI-26-01-01-00003973.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-26 - FIRE PROTECTION MI-26-01 - OVERHEAD PANELS

26-01-01-03	ENG AGENT pb SQUIB light

Ident.: 9-MI-26-01-01-00003975.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-26 - FIRE PROTECTION MI-26-01 - OVERHEAD PANELS

26-01-01-05	APU AGENT pb DISCH light

Ident.: 9-MI-26-01-01-00003977.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-26 - FIRE PROTECTION MI-26-01 - OVERHEAD PANELS

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-26 - FIRE PROTECTION MI-26-12 - ENGINE FIRE AND OVERHEAT DETECTION

26-12-01	Engine Fire Detection Loop A on the Engine 1

Ident.: 9-MI-26-12-00003990.0000001 / 25 MAR 2025

Applicable to: ALL

26-12-01A

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 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 / 25 MAR 2025

Applicable to: ALL

26-12-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

(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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-26 - FIRE PROTECTION MI-26-12 - ENGINE FIRE AND OVERHEAT DETECTION

26-12-03	Engine Fire Detection Loop B on the Engine 1

Ident.: 9-MI-26-12-00003992.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-26 - FIRE PROTECTION MI-26-12 - ENGINE FIRE AND OVERHEAT DETECTION

26-12-05	FIRE light on the ENG MASTER Panel

Ident.: 9-MI-26-12-00003994.0000001 / 25 MAR 2025

Applicable to: ALL

26-12-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	Yes	-

One or both may be inoperative.

**26-13-01****APU Fire Detection Loop**

Ident.: 9-MI-26-13-00003995.0000001 / 25 MAR 2025

Applicable to: ALL**26-13-01A Loop A inoperative**

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

COMPANY NOTES OPS affected
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
C	2	1	No

COMPANY NOTES OPS affected
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
C	2	0	No

COMPANY NOTES OPS affected
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 / 25 MAR 2025
Applicable to: ALL

26-15-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	ETOPS

(o) May be inoperative provided that ETOPS is not conducted.

Reference(s)
(o) Refer to OpsProc 26-15-01A Avionics Smoke Detection System



26-16-02

Smoke Detector in the AFT and the BULK Cargo Compartments

Ident.: 9-MI-26-16-00003998.0000003 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

Applicable to: 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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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.

26-17-02

Smoke Detection Control Unit (SDCU)

Ident.: 9-MI-26-17-00004000.0000200 / 25 MAR 2025

Criteria: A321

Applicable to: 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



26-22-01

APU Automatic Fire Extinguishing Control on Ground

Ident.: 9-MI-26-22-00004003.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-26 - FIRE PROTECTION MI-26-22 - APU FIRE EXTINGUISHING

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 / 25 MAR 2025
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 / 25 MAR 2025

Applicable to: ALL

26-22-04A

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)

26-22-05

APU AUTO EXTING TEST pb-sw on the Maintenance Panel

Ident.: 9-MI-26-22-00004007.0000001 / 25 MAR 2025

Applicable to: ALL

26-22-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

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 / 25 MAR 2025

Applicable to: ALL

26-22-06A 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-26 - FIRE PROTECTION MI-26-22 - APU FIRE EXTINGUISHING

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-26 - FIRE PROTECTION
MI-26-23 - CARGO COMPARTMENT FIRE EXTINGUISHING

26-23-01

Cargo Agent Bottle

Ident.: 9-MI-26-23-00004010.0000003 / 25 MAR 2025

Criteria: A319 / A320 (all ex. -A1IB, -A1IC, -A1ID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Applicable to: ALL

26-24-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-26 - FIRE PROTECTION MI-26-25 - LAVATORY FIRE EXTINGUISHING

26-25-01	Lavatory Waste Bin Fire Extinguishing System

Ident.: 9-MI-26-25-00004015.0000001 / 25 MAR 2025

Applicable to: ALL

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".



27-00-01

F/CTL MAINTENANCE Message

Ident.: 9-MI-27-00-00004016.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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.gilt ab

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-00 - MAINTENANCE MESSAGES ON THE STATUS SD PAGE

27-00-04	FLAP SYNCH 1(2) <u>MAINTENANCE</u> Message

Ident.: 9-MI-27-00-00004019.0000001 / 25 MAR 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-01 - OVERHEAD PANELS

FLT CTL OVERHEAD PANEL

27-01-01-01	ELAC pb-sw FAULT light

Ident.: 9-MI-27-01-01-00004020.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-01 - OVERHEAD PANELS

27-01-01-04	SEC pb-sw OFF light

Ident.: 9-MI-27-01-01-00004023.0000001 / 25 MAR 2025

Applicable to: ALL

27-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	3	0	Yes	-

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-07 - INDICATIONS ON SD PAGES

27-07-06	Rudder Position Indication on the <u>F/CTL</u> SD page

Ident.: 9-MI-27-07-00004029.0000001 / 25 MAR 2025

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 <u>F/CTL</u> SD page

Ident.: 9-MI-27-07-00004030.0000001 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-07 - INDICATIONS ON SD PAGES

27-07-08	Rudder Travel Limiter Position Indication on the <u>F/CTL</u> SD page

Ident.: 9-MI-27-07-00004031.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 <u>F/CTL</u> SD page

Ident.: 9-MI-27-07-00004032.0000001 / 25 MAR 2025

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 <u>F/CTL</u> SD page

Ident.: 9-MI-27-07-00004033.0000001 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-07 - INDICATIONS ON SD PAGES

27-07-11	Spoilers/Speedbrakes Indication on the <u>F/CTL</u> SD page

Ident.: 9-MI-27-07-00004034.0000001 / 25 MAR 2025

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 <u>WHEEL</u> SD page

Ident.: 9-MI-27-07-00004035.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

27-08-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.

27-08-02

Slat Position Indication on the EWD

Ident.: 9-MI-27-08-00004037.0000001 / 25 MAR 2025

Applicable to: ALL

27-08-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.

27-14-01	Left Aileron Blue Servo-Control (Controlled by ELAC 1)

Ident.: 9-MI-27-14-00004038.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

27-14-01A

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 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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

27-14-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

- (m) May be inoperative provided that:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-14 - AILERON AND HYDRAULIC ACTUATION

- 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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -A1ID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

27-14-03A

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 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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

27-14-04A

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 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 / 25 MAR 2025

Applicable to: ALL

27-21-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

(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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-22 - RUDDER TRIM ACTUATION

27-22-01	Rudder Trim System

Ident.: 9-MI-27-22-00004043.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-22 - RUDDER TRIM ACTUATION

27-22-03	Rudder Trim Position Indication on the Center Pedestal

Ident.: 9-MI-27-22-00004045.0000001 / 25 MAR 2025

Applicable to: ALL

27-22-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

- (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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-23 - ARTIFICIAL FEEL AND RUDDER TRAVEL LIMITING ACTUATION

27-23-01	Rudder Travel Limiter System

Ident.: 9-MI-27-23-00004046.0000001 / 25 MAR 2025
Applicable to: ALL

27-23-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

One may be inoperative.



27-34-01

Elevator Servo-Control

Ident.: 9-MI-27-34-00004047.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL**27-40-01A**

Repair interval	Nbr installed	Nbr required	Placard
-	1	1	No

COMPANY NOTES OPS affected
-

Must be operative.

27-40-02**Stabilizer Actuator Electric Motor**

Ident.: 9-MI-27-40-00004050.0000001 / 25 MAR 2025

Applicable to: ALL**27-40-02A Electric motor 3 inoperative**

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

COMPANY NOTES OPS affected
-

The stabilizer actuator electric motor 3 may be inoperative.

27-40-02B Electric motor 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	3	2	No

COMPANY NOTES OPS affected
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-51 - FLAPS ELECTRICAL CONTROL AND MONITORING

27-51-01	SFCC Flap Channel

Ident.: 9-MI-27-51-00004051.0000001 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Applicable to: ALL

27-51-02A

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 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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Applicable to: ALL

27-54-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	2	2	No	-

Both must be operative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-64 - SPOILER HYDRAULIC ACTUATION

27-64-01	Spoiler 5

Ident.: 9-MI-27-64-00004056.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-64 - SPOILER HYDRAULIC ACTUATION

27-64-03	Spoiler 2 or 4

Ident.: 9-MI-27-64-00004058.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -A1ID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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
(o) Refer to AMM Task 27-64-00-040-001

27-64-04	Spoilers 1 and 2

Ident.: 9-MI-27-64-00004059.0000001 / 25 MAR 2025
Applicable to: ALL

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-64 - SPOILER HYDRAULIC ACTUATION

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-81 - SLATS ELECTRICAL CONTROL AND MONITORING

27-81-01	SFCC Slat Channel

Ident.: 9-MI-27-81-00004063.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

27-84-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	2	2	No	-

Both must be operative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-92 - ELECTRICAL FLIGHT CONTROL SYSTEM (EFCS) CONTROL INPUTS AND POWER SUPPLY

27-92-01	Speedbrake Control System

Ident.: 9-MI-27-92-00004068.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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)*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-27 - FLIGHT CONTROLS
MI-27-92 - ELECTRICAL FLIGHT CONTROL SYSTEM (EFCS) CONTROL
INPUTS AND POWER SUPPLY

27-92-03

SIDESTICK PRIORITY light

Ident.: 9-MI-27-92-00004070.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

27-92-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-93 - ELAC SYSTEM (ELEVATOR AILERON COMPUTER)

27-93-01	ELAC 1

Ident.: 9-MI-27-93-00004073.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -A1ID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

27-93-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-93 - ELAC SYSTEM (ELEVATOR AILERON COMPUTER)

27-93-02	ELAC 2

Ident.: 9-MI-27-93-00004074.0000001 / 25 MAR 2025

Applicable to: ALL

27-93-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.

27-93-03	Pitch Normal Law

Ident.: 9-MI-27-93-00004075.0000001 / 25 MAR 2025

Applicable to: ALL

27-93-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-27 - FLIGHT CONTROLS MI-27-94 - SEC SYSTEM (SPOILER AND ELEVATOR COMPUTER)

27-94-01	SEC 1

Ident.: 9-MI-27-94-00004076.0000004 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

27-94-01A

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) 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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -A1ID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-00 - MAINTENANCE MESSAGE ON THE STATUS SD PAGE

28-00-01	FUEL MAINTENANCE Message

Ident.: 9-MI-28-00-00004082.0000001 / 25 MAR 2025
Applicable to: ALL

28-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	-	No	M

FUEL MAINTENANCE message may be displayed on the STATUS SD page.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-01 - OVERHEAD PANELS

FUEL OVERHEAD PANEL

28-01-01-01	Wing TK PUMP pb-sw FAULT light

Ident.: 9-MI-28-01-01-00004083.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-01 - OVERHEAD PANELS

28-01-01-04	X FEED pb-sw OPEN light

Ident.: 9-MI-28-01-01-00004086.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

CTR TK MODE SEL pb-sw FAULT light

Ident.: 9-MI-28-01-01-00004089.0000100 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.



28-01-01-07

CTR TK MODE SEL pb-sw FAULT light

Ident.: 9-MI-28-01-01-00004089.0000200 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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



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 / 25 MAR 2025

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 / 25 MAR 2025

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 <u>FUEL</u> SD page
Ident.: 9-MI-28-07-01-00004094.0000001 / 23 JUN 2025 Criteria: A319 / A320 (all ex. -AIIID) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX	

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-07 - INDICATIONS ON THE FUEL SD PAGE

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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-07 - INDICATIONS ON THE FUEL SD PAGE

28-07-01-04	Inner Tank Fuel Quantity Indication on the <u>FUEL</u> SD page

Ident.: 9-MI-28-07-01-00004095.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-07 - INDICATIONS ON THE FUEL SD PAGE

28-07-01-04	Wing Tank Fuel Quantity Indication on the <u>FUEL</u> SD page

Ident.: 9-MI-28-07-01-00004095.0000002 / 25 MAR 2025

Criteria: A321

Applicable to: 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 <u>FUEL</u> SD page

Ident.: 9-MI-28-07-01-00004096.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-07 - INDICATIONS ON THE FUEL SD PAGE

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.

**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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

Applicable to: 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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 <u>FUEL</u> SD page

Ident.: 9-MI-28-07-04-00004105.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.



FUEL FLOW INDICATION ON THE FUEL SD PAGE

28-07-05-01	Fuel Flow 1+2 Indication on the <u>FUEL</u> SD page

Ident.: 9-MI-28-07-05-00004107.0000001 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (-AIJC to -AIJR, -AINH, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

28-07-05-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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***28-07-06-01****Fuel Used Indication on the FUEL SD page**

Ident.: 9-MI-28-07-06-00004108.0000200 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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***28-07-06-02****Fuel Used 1+2 Indication on the FUEL SD page**

Ident.: 9-MI-28-07-06-00004109.0000003 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

28-07-06-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-09 - ECAM ALERTS

28-09-01	FUELL(R) INNER(OUTER) TK HI TEMP Alert

Ident.: 9-MI-28-09-00004110.0000001 / 25 MAR 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

Applicable to: 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-09 - ECAM ALERTS

28-09-02	FUELL(R) INNER(OUTER) TK LO TEMP Alert

Ident.: 9-MI-28-09-00004111.0000001 / 25 MAR 2025 Criteria: A319 / A320 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX	

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 / 25 MAR 2025

Criteria: A321

Applicable to: 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

**28-12-01****Overpressure Protector between the Inner and the Outer Tank**

Ident.: 9-MI-28-12-00004114.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

Applicable to: 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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

28-12-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.



A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS
MI-28 - FUEL
MI-28-12 - TANK VENTING SYSTEM

28-12-04

Overpressure Protector between the Center and the Wing Tank

Ident.: 9-MI-28-12-00004117.0000001 / 25 MAR 2025

Criteria: A321

Applicable to: D-AIRN

28-12-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-15 - INTERCELL TRANSFER SYSTEM

28-15-01	LH Wing Transfer Valve

Ident.: 9-MI-28-15-00004119.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-15 - INTERCELL TRANSFER SYSTEM

28-15-02	RH Wing Transfer Valve

Ident.: 9-MI-28-15-00004120.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-21 - MAIN FUEL PUMP SYSTEM

28-21-01	Wing Tank Pump

Ident.: 9-MI-28-21-00004122.0000100 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

28-21-01	Wing Tank Pump

Ident.: 9-MI-28-21-00004122.0000200 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A321

Applicable to: D-AIRN

28-21-01A JP4/JET B not used

Repair interval	Nbr installed	Nbr required	Placard
C	4	3	Yes

COMPANY NOTES OPS affected
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
C	4	3	Yes

COMPANY NOTES OPS affected
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

**28-21-02****Center Tank Pump**

Ident.: 9-MI-28-21-00004123.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

28-21-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	3	No	-

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 / 25 MAR 2025

Applicable to: ALL

28-22-01A Non ETOPS flight

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

COMPANY NOTES OPS affected
-

(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
A	1	0	Yes

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL

28-23-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.



28-24-01

Engine LP Fuel Valve Electrical Motor

Ident.: 9-MI-28-24-00004127.0000001 / 25 MAR 2025

Applicable to: ALL

28-24-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	3	No	-

(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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-25 - REFUEL/DEFUEL SYSTEM

28-25-01	Fuel Quantity Preselector

Ident.: 9-MI-28-25-00004128.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-28 - FUEL
MI-28-25 - REFUEL/DEFUEL SYSTEM

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 / 23 JUN 2025

Criteria: A320 (all ex. -AIIID, -AIQW)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-25 - REFUEL/DEFUEL SYSTEM

28-25-05	Exterior Refuel/Defuel Control Panel

Ident.: 9-MI-28-25-00004132.0000100 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (-AIIA to -AIIK, -AIJC to -AIJR, -AINH)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-ASTX

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 / 23 JUN 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-28 - FUEL
MI-28-25 - REFUEL/DEFUEL SYSTEM

28-25-06

Cockpit Refuel/Defuel Control Panel

Ident.: 9-MI-28-25-00004133.0000001 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

28-25-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative.



28-26-01

Center Tank Transfer Valve

Ident.: 9-MI-28-26-00004134.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-29 - APU LP FUEL SHUTOFF

28-29-01	APULP Fuel Valve

Ident.: 9-MI-28-29-00004144.0000001 / 25 MAR 2025
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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-43 - MANUAL MAGNETIC INDICATORS

28-43-01	Manual Magnetic Indicators

Ident.: 9-MI-28-43-00004145.0000005 / 25 MAR 2025	
Criteria: A319 / A320 (-AIQW)	
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-ASTX	

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 / 25 MAR 2025	
Criteria: A321	
Applicable to: 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-43 - MANUAL MAGNETIC INDICATORS

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 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, 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

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-43 - MANUAL MAGNETIC INDICATORS

28-43-02	Fuel Quantity Attitude Monitor

Ident.: 9-MI-28-43-00004146.0000001 / 25 MAR 2025
Criteria: A319 (-AILY) / A320 (-AIQW) / A321
Applicable to: 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-28 - FUEL MI-28-46 - TANK LEVEL SENSING

28-46-01	High Level Detection System in the Inner Tank

Ident.: 9-MI-28-46-00004147.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

Applicable to: 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-28-46-00004148.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.



28-46-04

Low Level Detection System in the Inner Tank

Ident.: 9-MI-28-46-00004150.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

Applicable to: D-AIRN

28-46-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

One may be inoperative.

**28-50-01****Fuel Quantity Indicating Computer (FQIC) Channel**

Ident.: 9-MI-28-50-00004152.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 ----

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-29 - HYDRAULIC POWER MI-29-01 - OVERHEAD PANELS

HYD OVERHEAD PANEL

29-01-01-01	B(Y) ELEC PUMP pb-sw FAULT light

Ident.: 9-MI-29-01-01-00004154.0000100 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

29-01-01-01	B(Y) ELEC PUMP pb-sw FAULT light

Ident.: 9-MI-29-01-01-00004154.0000200 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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



29-01-01-02

B ELEC PUMP pb-sw OFF light

Ident.: 9-MI-29-01-01-00004155.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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



29-01-01-04

G(Y) ENG 1(2) PUMP pb-sw FAULT light

Ident.: 9-MI-29-01-01-00004157.0000200 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJC, D-AIJR, 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.

29-01-01-05

G(Y) ENG 1(2) PUMP pb-sw OFF light

Ident.: 9-MI-29-01-01-00004158.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

29-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative provided that the quantity indications of the yellow and green reservoir are operative on the HYD SD page.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-29 - HYDRAULIC POWER MI-29-01 - OVERHEAD PANELS

29-01-01-07	PTU pb-sw OFF light

Ident.: 9-MI-29-01-01-00004160.0000001 / 25 MAR 2025

Applicable to: ALL

29-01-01-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

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 / 25 MAR 2025

Applicable to: ALL

29-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	3	0	Yes	-

One or more may be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-29 - HYDRAULIC POWER MI-29-07 - INDICATIONS ON THE HYD SD PAGE

29-07-01	Yellow ELEC Pump Indication on the <u>HYD</u> SD page

Ident.: 9-MI-29-07-00004162.0000001 / 25 MAR 2025
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 <u>HYD</u> SD page

Ident.: 9-MI-29-07-00004163.0000001 / 25 MAR 2025
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 <u>HYD</u> SD page

Ident.: 9-MI-29-07-00004164.0000001 / 25 MAR 2025
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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-29 - HYDRAULIC POWER MI-29-09 - ECAM ALERTS

29-09-04	HYD G(B)(Y) RSVR LO AIR PR Alert

Ident.: 9-MI-29-09-00004174.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -A1ID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-29 - HYDRAULIC POWER MI-29-09 - ECAM ALERTS

29-09-06	HYD G(B)(Y) RSVR OVHT Alert

Ident.: 9-MI-29-09-00004176.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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*



A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-29 - HYDRAULIC POWER
MI-29-09 - ECAM ALERTS

29-09-09

HYD G(B)(Y) SYS LO PR Alert

Ident.: 9-MI-29-09-00004179.0000001 / 25 MAR 2025

Applicable to: ALL

29-09-09A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	3	3	No	-

All must be operative.



29-10-01

Engine Driven Pump

Ident.: 9-MI-29-10-00004180.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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



29-10-02

Engine Driven Pump Depressurization Function

Ident.: 9-MI-29-10-00004181.0000200 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

29-10-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

One may be inoperative.

29-10-03

Blue System Electric Pump

Ident.: 9-MI-29-10-00004182.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-29 - HYDRAULIC POWER MI-29-10 - MAIN HYDRAULIC POWER

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-29 - HYDRAULIC POWER MI-29-10 - MAIN HYDRAULIC POWER

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 / 25 MAR 2025

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 / 25 MAR 2025

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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-29 - HYDRAULIC POWER MI-29-22 - BLUE AUXILIARY HYDRAULIC POWER

29-22-01	Ram Air Turbine

Ident.: 9-MI-29-22-00004190.0000001 / 25 MAR 2025
Applicable to: ALL

29-22-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.



29-23-01

Power Transfer Unit (PTU)

Ident.: 9-MI-29-23-00004191.0000001 / 25 MAR 2025

Applicable to: ALL

29-23-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	1	No	-

- (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 / 25 MAR 2025

Applicable to: ALL

29-24-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-00 - MAINTENANCE MESSAGE ON THE STATUS SD PAGE

30-00-02

ENG 1(2) A.ICE MAINTENANCE Message

Ident.: 9-MI-30-00-00004193.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

30-00-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	-	No	-

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-01 - OVERHEAD PANELS

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-07 - INDICATIONS ON THE BLEED SD PAGE

30-07-01

ANTI ICE Indication on the BLEED SD page

Ident.: 9-MI-30-07-00004200.0000001 / 25 MAR 2025

Applicable to: ALL

30-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

One or both may be inoperative.

30-07-02

Arrow Indication on the BLEED SD page

Ident.: 9-MI-30-07-00004201.0000001 / 25 MAR 2025

Applicable to: ALL

30-07-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

One or both may be inoperative.

**30-09-01****ANTI-ICE ENG 1(2) CTL FAULT Alert**

Ident.: 9-MI-30-09-00004202.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 (-AIIA to -AIID, -AIJM to -AIJR, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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-AIJI, 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*



MINIMUM EQUIPMENT LIST MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-21 - ENGINE AIR INTAKE ICE PROTECTION

30-21-01

Engine Anti-Ice Valve

Ident.: 9-MI-30-21-00004204.0000100 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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-30-21-00004204.0000200 / 25 MAR 2025

Criteria: A321

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:

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-30 - ICE AND RAIN PROTECTION
MI-30-21 - ENGINE AIR INTAKE ICE PROTECTION

- 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-30-21-00004204.0000300 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

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)*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-30 - ICE AND RAIN PROTECTION MI-30-21 - ENGINE AIR INTAKE ICE PROTECTION

30-21-01B One deactivated in the open position per engine

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	2	No	-

(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

30-21-01D Two deactivated in the closed position on the same engine

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	2	Yes	ETOPS / H

(o) (m) Two may be inoperative on the same engine provided that:

- 1) ETOPS is not conducted, and
- 2) The affected PRSOVs are deactivated in the closed position, and
- 3) The aircraft is not operated in known or forecast icing conditions along the intended route.

Reference(s)

- (o) Refer to OpsProc 30-21-01D Engine Anti-Ice Valve (Inop in the closed position)
(m) Refer to AMM Task 30-21-00-040-805

30-21-01	Engine Anti-Ice Valve

Ident.: 9-MI-30-21-00004204.0000400 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIQR, 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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-21 - ENGINE AIR INTAKE ICE PROTECTION

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	COMPANY NOTES OPS affected
C	4	2	No	-

(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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-30 - ICE AND RAIN PROTECTION MI-30-31 - PROBE ICE PROTECTION

30-31-01	Probe Heat Computer (PHC)

Ident.: 9-MI-30-31-00004205.0000100 / 25 MAR 2025 Criteria: A319 (-AILY) / A321 Applicable to: 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

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-30 - ICE AND RAIN PROTECTION
MI-30-31 - PROBE ICE PROTECTION

- 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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-30 - ICE AND RAIN PROTECTION MI-30-31 - PROBE ICE PROTECTION

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-30 - ICE AND RAIN PROTECTION MI-30-31 - PROBE ICE PROTECTION

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 / 25 MAR 2025

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.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-30 - ICE AND RAIN PROTECTION
MI-30-31 - PROBE ICE PROTECTION**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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-30 - ICE AND RAIN PROTECTION MI-30-31 - PROBE ICE PROTECTION

30-31-04	Angle of Attack (AOA) Probes Heating

Ident.: 9-MI-30-31-00007080.0000100 / 25 MAR 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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

**MINIMUM EQUIPMENT LIST
MI - MEL ITEMS**MI-30 - ICE AND RAIN PROTECTION
MI-30-31 - PROBE ICE PROTECTION

- 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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-31 - PROBE ICE PROTECTION

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-42 - WINDSHIELD ANTI-ICING AND DEFOGGING

30-42-01

Window Heat Computer

Ident.: 9-MI-30-42-00004210.0000001 / 25 MAR 2025

Applicable to: ALL

30-42-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	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 / 25 MAR 2025

Applicable to: ALL

30-42-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	0	No	-

One or more may be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-30 - ICE AND RAIN PROTECTION MI-30-42 - WINDSHIELD ANTI-ICING AND DEFOGGING

30-42-03	Windshield Heating

Ident.: 9-MI-30-42-00004212.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-30 - ICE AND RAIN PROTECTION MI-30-42 - WINDSHIELD ANTI-ICING AND DEFOGGING

30-42-05	PROBES/WINDOW HEAT pb-sw ON light

Ident.: 9-MI-30-42-00004214.0000001 / 25 MAR 2025
Applicable to: ALL

30-42-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-30 - ICE AND RAIN PROTECTION MI-30-45 - WINDSHIELD RAIN PROTECTION

30-45-01	Windshield Wiper

Ident.: 9-MI-30-45-00004215.0000001 / 25 MAR 2025
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*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-45 - WINDSHIELD RAIN PROTECTION

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 / 25 MAR 2025

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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-30 - ICE AND RAIN PROTECTION MI-30-45 - WINDSHIELD RAIN PROTECTION

30-45-03	Rain Repellent System

Ident.: 9-MI-30-45-00004217.0000001 / 25 MAR 2025

Applicable to: ALL

30-45-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	2	0	Yes	-

One or both may be inoperative.

Note: *No entry in the logbook is required when it is installed but intentionally deactivated.*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-71 - WASTE WATER ICE PROTECTION

30-71-01

Waste Water Drain Mast Heating System

Ident.: 9-MI-30-71-00004218.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

30-71-01A

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:

- 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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-30 - ICE AND RAIN PROTECTION
MI-30-81 - ICE DETECTION

30-81-02

External Visual Icing Indicator

Ident.: 9-MI-30-81-00004219.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-00 - MAINTENANCE MESSAGE ON THE STATUS SD PAGE

31-00-01	QAR MAINTENANCE Message 

Ident.: 9-MI-31-00-00004221.0000001 / 25 MAR 2025

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	ACMSMAINTENANCE Message

Ident.: 9-MI-31-00-00004222.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-00 - MAINTENANCE MESSAGE ON THE STATUS SD PAGE

31-00-04

CFDIUMAINTENANCE Message

Ident.: 9-MI-31-00-00004224.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-00 - MAINTENANCE MESSAGE ON THE STATUS SD PAGE

31-00-07

DFDR ACCEL MAINTENANCE Message 

Ident.: 9-MI-31-00-00004227.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJH to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

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 / 25 MAR 2025

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 / 25 MAR 2025

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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-01 - OVERHEAD PANELS

31-01-01-02C CVR considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	0	Yes	-

May be inoperative provided that the CVR is considered inoperative.

Refer to 9-MI-23-71-01 Cockpit Voice Recorder (CVR)



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-05 - INDICATIONS ON THE PRIMARY FLIGHT DISPLAY (PFD)

31-05-01

AP Related Indications on the FMA

Ident.: 9-MI-31-05-00004231.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-05 - INDICATIONS ON THE PRIMARY FLIGHT DISPLAY (PFD)

31-05-04

Special Messages on the FMA

Ident.: 9-MI-31-05-00004234.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-05 - INDICATIONS ON THE PRIMARY FLIGHT DISPLAY (PFD)

31-05-07	VMO/MMO Characteristic Speed Indication on the PFD

Ident.: 9-MI-31-05-00004237.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-05 - INDICATIONS ON THE PRIMARY FLIGHT DISPLAY (PFD)

31-05-10

Other Air Data Related Indications on the PFD

Ident.: 9-MI-31-05-00004240.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-06 - INDICATIONS ON THE NAVIGATION DISPLAY (ND)

31-06-01

Ground Speed Indication on the ND

Ident.: 9-MI-31-06-00004243.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-06 - INDICATIONS ON THE NAVIGATION DISPLAY (ND)

31-06-04	Heading Indication on the ND

Ident.: 9-MI-31-06-00004246.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 Nav aids Indications on the ND

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-06 - INDICATIONS ON THE NAVIGATION DISPLAY (ND)

31-06-07	Chrono Indication on the ND

Ident.: 9-MI-31-06-00004249.0000001 / 25 MAR 2025
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

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-31 - INDICATING/RECORDING SYSTEMS
MI-31-07 - INDICATIONS ON THE SYSTEM DISPLAY (SD)**31-07-01****Indications on the System Display pages**

Ident.: 9-MI-31-07-00004250.0000001 / 25 MAR 2025

Applicable to: ALL**31-07-01A**

Repair interval	Nbr installed	Nbr required	Placard
-	-	-	No

COMPANY NOTES
OPS affected

-

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 / 23 JUN 2025

Criteria: A319 (-AILY) / A320 (-AIIA to -AIIIC) / A321**Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIIL, D-AIRN****31-07-02A**

Repair interval	Nbr installed	Nbr required	Placard
C	6	1	No

COMPANY NOTES
OPS affected

-

(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 / 25 MAR 2025

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
C	5	1	No

COMPANY NOTES
OPS affected

-

(o) TAT indication must be available.

Reference(s)

(o) *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-07 - INDICATIONS ON THE SYSTEM DISPLAY (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 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (-AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-08 - INDICATIONS ON THE ENGINE WARNING DISPLAY (EWD)

31-08-01	Engine Parameter Indications on the EWD

Ident.: 9-MI-31-08-00004254.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-08 - INDICATIONS ON THE ENGINE WARNING DISPLAY (EWD)

31-08-04	Slats/Flaps Position Indications on the EWD

Ident.: 9-MI-31-08-00004257.0000001 / 25 MAR 2025

Applicable to: ALL

31-08-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	-	-	No	-

- 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 / 25 MAR 2025

Applicable to: ALL

31-20-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

(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



A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-30 - CENTRALIZED FAULT DISPLAY SYSTEM (CFDS) AND DATA
RECORDING SYSTEM

31-30-01

Centralized Fault Display System (CFDS)

Ident.: 9-MI-31-30-00004259.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-30 - CENTRALIZED FAULT DISPLAY SYSTEM (CFDS) AND DATA RECORDING SYSTEM

31-30-04	Data Management (DMU or FDIMU Data Management function)

Ident.: 9-MI-31-30-00004263.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-30 - CENTRALIZED FAULT DISPLAY SYSTEM (CFDS) AND DATA RECORDING SYSTEM

31-30-07	Printer 

Ident.: 9-MI-31-30-00004266.0000001 / 25 MAR 2025

Applicable to: ALL

31-30-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative.

Note: *Some ACARS functions are not available.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-38 - UP AND DOWN DATA LOADING SYSTEM ACQUISITION/ INTERFACE AND EQUIPMENT

31-38-01	DATA LOADING selector

Ident.: 9-MI-31-38-00004267.0000001 / 25 MAR 2025
Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 (all ex. -AILY) / A320 (-AIQW, -AIZJ)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW, D-AIZJ, D-ASTX

31-38-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	M

May be inoperative.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-38 - UP AND DOWN DATA LOADING SYSTEM ACQUISITION/
INTERFACE AND EQUIPMENT

31-38-04

Airborne Data Loading Unit (ADLU)

Ident.: 9-MI-31-38-00013166.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

31-38-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative.

31-38-05

Data Loading Selector Unit (DLSU)

Ident.: 9-MI-31-38-00009360.0000001 / 25 MAR 2025
Criteria: A320 (-AIJH to -AIJN)
Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN

31-38-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-31 - INDICATING/RECORDING SYSTEMS
MI-31-53 - FLIGHT WARNING COMPUTER (FWC)**31-53-01****Flight Warning Computer (FWC)**

Ident.: 9-MI-31-53-00004270.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-31 - INDICATING/RECORDING SYSTEMS
MI-31-53 - FLIGHT WARNING COMPUTER (FWC)**31-53-04****MASTER CAUT light**

Ident.: 9-MI-31-53-00004273.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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



A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-55 - SYSTEM DATA ACQUISITION CONCENTRATOR (SDAC)

31-55-01

System Data Acquisition Concentrator (SDAC)

Ident.: 9-MI-31-55-00004276.0000001 / 25 MAR 2025

Applicable to: ALL

31-55-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

SDAC 2 may be inoperative.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-31 - INDICATING/RECORDING SYSTEMS
MI-31-56 - ECAM CONTROL PANEL (ECP)**31-56-01****System Page Manual Call pb on the ECP**

Ident.: 9-MI-31-56-00004277.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-56 - ECAM CONTROL PANEL (ECP)

31-56-04

EMER CANC pb on the ECP

Ident.: 9-MI-31-56-00004280.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-56 - ECAM CONTROL PANEL (ECP)

31-56-07	T.O CONFIG pb on the ECP

Ident.: 9-MI-31-56-00004283.0000001 / 25 MAR 2025

Applicable to: ALL

31-56-07A

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 31-56-07A T.O CONFIG pb on the ECP



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-31 - INDICATING/RECORDING SYSTEMS
MI-31-62 - DISPLAY MANAGEMENT COMPUTER (DMC)

31-62-01

DMC 1

Ident.: 9-MI-31-62-00004284.0000100 / 23 JUN 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

Applicable to: 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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-62 - DISPLAY MANAGEMENT COMPUTER (DMC)

- 6) The EIS DMC SWITCHING selector is set to CAPT 3.

31-62-02	DMC 2
Ident.: 9-MI-31-62-00004285.0000100 / 23 JUN 2025 Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX	

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 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-62 - DISPLAY MANAGEMENT COMPUTER (DMC)

31-62-02	DMC 2

Ident.: 9-MI-31-62-00004285.0000200 / 23 JUN 2025 Criteria: A319 (-AILY) / A320 (-AIQW) / A321 Applicable to: 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

31-62-03	DMC 3

Ident.: 9-MI-31-62-00004286.0000100 / 23 JUN 2025 Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

31-62-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

May be inoperative provided that:

- 1) The DMC 1 and DMC 2 are operative, and

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-62 - DISPLAY MANAGEMENT COMPUTER (DMC)

- 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 / 23 JUN 2025
Criteria: A319 (-AILY) / A320 (-AIQW) / A321
Applicable to: D-AILY, D-AIQW, D-AIRN

31-62-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-63 - DISPLAY UNIT (DU)

31-63-01	PFDU 1

Ident.: 9-MI-31-63-00004287.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-31 - INDICATING/RECORDING SYSTEMS
MI-31-63 - DISPLAY UNIT (DU)**31-63-04****NDU 2**

Ident.: 9-MI-31-63-00004290.0000001 / 25 MAR 2025

Applicable to: ALL**31-63-04A**

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 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 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321**Applicable to:** D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-63 - DISPLAY UNIT (DU)

31-63-05	SDU

Ident.: 9-MI-31-63-00004291.0000200 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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, 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*

31-63-06	EWDU

Ident.: 9-MI-31-63-00004292.0000001 / 25 MAR 2025
Applicable to: ALL

31-63-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-68 - SWITCHING PANEL

31-68-01	AIR DATA SWITCHING selector on the Center Pedestal

Ident.: 9-MI-31-68-00004293.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-31 - INDICATING/RECORDING SYSTEMS MI-31-68 - SWITCHING PANEL

31-68-04	EIS DMC SWITCHING selector on the Center Pedestal

Ident.: 9-MI-31-68-00004296.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-07 - INDICATIONS ON THE WHEEL SD PAGE

32-07-01	Brakes Temperature Indication on the <u>WHEEL</u> SD page

Ident.: 9-MI-32-07-00004298.0000001 / 25 MAR 2025

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 <u>WHEEL</u> SD page

Ident.: 9-MI-32-07-00004299.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-32 - LANDING GEAR
MI-32-07 - INDICATIONS ON THE WHEEL SD PAGE**32-07-08****ANTI SKID, [1], [2] Indication on the WHEEL SD page**

Ident.: 9-MI-32-07-00004305.0000002 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

32-07-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

One or both may be inoperative.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-32 - LANDING GEAR
MI-32-07 - INDICATIONS ON THE WHEEL SD PAGE**32-07-11****Release Brake Indication on the WHEEL SD page**

Ident.: 9-MI-32-07-00004308.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

32-07-13A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

One or both may be inoperative.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-09 - ECAM ALERTS

32-09-01	BRAKES-N/WS MINOR FAULT Alert

Ident.: 9-MI-32-09-00004311.0000001 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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*



A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-32 - LANDING GEAR
MI-32-11 - MAIN GEAR

32-11-01

Main Gear Torque Link Damper

Ident.: 9-MI-32-11-00004313.0000001 / 25 MAR 2025

Applicable to: ALL

32-11-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	2	0	No	-

One or both may be inoperative for 7 flights.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-12 - MAIN GEAR DOORS

32-12-01	Main Gear Door Ground Opening Cable

Ident.: 9-MI-32-12-00004314.0000001 / 25 MAR 2025

Applicable to: ALL

32-12-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

(m) One or both may be broken or missing.

_____ Reference(s) _____

(m) Refer to AMM 32-12-00-040-006

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-31 - NORMAL EXTENSION AND RETRACTION

32-31-01	Landing Gear Control and Interface Unit (LGCIU)

Ident.: 9-MI-32-31-00004315.00000002 / 25 MAR 2025 Criteria: A320 (-AIJH to -AIJN) Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN

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-32-31-00004315.00000001 / 25 MAR 2025 Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-31 - NORMAL EXTENSION AND RETRACTION

- 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC, -AIJP to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJP, D-AIJQ, D-AIJR, 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 ADIRSSs 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 / 25 MAR 2025

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.



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

**MINIMUM EQUIPMENT LIST
MI - MEL ITEMS**

**MI-32 - LANDING GEAR
MI-32-31 - NORMAL EXTENSION AND RETRACTION**

Reference(s)

- (o)** *Refer to OpsProc 32-31-02A Landing Gear Retracting System*
- (m)** *Refer to AMM Task 32-31-00-040-803*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-32 - LANDING GEAR
MI-32-32 - PROXIMITY DETECTOR SYSTEM

32-32-01

LGCIU 1 Proximity Detector

Ident.: 9-MI-32-32-00004317.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A320 (-AIJH to -AIJN)

Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIC, -AIJC, -AIJP to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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-32-32-00004319.00000004 / 25 MAR 2025

Criteria: A320 (-AIJH to -AIJN)

Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN

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)



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-32 - LANDING GEAR
MI-32-32 - PROXIMITY DETECTOR SYSTEM

32-32-03

LGCIU 2 LH L/G Shock Absorber Proximity Detector

Ident.: 9-MI-32-32-00004319.00000002 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIIC, -AIJC, -AIJP to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-32 - PROXIMITY DETECTOR SYSTEM

32-32-04	LGCIU 2 Nose L/G Shock Absorber Proximity Detector

Ident.: 9-MI-32-32-00004320.0000200 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-32 - PROXIMITY DETECTOR SYSTEM

- 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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-32 - LANDING GEAR
MI-32-32 - PROXIMITY DETECTOR SYSTEM

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 / 25 MAR 2025
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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-32 - PROXIMITY DETECTOR SYSTEM

32-32-08	LGCIU 2 RHL/G Up Lock Proximity Detector

Ident.: 9-MI-32-32-00004324.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025 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 / 25 MAR 2025

Applicable to: ALL

32-32-11A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

COMPANY NOTES OPS affected
-

(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
A	1	0	No

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL

32-32-12A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

COMPANY NOTES OPS affected
-

(o) (m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-32 - PROXIMITY DETECTOR SYSTEM

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 / 25 MAR 2025

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)



MINIMUM EQUIPMENT LIST MI - MEL ITEMS

MI-32 - LANDING GEAR
MI-32-32 - PROXIMITY DETECTOR SYSTEM

32-32-14

LGCIU 2 RHL/G Doors Closed Proximity Detector

Ident.: 9-MI-32-32-00004330.0000001 / 25 MAR 2025

Applicable to: ALL

32-32-14A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

COMPANY NOTES OPS affected
-

(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
A	1	0	No

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL

32-32-15A Other proximity detectors operative

Repair interval	Nbr installed	Nbr required	Placard
A	1	0	No

COMPANY NOTES OPS affected
-

(o) (m) May be inoperative for 7 flights provided that:

- 1) The other proximity detectors are operative, and

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-32 - PROXIMITY DETECTOR SYSTEM

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

32-33-01A

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 32-33-01A Landing Gear Gravity Extension System
- (m) Refer to AMM Task 32-31-00-040-802



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-32 - LANDING GEAR
MI-32-41 - WHEELS

32-41-01

Nose Wheel Tie Bolt

Ident.: 9-MI-32-41-00004334.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

32-42-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	3	No	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 / 25 MAR 2025

Applicable to: ALL

32-42-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	1	No	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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-42 - NORMAL BRAKING

- 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-32-42-00004338.0000100 / 25 MAR 2025

Criteria: A320 (-AIJH to -AIJN)

Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN

32-42-03A 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 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-32-42-00004338.0000200 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJP, D-AIJQ, D-AIJR

32-42-03A

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 BSCU system 2 is operative, and
- 2) The affected system is deactivated, and

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-42 - NORMAL BRAKING

- 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, 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)

(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 / 25 MAR 2025

Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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-32-42-00004339.0000100 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJP, D-AIJQ, D-AIJR

32-42-04A

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 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, and
- 3) 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 32-42-00-040-007

32-42-04

Braking/Steering Control Unit (BSCU) System 2

Ident.: 9-MI-32-42-00004339.0000200 / 25 MAR 2025

Criteria: A320 (-AIJH to -AIJN)

Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

32-42-06B If BSCU standard L4.9B P/Ns E21327006 / E21327106 installed

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 or higher (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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-42 - NORMAL BRAKING

- 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 / 25 MAR 2025 Criteria: A319 (-AILY) / A321 Applicable to: 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 / 25 MAR 2025 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-42 - NORMAL BRAKING

32-42-09	AUTO/BRK (LO, MED, MAX) pb-sw ON light

Ident.: 9-MI-32-42-00004344.0000001 / 25 MAR 2025
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 / 25 MAR 2025

Criteria: A319 / A320 (-AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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

32-44-01A

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-32 - LANDING GEAR
MI-32-44 - ALTERNATE BRAKING

32-44-01

Yellow System Brake

Ident.: 9-MI-32-44-00004345.0000200 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID, -AIJH to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

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

32-44-01

Yellow System Brake

Ident.: 9-MI-32-44-00004345.0000300 / 25 MAR 2025

Criteria: A320 (-AIJC)

Applicable to: D-AIJC

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

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-44 - ALTERNATE BRAKING

32-44-02	ACCU PRESS Indicator

Ident.: 9-MI-32-44-00004346.0000100 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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)*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-44 - ALTERNATE BRAKING

32-44-02	ACCU PRESS Indicator

Ident.: 9-MI-32-44-00004346.0000200 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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)*

32-44-03	BRAKES Pressure Indicator

Ident.: 9-MI-32-44-00004347.0000100 / 23 JUN 2025

Criteria: A320 (-AIJH to -AIJN)

Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-32 - LANDING GEAR
MI-32-44 - ALTERNATE BRAKING

32-44-03

BRAKES Pressure Indicator

Ident.: 9-MI-32-44-00004347.0000200 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIIC, -AIJC, -AIJP to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.

32-44-04

Alternate Braking Control Unit (ABCU)

Ident.: 9-MI-32-44-00004348.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

32-44-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.



32-45-01

Parking Brake Control Valve Electrical Motor

Ident.: 9-MI-32-45-00004349.0000001 / 25 MAR 2025

Applicable to: ALL

32-45-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

- (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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-32 - LANDING GEAR
MI-32-47 - BRAKE TEMPERATURE SYSTEM

32-47-01

Brake Temperature Monitoring Unit (BTMU)

Ident.: 9-MI-32-47-00004350.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

32-48-01A Brake Fan System not used

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

COMPANY NOTES OPS affected
H

May be inoperative.

32-48-01B Brake Fan System may be used if partially available

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	No

COMPANY NOTES OPS affected
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

Ident.: 9-MI-32-48-00004352.0000001 / 25 MAR 2025

Applicable to: ALL

32-48-02A

Repair interval	Nbr installed	Nbr required	Placard
D	1	0	Yes

COMPANY NOTES OPS affected
-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-48 - BRAKE COOLING

32-48-03	BRK FAN pb-sw ON  light

Ident.: 9-MI-32-48-00004353.0000001 / 25 MAR 2025

Applicable to: ALL

32-48-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	Yes	-

May be inoperative.



32-51-01

Nose Wheel Steering Control System

Ident.: 9-MI-32-51-00004354.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-32 - LANDING GEAR MI-32-51 - STEERING

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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



33-10-01

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 / 23 JUN 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

Applicable to: 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.

33-10-01

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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.



33-20-01

Cabin General Illumination

Ident.: 9-MI-33-20-00004371.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-33 - LIGHTS MI-33-20 - CABIN GENERAL ILLUMINATION

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 / 25 MAR 2025

Applicable to: ALL

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-33 - LIGHTS MI-33-20 - CABIN GENERAL ILLUMINATION

33-20-04	Lavatory Lighting

Ident.: 9-MI-33-20-00004374.0000001 / 25 MAR 2025

Applicable to: ALL

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.



33-30-01	Cargo and Service Compartment Lighting System

Ident.: 9-MI-33-30-00004377.0000001 / 25 MAR 2025
Applicable to: ALL

33-30-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-33 - LIGHTS MI-33-40 - EXTERIOR LIGHTING

33-40-01	NAV 1 Light

Ident.: 9-MI-33-40-00004380.0000002 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIID) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJH to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIJZ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-33 - LIGHTS MI-33-40 - EXTERIOR LIGHTING

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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



MINIMUM EQUIPMENT LIST

MI - MEL ITEMS

MI-33 - LIGHTS

MI-33-40 - EXTERIOR LIGHTING

33-40-05

Runway Turnoff light

Ident.: 9-MI-33-40-00004384.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJH to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIJZ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJH to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

Note: Each Taxi light consists of a set of LEDs which are located on each Multi-Functional Runway Light unit.



MINIMUM EQUIPMENT LIST

MI - MEL ITEMS

MI-33 - LIGHTS

MI-33-40 - EXTERIOR LIGHTING

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJH to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A321

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

**33-51-02****Exit Location Sign in the Main Aisle**

Ident.: 9-MI-33-51-00004393.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Criteria: A319

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX

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.

33-51-03**Overhead Emergency Lighting System in the Main Aisle**

Ident.: 9-MI-33-51-00004394.0000200 / 25 MAR 2025

Criteria: A320 / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.



33-51-04

Overhead Emergency Lighting System in the Cabin Door Vicinity

Ident.: 9-MI-33-51-00004395.0000001 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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

33-51-05

Floor Proximity Emergency Escape Path Marking System

Ident.: 9-MI-33-51-00004397.0000100 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

33-51-05A 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 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025
Criteria: A321
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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-00 - MAINTENANCE MESSAGES ON THE STATUS SD PAGE

34-00-01	ADR MAINTENANCE Message

Ident.: 9-MI-34-00-00004406.0000001 / 25 MAR 2025

Applicable to: ALL

34-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	-	No	-

ADR MAINTENANCE message may be displayed on the STATUS SD page.

34-00-02	IR MAINTENANCE Message

Ident.: 9-MI-34-00-00004407.0000001 / 25 MAR 2025

Applicable to: ALL

34-00-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	-	No	M

IR MAINTENANCE message may be displayed on the STATUS SD page.

34-00-04	LDG SURV MAINTENANCE Message

Ident.: 9-MI-34-00-00013549.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJR

34-00-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	-	No	-

LDG SURV 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-34 - NAVIGATION
MI-34-01 - OVERHEAD PANELS**34-01-01-03****IR pb-sw FAULT light**

Ident.: 9-MI-34-01-01-00004410.0000002 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Applicable to: ALL

34-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.

34-01-01-31

ADR pb-sw

Ident.: 9-MI-34-01-01-00004413.0000001 / 25 MAR 2025

Applicable to: ALL

34-01-01-31A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	3	2	Yes	-

- (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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-01 - OVERHEAD PANELS

34-01-01-35	SYS DISPLAY selector of ADIRS CDU

Ident.: 9-MI-34-01-01-00004417.0000001 / 25 MAR 2025 Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321 Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 25 MAR 2025 Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321 Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-34 - NAVIGATION
MI-34-01 - OVERHEAD PANELS

34-01-01-37

Keyboard of ADIRS CDU

Ident.: 9-MI-34-01-01-00004419.0000001 / 25 MAR 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-01 - OVERHEAD PANELS

34-01-02-06	GPWS TERR pb-sw FAULT light

Ident.: 9-MI-34-01-02-00004425.0000001 / 25 MAR 2025

Applicable to: ALL

34-01-02-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.

34-01-02-07	GPWS TERR pb-sw OFF light

Ident.: 9-MI-34-01-02-00004426.0000001 / 25 MAR 2025

Applicable to: ALL

34-01-02-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-05 - INDICATIONS ON THE PRIMARY FLIGHT DISPLAY (PFD)

34-05-01	Actual Airspeed Reference Line and Scale Indication on the PFD

Ident.: 9-MI-34-05-00004427.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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.

34-05-02

Mach Number Indication on the PFD

Ident.: 9-MI-34-05-00004428.0000200 / 23 JUN 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

Applicable to: 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.

**34-05-03****VMO/MMO Characteristic Speed Indication on the PFD**

Ident.: 9-MI-34-05-00004429.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025					
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 Nav aids Indications on the PFD			
Ident.: 9-MI-34-05-00004436.0000001 / 25 MAR 2025					
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 / 25 MAR 2025

Applicable to: ALL**34-06-01A**

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL**34-06-02A**

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL**34-06-03A**

Repair interval	Nbr installed	Nbr required	Placard
C	2	0	Yes

COMPANY NOTES OPS affected
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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-06 - INDICATIONS ON THE NAVIGATION DISPLAY (ND)

34-06-06	Radio Navaids Indications on the ND

Ident.: 9-MI-34-06-00004442.0000100 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-06 - INDICATIONS ON THE NAVIGATION DISPLAY (ND)

34-06-06	Radio Navaids Indications on the ND

Ident.: 9-MI-34-06-00004442.0000200 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY, -ASTX) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-06 - INDICATIONS ON THE NAVIGATION DISPLAY (ND)

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 / 25 MAR 2025

Applicable to: ALL

34-06-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

One or both may be inoperative.



34-10-01	ADR 1

Ident.: 9-MI-34-10-00004444.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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 / 25 MAR 2025
Criteria: A319 (all ex. -AILY) / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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-34-10-00004447.0000001 / 25 MAR 2025

Applicable to: ALL

34-10-04B GPS 1 operative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

COMPANY NOTES OPS affected
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 ~~and~~ 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
C	1	0	Yes

COMPANY NOTES OPS affected
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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM

34-10-05B IR 2 totally inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

COMPANY NOTES OPS affected
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
C	1	0	Yes

COMPANY NOTES OPS affected
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 / 23 JUN 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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)*



34-10-06

IR 3 (for aircraft without Honeywell 10 MCU ADIRU)

Ident.: 9-MI-34-10-00004449.0000200 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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)



34-10-07

IR 3 (for aircraft with Honeywell 10 MCU ADIRU)

Ident.: 9-MI-34-10-00004450.0000100 / 25 MAR 2025

Criteria: A319 (-ABGP) / A320 (-AIZJ, -AIZM)

Applicable to: D-ABGP, 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)



34-10-07

IR 3 (for aircraft with Honeywell 10 MCU ADIRU)

Ident.: 9-MI-34-10-00004450.0000200 / 25 MAR 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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)



34-11-01

Angle of Attack (AOA) Sensor

Ident.: 9-MI-34-11-00004451.0000001 / 25 MAR 2025

Applicable to: ALL

34-11-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	3	2	No	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 / 25 MAR 2025

Applicable to: ALL

34-11-02A

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 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

34-13-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	Yes	-

(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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Applicable to: ALL

34-21-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-22 - ATTITUDE AND HEADING STANDBY DATA

34-22-01	Standby Compass Indicator

Ident.: 9-MI-34-22-00004463.0000100 / 25 MAR 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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*

34-22-01	Standby Compass Indicator

Ident.: 9-MI-34-22-00004463.0000200 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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.

34-22-02

Standby Compass Lighting

Ident.: 9-MI-34-22-00004464.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-23 - INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)

34-23-01	ISIS Altitude Indication

Ident.: 9-MI-34-23-00004466.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-34 - NAVIGATION
MI-34-23 - INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)

34-23-05	ISIS ILS Indication

Ident.: 9-MI-34-23-00004470.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

34-23-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-30 - LANDING AND TAXIING AID

34-30-04	Instrument Landing System (ILS)

Ident.: 9-MI-34-30-00004474.0000003 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-34 - NAVIGATION
MI-34-30 - LANDING AND TAXIING AID

- 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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

Applicable to: 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

34-30-06

FLS

Ident.: 9-MI-34-30-00009243.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJN to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

34-30-06A

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 34-30-06A FLS*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-34 - NAVIGATION
MI-34-40 - GPWS, RADIO ALTIMETER, TCAS, WEATHER RADAR

34-40-01	GPWS basic modes

Ident.: 9-MI-34-40-00004476.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-34 - NAVIGATION
MI-34-40 - GPWS, RADIO ALTIMETER, TCAS, WEATHER RADAR

34-40-02	Predictive GPWS Functions

Ident.: 9-MI-34-40-00004477.0000200 / 25 MAR 2025
Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-34 - NAVIGATION
MI-34-40 - GPWS, RADIO ALTIMETER, TCAS, WEATHER RADAR

34-40-04	Radio Altimeter System

Ident.: 9-MI-34-40-00004479.0000100 / 23 JUN 2025
Criteria: A319 (-AIBK to -AIBQ, -AIFY) / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIFY, 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 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-ASTX

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-34 - NAVIGATION
MI-34-40 - GPWS, RADIO ALTIMETER, TCAS, WEATHER RADAR

34-40-05

Traffic Collision Avoidance System (TCAS)

Ident.: 9-MI-34-40-00004480.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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~~ 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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

Applicable to: 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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIJ, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-34 - NAVIGATION
MI-34-40 - GPWS, RADIO ALTIMETER, TCAS, WEATHER RADAR

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
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 / 25 MAR 2025

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 considered inoperative.

Reference(s)

(o) Refer to OpsProc 34-50-01A ATC

34-50-03

ADF

Ident.: 9-MI-34-50-00004487.0000001 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-50 - ATC AND RADIO/GPS NAVIGATION SYSTEMS

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 / 25 MAR 2025

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 / 25 MAR 2025

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:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-50 - ATC AND RADIO/GPS NAVIGATION SYSTEMS

- 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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY, -ASTX) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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-34-50-00012595.0000100 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJP, D-AIJQ, D-AIJR

34-50-09E One inoperative (ADS-B OUT function DO260 or DO260B compliant)

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 34-50-09E Global Positioning System (GPS) (If Installed)*

34-50-09F Both inoperative and both ILS operative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

(o) Both may be inoperative provided that:

- 1) Both ILS are operative, and
- 2) One DME is operative, and
- 3) Navigation, departure, approach and landing procedures are not based on the use of GPS, and
- 4) 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)*

34-50-09G Both inoperative and one or both ILS inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

(o) Both may be inoperative provided that:

- 1) One VOR is checked operative, and
- 2) One DME is operative, and



- 3) Navigation, departure, approach and landing procedures are not based on the use of GPS.
- 4) 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 34-50-09G Global Positioning System (GPS) (If Installed)*

34-50-09

Global Positioning System (GPS)

Ident.: 9-MI-34-50-00012595.0000200 / 25 MAR 2025

Criteria: A319 / A320 (-AIJC to -AIJN, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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)*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-34 - NAVIGATION MI-34-50 - ATC AND RADIO/GPS NAVIGATION SYSTEMS

34-50-10	ADS-B OUT Function

Ident.: 9-MI-34-50-00004494.0000001 / 25 MAR 2025

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 and the subsequent flights are entirely conducted outside of the 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 and the subsequent flights are partially or entirely conducted inside the Single European Sky)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-35 - OXYGEN MI-35-01 - OVERHEAD PANELS

OXYGEN OVERHEAD PANEL

35-01-01-01	CREW SUPPLY pb-sw OFF light

Ident.: 9-MI-35-01-01-00004495.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-35 - OXYGEN MI-35-01 - OVERHEAD PANELS

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 / 25 MAR 2025

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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-35 - OXYGEN MI-35-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

35-07-01	Crew OXY High Pressure Indication on the <u>DOOR/OXY</u> SD page

Ident.: 9-MI-35-07-00004499.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 <u>DOOR/OXY</u> SD page

Ident.: 9-MI-35-07-00004499.0000002 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIIJC to -AIIJR, -AIIINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIINH

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIIJC to -AIIJR, -AIIHH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIHH

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

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

**MINIMUM EQUIPMENT LIST****MI - MEL ITEMS**

MI-35 - OXYGEN

MI-35-20 - PASSENGER OXYGEN

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 / 25 MAR 2025

Criteria: A321

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-35-20-00004505.0000300 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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).

35-20-02

Cabin Attendant Oxygen Unit

Ident.: 9-MI-35-20-00004505.0000400 / 25 MAR 2025

Criteria: A319

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-35 - OXYGEN
MI-35-20 - PASSENGER OXYGEN

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-ASTX

35-20-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

One must be available.



35-30-01

Portable Oxygen Unit

Ident.: 9-MI-35-30-00004510.0000001 / 25 MAR 2025

Applicable to: ALL

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)

35-30-02

Flight Crew Portable Protective Breathing Equipment

Ident.: 9-MI-35-30-00004511.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

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



36-00-01

AIR BLEED MAINTENANCE Message

Ident.: 9-MI-36-00-00004514.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-01 - AIR COND OVERHEAD PANEL

36-01-01	ENG BLEED pb-sw FAULT light

Ident.: 9-MI-36-01-00004515.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

36-01-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-01 - AIR COND OVERHEAD PANEL

36-01-04	APU BLEED pb-sw ON light

Ident.: 9-MI-36-01-00004518.0000001 / 25 MAR 2025
Applicable to: ALL

36-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.



36-07-01

APU Bleed Valve Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004519.0000001 / 25 MAR 2025

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-AIJI, 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 (-AIIA to -AIIC, -AIJM to -AIJR, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIIL, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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: A319 / A320 (-AIIA to -AIIIC, -AIJM to -AIJR, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIIL, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

36-07-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

One or both may be inoperative.

36-07-04

Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page

Ident.: 9-MI-36-07-00004522.0000200 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJJ, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, 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.



36-07-05	Engine Bleed Precooler Outlet Temperature Indication on the <u>BLEED SD</u> page

Ident.: 9-MI-36-07-00004523.0000100 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, 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 <u>BLEED SD</u> page

Ident.: 9-MI-36-07-00004523.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIIA to -AIID, -AIJM to -AIJR, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 <u>BLEED SD</u> page

Ident.: 9-MI-36-07-00004524.0000001 / 25 MAR 2025
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 / 23 JUN 2025

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

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-36 - PNEUMATIC
MI-36-09 - ECAM ALERTS

36-09-01D No FL limitation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	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 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	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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-09 - ECAM ALERTS

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-36-09-00004525.0000200 / 23 JUN 2025

Criteria: A320 (all ex. -AIIID) / A321

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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-36-09-00004525.0000300 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -AILY, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AILY, D-ASTX

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 Limitation to 37000 ft

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

COMPANY NOTES OPS affected
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-09 - ECAM ALERTS

- 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 / 23 JUN 2025 Criteria: A319 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX	

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM

- 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)*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM

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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM

36-11-01	Engine Bleed Air Supply System

Ident.: 9-MI-36-11-00004526.0000200 / 23 JUN 2025
Criteria: A320 (all ex. -A1ID) / A321
Applicable to: D-A1IA, D-A1IB, D-A1IC, D-A1JC, D-A1JH, D-A1JI, D-A1JJ, D-A1JM, D-A1JN, D-A1JP, D-A1JQ, D-A1JR, D-A1NH, D-A1QW, D-A1RN, D-A1ZJ, D-A1ZM

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.



 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM

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)



36-11-02

Engine Bleed Valve (PRV)

Ident.: 9-MI-36-11-00004527.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

36-11-03A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - 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.

36-11-03C Overpressure valve secured in the open position

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

(m) One may be inoperative provided that:

- 1) It has been deactivated in the open 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 36-11-00-040-812*

36-11-03	Engine Bleed Overpressure Valve

Ident.: 9-MI-36-11-00004528.0000200 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-36 - PNEUMATIC
MI-36-11 - 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-36-11-00004528.0000300 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMSMI-36 - PNEUMATIC
MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM**36-11-04****Engine Bleed Fan Air Valve**

Ident.: 9-MI-36-11-00004529.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

36-11-06A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

COMPANY NOTES OPS affected
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
C	2	1	No

COMPANY NOTES OPS affected
-

(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 (-AIJM to -AIJR)

Applicable to: D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

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 36-11-00-040-804*



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-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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



36-11-07	Engine Bleed HP Valve

Ident.: 9-MI-36-11-00004532.0000300 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, 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-36-11-00004532.0000400 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

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

36-11-08

Bleed Monitoring Computer (BMC)

Ident.: 9-MI-36-11-00004533.0000100 / 23 JUN 2025

Criteria: A319 (-ABGH, -ABGK, -AILY, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-AILY, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM

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 / 23 JUN 2025

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)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM

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	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, 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-36-11-00004533.0000300 / 23 JUN 2025

Criteria: A320 (-AIQW) / A321

Applicable to: 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:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM

- 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 / 23 JUN 2025 Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW) Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQQ, D-AIJR, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-11 - ENGINE BLEED AIR SUPPLY SYSTEM

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
- 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



36-12-01	APU Bleed Air Supply System

Ident.: 9-MI-36-12-00004534.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-12 - APU BLEED AIR SUPPLY AND CROSSBLEED SYSTEMS

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-36 - PNEUMATIC
MI-36-12 - APU BLEED AIR SUPPLY AND CROSSBLEED SYSTEMS

36-12-04

Automatic Control of the X Bleed Valve

Ident.: 9-MI-36-12-00004537.0000001 / 25 MAR 2025

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: A319 / A320 (-AIIA to -AIID, -AIJM to -AIJR, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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

36-12-05

Manual Control of the X Bleed Valve

Ident.: 9-MI-36-12-00004538.0000200 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJJ, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AINH

36-12-05B

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	1	1	No	-

Must be operative.



36-22-01	Pylon Leak Detection System

Ident.: 9-MI-36-22-00004539.0000100 / 23 JUN 2025
Criteria: A319 (-ABGP) / A320 (-AIZJ, -AIZM)
Applicable to: D-ABGP, 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-36-22-00004539.0000200 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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-36-22-00004539.0000300 / 23 JUN 2025

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	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, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-22 - LEAK DETECTION LOOP

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-36-22-00004539.0000400 / 23 JUN 2025

Criteria: A320 (-AIQW) / A321

Applicable to: 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*

36-22-01**Pylon Leak Detection System**

Ident.: 9-MI-36-22-00004539.0000500 / 23 JUN 2025

Criteria: A319 (-ABGH, -ABGK, -AILY, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-AILY, D-ASTX

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

36-22-02	Wing Leak Detection System			
Ident.: 9-MI-36-22-00004540.0000001 / 25 MAR 2025				
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 / 23 JUN 2025				
Criteria: A319 (-ABGH to -ABGP, -AILY, -ASTX)				
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AILY, D-ASTX				
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

- The ENG 1 BLEED pb-sw is set to OFF, and
 - The PACK 1 pb-sw is set to OFF, and
 - The X BLEED selector is set to SHUT, and
 - The APU BLEED pb-sw is set to OFF, and
 - The aircraft is not operated in known or forecast icing conditions along the intended route, and
 - 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:

 - ETOPS is not conducted, and
 - The **AIR APU BLEED LEAK** alert was not displayed during the previous flight, and
 - The ENG 1 BLEED pb-sw is set to OFF, and
 - The PACK 1 pb-sw is set to OFF, and
 - The X BLEED selector is set to SHUT, and
 - The APU BLEED pb-sw is set to OFF, and
 - The aircraft is not operated in known or forecast icing conditions along the intended route, and
 - 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 / 23 JUN 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-22 - LEAK DETECTION LOOP

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	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 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:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-36 - PNEUMATIC MI-36-22 - LEAK DETECTION LOOP

- 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*

36-22-03	APU Leak Detection Loop
Ident.: 9-MI-36-22-00004541.0000300 / 23 JUN 2025 Criteria: A320 (all ex. -A1ID) / A321 Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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
C	1	0	No

COMPANY NOTES OPS affected
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
B	1	0	No

COMPANY NOTES OPS affected
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-38 - WATER AND WASTE MI-38-10 - TOILET SYSTEM

38-10-01	Lavatory

Ident.: 9-MI-38-10-00004542.0000001 / 25 MAR 2025

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.



46-00-01

AOIP DATA MAINTENANCE Message 

Ident.: 9-MI-46-00-00014548.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

46-00-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	-	-	No	-

AOIP DATA MAINTENANCE message may be displayed on the STATUS SD page.



AIRCRAFT EFB SYSTEM

46-11-01-01

Aircraft EFB System

Ident.: 9-MI-46-11-01-00004543.0000001 / 25 MAR 2025

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:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-46 - INFORMATION SYSTEMS MI-46-11 - AIRCRAFT INFORMATION NETWORK SYSTEMS

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-46 - INFORMATION SYSTEMS MI-46-11 - AIRCRAFT INFORMATION NETWORK SYSTEMS

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 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-46 - INFORMATION SYSTEMS
MI-46-11 - AIRCRAFT INFORMATION NETWORK SYSTEMS

46-11-01-04

EFB Power Connection

Ident.: 9-MI-46-11-01-00004546.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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.*

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-46 - INFORMATION SYSTEMS MI-46-11 - AIRCRAFT INFORMATION NETWORK SYSTEMS

AIRCRAFT EFB SYSTEM FUNCTIONALITY

46-11-02-01	EFB Flight Crew Application

Ident.: 9-MI-46-11-02-00004548.0000001 / 25 MAR 2025

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	COMPANY NOTES OPS affected
C	-	0	No	-

(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).*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-46 - INFORMATION SYSTEMS MI-46-11 - AIRCRAFT INFORMATION NETWORK SYSTEMS

— 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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-46 - INFORMATION SYSTEMS MI-46-11 - AIRCRAFT INFORMATION NETWORK SYSTEMS

- 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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-46 - INFORMATION SYSTEMS MI-46-11 - AIRCRAFT INFORMATION NETWORK SYSTEMS

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-46 - INFORMATION SYSTEMS MI-46-11 - AIRCRAFT INFORMATION NETWORK SYSTEMS

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 / 25 MAR 2025

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)*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-46 - INFORMATION SYSTEMS MI-46-21 - AIR TRAFFIC AND INFORMATION MANAGEMENT SYSTEM

46-21-01	Air Traffic Service Unit (ATSU)

Ident.: 9-MI-46-21-00004562.0000001 / 25 MAR 2025 Criteria: A319 (all ex. -AILY) / A320 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX	

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 airspace: 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 / 23 JUN 2025 Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX	

46-21-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	2	1	Yes	-

One may be inoperative.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-46 - INFORMATION SYSTEMS
MI-46-21 - AIR TRAFFIC AND INFORMATION MANAGEMENT SYSTEM

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

46-21-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	2	1	Yes	-

One may be inoperative.

**MINIMUM EQUIPMENT LIST**
MI - MEL ITEMS**MI-46 - INFORMATION SYSTEMS**
MI-46-21 - AIR TRAFFIC AND INFORMATION MANAGEMENT SYSTEM**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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIHA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-47 - INERT GAS SYSTEM
MI-47-10 - GENERATION/STORAGE

47-10-01

Fuel Tank Inerting System

Ident.: 9-MI-47-10-00004567.0000001 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW, -AIZJ)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZM

47-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	No	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-49 - AIRBORNE AUXILIARY POWER MI-49-00 - MAINTENANCE MESSAGE ON THE STATUS SD PAGE

49-00-01	<u>APU MAINTENANCE</u> Message

Ident.: 9-MI-49-00-00004568.0000001 / 25 MAR 2025

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 considered inoperative: *Refer to 9-MI-49-10-01 Power Plant (APU)*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-49 - AIRBORNE AUXILIARY POWER MI-49-01 - APU OVERHEAD PANEL

49-01-01	APU MASTER SW pb-sw FAULT light

Ident.: 9-MI-49-01-00004569.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-49 - AIRBORNE AUXILIARY POWER MI-49-01 - APU OVERHEAD PANEL

49-01-04	APU START pb-sw ON light

Ident.: 9-MI-49-01-00004572.0000001 / 25 MAR 2025

Applicable to: ALL

49-01-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

May be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-49 - AIRBORNE AUXILIARY POWER MI-49-07 - INDICATIONS ON THE APU SD PAGE

49-07-01	Indications on the <u>APU</u> SD page

Ident.: 9-MI-49-07-00004573.0000001 / 25 MAR 2025
Applicable to: ALL

49-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	-	0	No	-

One or more may be inoperative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-49 - AIRBORNE AUXILIARY POWER MI-49-10 - POWER PLANT

49-10-01	Power Plant (APU)

Ident.: 9-MI-49-10-00004574.0000001 / 25 MAR 2025

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-49 - AIRBORNE AUXILIARY POWER
MI-49-10 - POWER PLANT

49-10-02

APU Air Intake Flap

Ident.: 9-MI-49-10-00004575.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL**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 / 25 MAR 2025

Applicable to: ALL**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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-52 - DOORS MI-52-01 - OVERHEAD PANELS

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 / 25 MAR 2025

Applicable to: ALL

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	COMPANY NOTES OPS affected
-	2	0	No	-

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 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A321
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-52 - DOORS MI-52-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-52 - DOORS MI-52-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

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)

52-07-02	Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page

Ident.: 9-MI-52-07-00004581.0000001 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-52 - DOORS MI-52-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

52-07-03	Cabin Overwing Exit Permanently Indicated Open on the <u>DOOR/OXY</u> SD page

Ident.: 9-MI-52-07-00004583.0000001 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 <u>DOOR/OXY</u> SD page

Ident.: 9-MI-52-07-00004583.0000002 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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.



MI - MEL ITEMS

A320FAMILY
OM-B A320 FAMILY

MI-52 - DOORS
MI-52-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

- Reference(s)

- (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 52-0/-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 52-0/-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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-52 - DOORS MI-52-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

52-07-05	Cargo Door Indication on the <u>DOOR/OXY</u> SD page

Ident.: 9-MI-52-07-00004585.0000001 / 25 MAR 2025

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 <u>DOOR/OXY</u> SD page

Ident.: 9-MI-52-07-00004586.0000001 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-52 - DOORS MI-52-10 - CABIN DOOR

52-10-01	Cabin Door

Ident.: 9-MI-52-10-00004589.0000001 / 25 MAR 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

Applicable to: D-AIRN

52-10-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	8	7	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*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-52 - DOORS
MI-52-10 - CABIN DOOR

52-10-02

Cabin Overwing Exit

Ident.: 9-MI-52-10-00004590.0000001 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025				
Applicable to: ALL				
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 / 23 JUN 2025				
Criteria: A319 / A320 (all ex. -AIID)				
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX				
52-10-04A				
Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	4	0	No	-

One or more may be inoperative.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-52 - DOORS
MI-52-10 - CABIN DOOR

52-10-04

Cabin Door Damper Function

Ident.: 9-MI-52-10-00004592.0000005 / 25 MAR 2025

Criteria: A321

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW)

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A321

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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*



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-52 - DOORS
MI-52-10 - CABIN DOOR

52-10-07

Cabin Door Stay Mechanism

Ident.: 9-MI-52-10-00004595.0000004 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Applicable to: ALL

52-10-10A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	-

(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



52-30-01

Cargo Door (FWD, AFT and BULK)

Ident.: 9-MI-52-30-00004601.0000001 / 25 MAR 2025

Applicable to: ALL

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

52-30-02

Cargo Door Actuator

Ident.: 9-MI-52-30-00004602.0000001 / 25 MAR 2025

Applicable to: ALL

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



52-30-03

Cargo Door Electrical Control

Ident.: 9-MI-52-30-00004603.0000001 / 25 MAR 2025

Applicable to: ALL

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

**MINIMUM EQUIPMENT LIST****MI - MEL ITEMS**MI-52 - DOORS
MI-52-30 - CARGO DOOR**52-30-04****Cargo Door Locking Hooks and Spools (Rollers)**

Ident.: 9-MI-52-30-00004604.0000001 / 25 MAR 2025

Applicable to: ALL**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.

52-30-05**Cargo Door Hand Pump**

Ident.: 9-MI-52-30-00004605.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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



52-33-01

Cargo Door Balance Mechanism

Ident.: 9-MI-52-33-00004610.0000001 / 23 JUN 2025

Criteria: A320 (all ex. -A1ID) / A321

Applicable to: D-A1IA, D-A1IB, D-A1IC, D-A1JC, D-A1JH, D-A1JI, D-A1JJ, D-A1JM, D-A1JN, D-A1JP, D-A1JQ, D-A1JR, D-A1NH, D-A1QW, D-A1RN, D-A1ZJ, D-A1ZM

52-33-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	1	0	Yes	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 / 25 MAR 2025

Applicable to: ALL

52-51-01B

Repair interval	Nbr installed	Nbr required	Placard
-	1	1	No

COMPANY NOTES OPS affected
-

Must be operative.

52-51-01C Ferry Flight

Repair interval	Nbr installed	Nbr required	Placard
B	1	0	Yes

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL

52-51-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	No

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-52 - DOORS MI-52-51 - REINFORCED COCKPIT DOOR (CDLS)

52-51-06	CDLS Door Release Strike (Catch, Spring, Solenoid, Bolt)

Ident.: 9-MI-52-51-00004615.0000001 / 25 MAR 2025
Applicable to: ALL

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



MINIMUM EQUIPMENT LIST

MI - MEL ITEMS

MI-52 - DOORS

MI-52-51 - REINFORCED COCKPIT DOOR (CDLS)

52-51-07

CDLS Deadbolt

Ident.: 9-MI-52-51-00004616.0000001 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

52-51-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	1	0	No	-

May be inoperative.

52-51-08

Cockpit Door Latch Mechanism (Mechanical Latches)

Ident.: 9-MI-52-51-00009080.0000001 / 25 MAR 2025

Applicable to: ALL

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-52 - DOORS MI-52-51 - REINFORCED COCKPIT DOOR (CDLS)

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL

52-53-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	1	0	Yes	H

(m) May be inoperative provided:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-52 - DOORS MI-52-53 - COCKPIT DOOR PANEL ON THE CENTER PEDESTAL

- 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 / 25 MAR 2025

Applicable to: ALL

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	COMPANY NOTES OPS affected
B	1	0	Yes	-

- (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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-56 - WINDOWS MI-56-10 - COCKPIT

56-10-01	Front Windshield

Ident.: 9-MI-56-10-00004622.0000001 / 25 MAR 2025
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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-56 - WINDOWS MI-56-10 - COCKPIT

56-10-03	Sliding Window Opening/Closing Mechanism

Ident.: 9-MI-56-10-00004624.0000001 / 25 MAR 2025

Applicable to: ALL

56-10-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	2	2	No	-

Both must be operative.



56-20-01	Cabin Window

Ident.: 9-MI-56-20-00004625.0000001 / 25 MAR 2025

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	COMPANY NOTES OPS affected
C	-	0	No	H

One or more may be cracked provided that the flight is not pressurized.



70-00-01

ENG FADEC MAINTENANCE Message

Ident.: 9-MI-70-00-00004626.0000100 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

70-00-01A For aircraft not affected by CFM VSB LEAP-1A-75-00-0004-01A-930A-D

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 provided that the aircraft is not affected by CFM VSB LEAP-1A-75-00-0004-01A-930A-D.

70-00-01B For aircraft affected by CFM VSB LEAP-1A-75-00-0004-01A-930A-D and all VSV actuators replaced

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 provided that all Variable Stator Vane (VSV) actuators listed in CFM VSB LEAP-1A-75-00-0004-01A-930A-D were replaced in accordance with the VSB instructions.

70-00-01C For aircraft affected by CFM VSB LEAP-1A-75-00-0004-01A-930A-D

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	-	-	No	-

ENG FADEC MAINTENANCE message may be displayed on the STATUS SD page for 3 flights.



70-00-01

ENG FADEC MAINTENANCE Message

Ident.: 9-MI-70-00-00004626.0000200 / 25 MAR 2025

Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-71 - POWER PLANT
MI-71-09 - ECAM ALERTS

71-09-01

ENG 1(2) FAN COWL NOT CLSD Alert

Ident.: 9-MI-71-09-00004629.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

71-09-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

(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



71-13-01

Fan Cowl Loss Prevention Mechanical System

Ident.: 9-MI-71-13-00013548.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

71-13-01A

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:

- 1) The Fan Cowl Loss Prevention Mechanical system is inhibited, and
- 2) The associated fan cowl latches are checked closed before each flight.

Reference(s)

(o) Refer to OpsProc 71-13-01A Fan Cowl Loss Prevention Mechanical System

(m) Refer to AMM Task 71-13-00-040-816

73-07-01

F. USED Indication on the ENGINE SD page

Ident.: 9-MI-73-07-00004630.0000001 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-73 - ENGINE FUEL AND CONTROL
MI-73-07 - INDICATIONS ON THE ENGINE 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 / 25 MAR 2025

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-73 - ENGINE FUEL AND CONTROL
MI-73-08 - INDICATIONS ON THE EWD

73-08-01

Fuel Flow Indication on the EWD

Ident.: 9-MI-73-08-00004632.0000001 / 23 JUN 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIIA to -AIIIC, -AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIIL, 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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (-AIJC to -AIJR, -AINH, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-73 - ENGINE FUEL AND CONTROL MI-73-09 - ECAM ALERTS

73-09-01	ENG 1(2) FUEL FILTER CLOG Alert

Ident.: 9-MI-73-09-00004633.0000001 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIQR, 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

73-09-01	ENG 1(2) FUEL FILTER CLOG Alert

Ident.: 9-MI-73-09-00004633.0000002 / 23 JUN 2025
Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIIL, D-AIQW, D-AIRN, D-AIIZ, D-AIZM, D-ASTX

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

73-09-02

ENG 1(2) MINOR FAULT Alert

Ident.: 9-MI-73-09-00004634.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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-73-09-00004636.0000100 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

73-09-04**ENG 1(2) FUEL SENSOR FAULT Alert**

Ident.: 9-MI-73-09-00004636.0000200 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

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 3 flights or 6 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 was not displayed during the previous flight on the EWD.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-73 - ENGINE FUEL AND CONTROL MI-73-09 - ECAM ALERTS

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	-

(m) One may be displayed provided that:

- 1) The associated **ENG 1(2) FUEL FILTER SENSOR** subtitle is displayed on the EWD, and
- 2) The associated filter is replaced before the first MMEL dispatch and then every 100 flight hours.

Reference(s)

(m) Refer to AMM Task 73-34-00-040-803

73-09-04C **FUEL STRAINER SENSOR** subtitle displayed and no filter replacement

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

One may be displayed provided that:

- 1) The associated **FUEL STRAINER SENSOR** subtitle is displayed on the EWD, and
- 2) The associated **ENG 1(2) STRAINER CLOG** alert was not displayed during the previous flight on the EWD, and
- 3) The **ENG 1(2) FUEL FILTER PARTLY CLOGGED** alert and the **ENG 1(2) FUEL SENSOR FAULT** alert are not displayed on the EWD for the opposite engine.

73-09-04D **FUEL STRAINER SENSOR** subtitle displayed and fuel filter replacement

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

(m) One may be displayed provided that:

- 1) The associated **FUEL STRAINER SENSOR** subtitle is displayed on the EWD, and
- 2) The associated fuel filter is replaced .

Reference(s)

(m) Refer to AMM Task 73-34-00-040-803

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-73 - ENGINE FUEL AND CONTROL MI-73-09 - ECAM ALERTS

73-09-04E **TEMP SENSORS** 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:

- 1) The associated **TEMP SENSORS** subtitle is displayed on the EWD, and
- 2) The four wing tank pumps are operative.

73-09-05	<u>ENG 1(2) HEAT SYS DEGRADED</u> Alert

Ident.: 9-MI-73-09-00004637.0000001 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

73-09-06

ENG 1(2) FUEL STRAINER CLOG Alert

Ident.: 9-MI-73-09-00013543.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

73-09-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	2	1	No	-

One may be displayed for 10 consecutive calendar days provided that:

- 1) The **ENG 1(2) FUEL FILTER PARTLY CLOGGED** alert is not displayed for the same engine, and
- 2) The **ENG 1(2) FUEL SENSOR FAULT** alert is not displayed for the other engine.

73-09-07

ENG 1(2) HP FUEL VALVE Alert

Ident.: 9-MI-73-09-00013544.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

73-09-07A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

One may be displayed provided that:

- 1) The associated HP FUEL VALVE NOT OPEN subtitle is displayed on the EWD, and
- 2) The affected engine can start.

**73-09-08****ENG 1(2) FADEC IDENT FAULT Alert**

Ident.: 9-MI-73-09-00013542.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

73-09-08A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

(m) One or both may be displayed provided that there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.

Reference(s)

(m) Refer to AMM Task 73-29-00-040-802

73-09-09**ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert**

Ident.: 9-MI-73-09-00004638.0000100 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

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 3 flights or 6 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 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 100 flight hours.

Reference(s)

(m) Refer to AMM Task 73-34-00-040-803



73-09-09

ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert

Ident.: 9-MI-73-09-00004638.0000200 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-73 - ENGINE FUEL AND CONTROL MI-73-10 - DISTRIBUTION

73-10-01	Fuel Return To Tank Valve

Ident.: 9-MI-73-10-00004639.0000001 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (-AIIA to -AIIIC, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-73 - ENGINE FUEL AND CONTROL MI-73-10 - DISTRIBUTION

73-10-03	Fuel Metering Valve

Ident.: 9-MI-73-10-00004640.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A321

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-73 - ENGINE FUEL AND CONTROL
MI-73-20 - CONTROLLING

73-20-01

Flex Takeoff Mode

Ident.: 9-MI-73-20-00004642.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A321

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-73 - ENGINE FUEL AND CONTROL
MI-73-20 - CONTROLLING

73-20-05

Minimum Idle on Ground

Ident.: 9-MI-73-20-00004644.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A321

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.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-73 - ENGINE FUEL AND CONTROL
MI-73-25 - PROTECTION

73-25-01

Engine Overthrust Protection System

Ident.: 9-MI-73-25-00004646.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

73-25-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	2	1	No	-

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 / 25 MAR 2025

Applicable to: ALL

74-07-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	0	No	-

- (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 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIIC, -AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIIL, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-74 - IGNITION MI-74-09 - ECAM ALERT

74-09-01	ENG 1(2) IGN A(B)(A+B) FAULT Alert

Ident.: 9-MI-74-09-00004648.0000200 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.



74-31-01	Ignition System A

Ident.: 9-MI-74-31-00004649.0000100 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

74-31-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

(o) One may be inoperative provided that:

- 1) ETOPS is not conducted, and
- 2) The associated engine ignition system B is operative.

Note: If the **ENG 1(2) START FAULT ENG 1(2) IGN A FAULT** alert is triggered, the Ignition System A may be recovered by application of AMM task 74-31-00-040-804. After application of the maintenance task, the system B is inoperative.

Refer to 9-MI-74-31-02 Ignition System B

Reference(s)

(o) Refer to OpsProc 74-31-01A Ignition System A



74-31-01

Ignition System A

Ident.: 9-MI-74-31-00004649.0000300 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Applicable to: ALL

74-31-02A

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 74-31-02A Ignition System B



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-75 - AIR
MI-75-22 - ENGINE BEARING COOLING SYSTEM

75-22-01	Buffer Air Check Valve

Ident.: 9-MI-75-22-00004651.0000001 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

75-22-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	1	No	-

One may be inoperative in the open position.



75-24-01

Turbine Active Clearance Control Valve

Ident.: 9-MI-75-24-00004652.0000001 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

75-24-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
B	2	1	No	-

- (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

75-24-02

FADEC Blower

Ident.: 9-MI-75-24-00013545.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

75-24-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	2	1	No	-

One may be inoperative for 10 consecutive days or 150 flight hours, whichever occurs first.

75-24-03

Low Pressure Turbine Active Clearance Control (LPTACC) Valve

Ident.: 9-MI-75-24-00013546.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

75-24-03A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	2	0	No	H

- (o) (m) One or both may be inoperative for 10 flight cycles provided that:



- 1) The affected LPTACC valve is deactivated in the closed position, and
- 2) The associated engine takeoff EGT margin is above 5 °C.

Reference(s)

(o) Refer to OpsProc 75-24-03A LPTACC Valve

(m) Refer to AMM Task 75-22-00-040-801

75-24-04

High Pressure Turbine Active Clearance Control (HPTACC) Valve

Ident.: 9-MI-75-24-00013547.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

75-24-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

(o) (m) One or both may be inoperative provided that:

- 1) The affected HPTACC valve is deactivated in the closed position, and
- 2) The associated engine takeoff EGT margin is above 15 °C.

Reference(s)

(o) Refer to OpsProc 75-24-04A HPTACC Valve

(m) Refer to AMM Task 75-21-00-040-801



76-11-01

Thrust lever Position Sensor

Ident.: 9-MI-76-11-00004653.0000001 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

76-11-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
A	4	3	No	-

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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



77-07-01-03	F. USED (Fuel Used) Indication on the <u>CRUISE</u> SD page

Ident.: 9-MI-77-07-01-00004656.0000200 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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

77-07-01-04	OIL QT (Oil Quantity) Indication on the <u>CRUISE</u> SD page

Ident.: 9-MI-77-07-01-00004657.0000001 / 25 MAR 2025
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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-77 - ENGINE INDICATING MI-77-07 - INDICATIONS ON SD PAGES

77-07-02-03	Fuel Used Indication on the <u>ENGINE</u> SD page

Ident.: 9-MI-77-07-02-00004660.0000200 / 25 MAR 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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

77-07-02-04	Nacelle Temperature Indication on the <u>ENGINE</u> SD page

Ident.: 9-MI-77-07-02-00004661.0000001 / 25 MAR 2025
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 <u>ENGINE</u> SD page

Ident.: 9-MI-77-07-02-00004662.0000001 / 25 MAR 2025
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
A	2	0	No

COMPANY NOTES OPS affected
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 / 25 MAR 2025

Applicable to: ALL

77-07-02-06A One indication inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	2	1	No

COMPANY NOTES OPS affected
-

One may be inoperative.

77-07-02-06B Both indications inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	2	0	No

COMPANY NOTES OPS affected
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-77 - ENGINE INDICATING MI-77-07 - INDICATIONS ON SD PAGES

77-07-02-07	Oil Filter Clog Indication on the <u>ENGINE</u> SD page

Ident.: 9-MI-77-07-02-00004664.0000001 / 25 MAR 2025

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 <u>ENGINE</u> SD page

Ident.: 9-MI-77-07-02-00004665.0000001 / 25 MAR 2025

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 <u>ENGINE</u> SD page

Ident.: 9-MI-77-07-02-00004666.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIIL, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-77 - ENGINE INDICATING
MI-77-08 - INDICATIONS ON THE EWD

77-08-01

EGT Indication on the EWD

Ident.: 9-MI-77-08-00004670.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

77-08-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	2	2	No	-

Must be operative.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-77 - ENGINE INDICATING
MI-77-08 - INDICATIONS ON THE EWD

77-08-06

Bleed Configuration Indication on the EWD (PACKS, NAI, WAI)

Ident.: 9-MI-77-08-00004675.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

77-08-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	3	0	No	-

One or more may be inoperative.



77-09-01

ENG TYPE DISAGREE Alert

Ident.: 9-MI-77-09-00004676.0000001 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW)

Applicable to: 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



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-78 - EXHAUST
MI-78-08 - INDICATIONS ON THE EWD

78-08-01

REV Indication on the EWD

Ident.: 9-MI-78-08-00004677.0000100 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJR, -AINH) / A321

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIIL, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (-AIJH to -AIJN)

Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN

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 / 23 JUN 2025

Criteria: A320 (-AIJC, -AIJP to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJP, D-AIJQ, D-AIJR, 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

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-78 - EXHAUST MI-78-09 - ECAM ALERTS

78-09-02	ENG 1(2) REV MINOR FAULT Alert

Ident.: 9-MI-78-09-00004679.0000001 / 23 JUN 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

78-09-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	No	-

One or both may be displayed.



78-30-01

Thrust Reverser

Ident.: 9-MI-78-30-00004680.0000100 / 23 JUN 2025

Criteria: A320 (-AIJH to -AIJN)

Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN

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 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-78-30-00004680.0000200 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

78-30-01A **ENG 1(2) REV PRESSURIZED** alert not displayed after deactivation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	Yes	-

(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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-78 - EXHAUST MI-78-30 - THRUST REVERSERS

- 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 78-30-00-040-810

78-30-01B **ENG 1(2) REV PRESSURIZED** alert displayed after deactivation

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	Yes	-

- (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 associated with the inoperative thrust reverser is not displayed on the EWD after deactivation, and
 - 4) The ICV is checked closed before each flight, and
 - 5) The appropriate performance adjustments are applied.

Reference(s)

- (o) Refer to OpsProc 78-30-01B Thrust Reverser (ENG 1(2) REV PRESSURIZED alert displayed after deactivation)
- (m) Refer to AMM Task 78-30-00-040-811

78-30-01	Thrust Reverser

Ident.: 9-MI-78-30-00004680.0000300 / 23 JUN 2025
Criteria: A320 (-AIJC, -AIJP to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJP, D-AIJQ, D-AIJR, 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-78-30-00004680.0000400 / 23 JUN 2025				
Criteria: A321				
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-78-30-00004680.0000500 / 23 JUN 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-78 - EXHAUST MI-78-30 - THRUST REVERSERS

78-30-04	Thrust Reverser Door Tertiary Lock

Ident.: 9-MI-78-30-00004683.00000002 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

78-30-04A Thrust Reverser considered 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 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	2	0	No	-

(o) (m) One or more may be inoperative provided that:

- 1) The associated thrust reverser door tertiary lock is secured in the open position, and
- 2) The **ENG 1(2) REV LOCKED** alert associated with the affected thrust reverser is not displayed on the EWD after deactivation.

Reference(s)

(o) *Refer to OpsProc 78-30-04B Thrust Reverser Door Tertiary Lock*

(m) *Refer to AMM Task 78-37-00-040-803*

78-30-05	Thrust Reverser Tertiary Lock Valve

Ident.: 9-MI-78-30-00004684.00000001 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

78-30-05A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	4	0	No	-

One or more may be inoperative in the open position.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-79 - OIL MI-79-07 - INDICATIONS ON THE ENGINE SD PAGE

79-07-01	CLOG Indication on the <u>ENGINE</u> SD page

Ident.: 9-MI-79-07-00004685.0000001 / 25 MAR 2025

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 <u>ENGINE</u> SD page

Ident.: 9-MI-79-07-00004686.0000100 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: 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 <u>ENGINE</u> SD page

Ident.: 9-MI-79-07-00004686.0000300 / 25 MAR 2025

Criteria: A319 (all ex. -AILY)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

79-07-03**Oil Quantity Indication on the ENGINE SD page**

Ident.: 9-MI-79-07-00004687.0000001 / 25 MAR 2025

Applicable to: ALL

79-07-03A

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 oil quantity is checked before each flight.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-79 - OIL MI-79-07 - INDICATIONS ON THE ENGINE SD PAGE

- 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 <u>ENGINE</u> SD page
Ident.: 9-MI-79-07-00004688.0000001 / 25 MAR 2025 Applicable to: ALL	

79-07-04A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	2	2	No	-

Must be operative.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-79 - OIL MI-79-09 - ECAM ALERTS

79-09-01	ENG 1(2) OIL LO PR Alert

Ident.: 9-MI-79-09-00004689.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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-79-09-00004690.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIJ, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-79 - OIL MI-79-09 - ECAM ALERTS

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 M MEL 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:

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-79 - OIL MI-79-09 - ECAM ALERTS

- 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-79-09-00004690.0000002 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW)

Applicable to: 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-79-09-00004690.0000003 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (-AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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-79-09-00004693.0000100 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

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 associated filter is replaced before the first MEL dispatch and then every 150 flight hours, and
- 2) 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 79-35-00-040-809

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 associated filter is replaced before the first MEL dispatch and then every 150 flight hours, and
- 2) The associated Oil Debris Monitoring System is checked operative when the filter is replaced, 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 79-35-00-040-808

79-09-05

ENG 1(2) OIL SENSOR FAULT Alert

Ident.: 9-MI-79-09-00004693.0000200 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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-79-09-00004694.0000100 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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.

79-09-06

ENG 1(2) OIL CHIP DETECTED Alert

Ident.: 9-MI-79-09-00004694.0000200 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

79-09-06A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	2	2	No	-

Must not be displayed on the EWD.

79-09-07

ENG 1(2) OIL FILTER - PARTLY CLOGGED Alert

Ident.: 9-MI-79-09-00004695.0000001 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MI - MEL ITEMS MI-79 - OIL MI-79-09 - ECAM ALERTS

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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (-AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM, D-ASTX

79-20-02A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
D	2	0	No	-

One or both may be inoperative.



MINIMUM EQUIPMENT LIST
MI - MEL ITEMS

MI-79 - OIL
MI-79-40 - IDG OIL COOLING SYSTEM

79-40-01

Fuel Return Valve

Ident.: 9-MI-79-40-00004698.0000001 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (-AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZJ, D-AIZM, D-ASTX

79-40-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	-	-	-	-

Refer to 9-MI-73-10-01 Fuel Return Valve



A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST
MI - MEL ITEMS
MI-80 - STARTING
MI-80-01 - ENG MAN START OVERHEAD PANEL

80-01-31	ENG MAN START pb-sw

Ident.: 9-MI-80-01-00004699.0000001 / 25 MAR 2025
Applicable to: ALL

80-01-31A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	Yes	-

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 / 25 MAR 2025

Applicable to: ALL

80-07-01A

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 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 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

80-11-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
-	2	2	No	-

Must be operative.

80-11-01	Start Valve

Ident.: 9-MI-80-11-00004701.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIIA to -AIID, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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



80-12-01	FAULT light on the ENG MASTER Panel

Ident.: 9-MI-80-12-00004702.0000001 / 25 MAR 2025
Applicable to: ALL

80-12-01A

Repair interval	Nbr installed	Nbr required	Placard	COMPANY NOTES OPS affected
C	2	0	Yes	-

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

Lavatory and Galley Ventilation

21-23-01B 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
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
21-52-01F(C) 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

**Overhead Panel****SURV Overhead Panel**

22-01-02-31A T.O SURV pb-sw	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 nav aids)	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 VHF's installed)	B
Speech Communication	
23-10-02C(D A B) VHF Voice	A
Radio Management	
23-13-01A RMP (RMP 1 or RMP 2 Inoperative)	A
23-13-01B RMP (RMP 3 Inoperative)	B
23-13-03A RMP Key (Affected RMP Operative)	C
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

23-51-04B Cockpit Loudspeaker (Both Loudspeakers Inoperative)	A
23-51-05A Cockpit Loudspeaker Volume Control	B
23-51-08A(B) Audio Management Unit Side	C

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

DEU B

23-73-03-01B(A) 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

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 <u>ELEC</u> 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

25-20-02C(E) 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
25-20-05E() Passenger Seat Armrest (Armrest Missing)	F
25-20-06A Underseat Baggage Restraining Bar	G
25-20-07B() Passenger Seat Meal Table (Affected seats considered inoperative)	H
25-20-07C Passenger Seat Meal Table (Affected Cabin Doors Considered Inoperative)	I
25-20-07C Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)	J
25-20-07D() Passenger Seat Meal Table (Backseat Mounted Meal Table Missing)	K
25-20-09A(A A A) Non-Required Cabin Attendant Seat Station 3LA, 3RA)	L
25-20-09B(B B) Required Cabin Attendant Seat (3R)	M



25-20-09C(C C C) Required Cabin Attendant Seat (1L, 1R, 3L or 3R)	N
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>	A
25-62-06A() Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page <A>	B
Evacuation Signaling Equipment	
25-63-01A Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) <A>	A
First Aid Equipment	
25-64-03A(B) First Aid Kit Additional Equipment	A
Emergency Equipment	
25-65-04A(B) Survival Emergency Locator Transmitter <A>	A
25-65-09A(B) Emergency Locator Transmitter - Distress Tracking (ELT-DT)	B
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 <u>F/CTL</u> SD page	A
27-07-04A Elevator Position Indication on the <u>F/CTL</u> SD page	B
27-07-05A Pitch Trim Position Indication on the <u>F/CTL</u> SD page	C
27-07-06A Rudder Position Indication on the <u>F/CTL</u> SD page	D
27-07-11A Spoilers/Speedbrakes Indication on the <u>F/CTL</u> SD page	E
27-07-12A Spoilers/Speedbrakes Indication on the <u>WHEEL</u> 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

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 <u>FUEL</u> SD page	A
28-07-01-02A Fuel Quantity Indication (FQI) in Degraded Mode on the <u>FUEL</u> SD page	B
28-07-01-03A(C) Outer Tank Fuel Quantity Indication on the <u>FUEL</u> SD page	C
28-07-01-04A() Inner/Wing Tank Fuel Quantity Indication on the <u>FUEL</u> SD page	D



28-07-01-05A Center Tank Fuel Quantity Indication on the <u>FUEL</u> SD page	E
Valve Indications on the FUEL SD page	
28-07-04-04A Wing Transfer Valve Indication on the <u>FUEL</u> 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
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
APU LP Fuel Shutoff	
28-29-01A APU LP Fuel <u>Valve</u>	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 <u>HYD</u> SD page	A
29-07-08A() System Pressure Indication on the <u>HYD</u> SD page	B

ECAM Alerts

29-09-03A HYDGY(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

30-21-01B(C) Engine Anti-Ice Valve	A
30-21-01A(D) 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 <u>WHEEL</u> SD page	A
32-07-03A L/G Doors Position Indication on the <u>WHEEL</u> SD page	B
ECAM Alerts	
32-09-01C BRAKES-NWS 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/Ulimate 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

**Cabin General Illumination**

33-20-01A Cabin General Illumination	A
33-20-03A Lavatory Sign (Return to seat)	B

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
34-30-06A FLS	B

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



34-50-09F(G) Global Positioning System (GPS)  (Aircraft with ADS-B OUT capability)	B
34-50-09E(D) Global Positioning System (GPS)  (ADS-B OUT function DO260 or DO260B compliant)	C
34-50-10B ADS-B OUT Function (Required for the intended route out of Single European Sky)	D
34-50-10C ADS-B OUT Function (Required for the intended route in Single European Sky)	E

9-MO-MO-35 Oxygen

Indications on the DOOR/OXY SD page

35-07-01A() Crew OXY High Pressure Indication on the <u>DOOR/OXY</u> SD page	A
35-07-02A() Crew Oxygen REGUL LO PR Indication on the <u>DOOR/OXY</u> 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

Portable Oxygen

35-30-01A Portable Oxygen Unit (non-required units inoperative or missing)	A
35-30-01B 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

36-11-01C(E G A) Engine Bleed Air Supply System (non-ETOPS flights)	A
36-11-01D(F H B) 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 <u>DOOR/OXY</u> SD page (SLIDE ARMED light operative)	A
52-07-01B(C D) Cabin Door Permanently Indicated Open on the <u>DOOR/OXY</u> SD page (SLIDE ARMED light may be permanently illuminated)	B
52-07-02A(B) Cabin Door Permanently Indicated Closed on the <u>DOOR/OXY</u> SD page	C
52-07-03A(B C D) Cabin Overwing Exit Permanently Indicated Open on the <u>DOOR/OXY</u> SD page	D
52-07-04A(B) Cabin Overwing Exit Permanently Indicated Closed on the <u>DOOR/OXY</u> SD page	E
52-07-05A Cargo Door Indication on the <u>DOOR/OXY</u> SD page	F
52-07-06A Avionics Compartment Access Door Indication on the <u>DOOR/OXY</u> SD page	G

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 <A>	C
52-10-06A Cabin Door CHECK DOOR PRESSURE Message on the FAP <A>	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

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

Fan Cowl Loss Prevention Mechanical System

71-13-01A Fan Cowl Loss Prevention Mechanical System	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 <u>ENGINE</u> 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
75-24-03A Low Pressure Turbine Active Clearance Control (LPTACC) Valve	B
75-24-04A High Pressure Turbine Active Clearance Control (HPTACC) Valve	C



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
78-30-01B Thrust Reverser (ENG 1(2) REV PRESSURIZED alert displayed after deactivation)	B
78-30-04B() Thrust Reverser Door Tertiary Lock	C

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
9-MO-MO-21-23 21-23-01B Lavatory and Galley Extraction Fan	Clarification of HOT AIR pb-sw location.
9-MO-MO-21-26 21-26-01A Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-01B Avionics Blower Fan (Air conditioning inlet valve checked open before each flight)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-02A Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-02A Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-02B Avionics Extract Fan (Air conditioning inlet valve checked open before each flight)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-02B Avionics Extract Fan (Air conditioning inlet valve checked open before each flight)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-02C Avionics Extract Fan (Avionics venti- lation system checked before each flight)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-02C Avionics Extract Fan (Avionics venti- lation system checked before each flight)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-04A Avionics Skin Air Outlet Valve	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-08A Avionics Air Conditioning Inlet Valve	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-09A Avionics Ventilation Filter (VENT AVNCS SYS FAULT Alert not displayed)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-09B Avionics Ventilation Filter (Air condi- tioning inlet valve checked open before each flight)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26 21-26-09C Avionics Ventilation Filter (Avionics ventilation system checked before each flight)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-26	Introduction of limitation on one engine taxi operations.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
21-26-10A Avionics Equipment Ventilation Computer (AEVC)	
9-MO-MO-21-52 21-52-01D21-52-01E21-52-01A21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-52 21-52-01D21-52-01E21-52-01A21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-52 21-52-01D21-52-01E21-52-01A21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-52 21-52-01F21-52-01C Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-52 21-52-01F21-52-01C Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-52 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-52 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)	Introduction of limitation on one engine taxi operations.
9-MO-MO-21-63 21-63-01A Zone Controller Channel (Primary channel inoperative)	Clarification of HOT AIR pb-sw location.
9-MO-MO-21-63 21-63-01C Zone Controller Channel (Both channels inoperative)	Clarification of HOT AIR pb-sw location.
9-MO-MO-21-63 21-63-02D21-63-02A Cockpit and Cabin Trim Air Valve (Affected valve secured/checked in the closed position)	Clarification of HOT AIR pb-sw location.
9-MO-MO-21-63	Clarification of HOT AIR pb-sw location.

Localization Title	Reason
21-63-02D21-63-02A Cockpit and Cabin Trim Air Valve (Affected valve secured/checked in the closed position)	
9-MO-MO-21-63 21-63-02C21-63-02B Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed/operative)	Clarification of HOT AIR pb-sw location.
9-MO-MO-21-63 21-63-02C21-63-02B Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed/operative)	Clarification of HOT AIR pb-sw location.
9-MO-MO-21-63 21-63-02C21-63-02B Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed/operative)	Clarification of HOT AIR pb-sw location.
9-MO-MO-21-63 21-63-03A Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)	Clarification of HOT AIR pb-sw location.
9-MO-MO-21-63 21-63-03B Hot Air Pressure Regulating Valve (Trim air valve checked closed)	Clarification of HOT AIR pb-sw location.
9-MO-MO-21-63 21-63-03C Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)	Clarification of HOT AIR pb-sw location.
9-MO-MO-22-01-02 22-01-02-31A T.O SURV pb-sw	new MO "T.O SURV pb-sw" added. Take Off Surveillance (TOS2) function will be introduced with commissioning of D-AJIP in 2025
9-MO-MO-23-13 Radio Management	added new RMP MOs for AC equipped with digital audio management system.
9-MO-MO-23-13 23-13-01A RMP (RMP 1 or RMP 2 Inoperative)	added new MO for AC equipped with digital audio management system.
9-MO-MO-23-13 23-13-01B RMP (RMP 3 Inoperative)	added new MO for AC equipped with digital audio management system.
9-MO-MO-23-13 23-13-03A RMP Key (Affected RMP Operative)	added new MO for AC equipped with digital audio management system.
9-MO-MO-23-51 23-51-04B Cockpit Loudspeaker (Both Loudspeakers Inoperative)	added new MO for AC equipped with digital audio management system.
9-MO-MO-23-51	added new MO for AC equipped with digital audio management system.

Localization Title	Reason
23-51-08A23-51-08B Audio Management Unit Side	
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-24-09 24-09-03B24-09-03D ELEC IDG 1(2) OIL LO LVL Alert (Actual alert with generator set to OFF or with evidence of IDG oil leakage)	Update of the title in accordance with the MMEL item dispatch condition title.
9-MO-MO-24-09 24-09-03C ELEC IDG 1(2) OIL LO LVL Alert (Actual alert with no evidence of IDG oil leakage)	Added new item.
9-MO-MO-24-09 24-09-04B ELEC IDG 1(2) FILTER CLOG Alert (Actual alert with generator set to OFF)	Update of the title in accordance with the MMEL item dispatch condition title.
9-MO-MO-24-09 24-09-04C ELEC IDG 1(2) FILTER CLOG Alert (Actual alert)	Added new item.
9-MO-MO-24-22 24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	Update of the two engine taxi at departure procedure.
9-MO-MO-24-22 24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	Introduction of additional information on one engine taxi operations.
9-MO-MO-24-22 24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	Update of the two engine taxi at departure procedure.
9-MO-MO-24-22 24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	Introduction of additional information on one engine taxi operations.
9-MO-MO-24-22 24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	Update of the two engine taxi at departure procedure.
9-MO-MO-24-22 24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	Introduction of additional information on one engine taxi operations.
9-MO-MO-24-22	Update of the two engine taxi at departure procedure.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	
9-MO-MO-24-22 24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	Introduction of additional information on one engine taxi operations.
9-MO-MO-24-22 24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	Update of the two engine taxi at departure procedure.
9-MO-MO-24-22 24-22-01A24-22-01B AC Main Generation (IDG, GCU, Line Contactor)	Introduction of additional information on one engine taxi operations.
9-MO-MO-24-23 24-23-01A24-23-01B AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)	Introduction of limitation on one engine taxi operations as APU is mandatory for one engine taxi.
9-MO-MO-24-23 24-23-01C AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (AC auxiliary generation deactivated or removed)	Introduction of limitation on one engine taxi operations as APU is mandatory for one engine taxi.
9-MO-MO-25-20 25-20-02D Passenger Seat Backrest (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)	Enhancement of content
9-MO-MO-25-20 25-20-05D25-20-05B Passenger Seat Armrest (Affected Seats Considered Inoperative)	Enhancement of the illustration to clarify which seats must be considered inoperative when the inoperative armrest is shared by two seats.
9-MO-MO-25-20 25-20-05E Passenger Seat Armrest (Armrest Missing)	new MO added
9-MO-MO-25-20 25-20-07D Passenger Seat Meal Table (Backseat Mounted Meal Table Missing)	new MO added
9-MO-MO-25-20 25-20-09B Required Cabin Attendant Seat - B	Only specific required CAS inoperative can be substituted by a non-required CAS.
9-MO-MO-25-65 25-65-09A25-65-09B Emergency Locator Transmitter - Distress Tracking (ELT-DT)	new MO added. ELT Autonomous Distress Tracking (ADT) system will be introduced with commissioning of D-AIJP in 2025
9-MO-MO-27-64 27-64-02A Spoiler 1 or 3	Revised due to usage of Flysmart performance calculation.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
9-MO-MO-27-64 27-64-03A Spoiler 2 or 4	Revised due to usage of Flysmart performance calculation.
9-MO-MO-27-64 27-64-04A Spoilers 1 and 2	Revised due to usage of Flysmart performance calculation.
9-MO-MO-27-64 27-64-05A Spoilers 3 and 4	Revised due to usage of Flysmart performance calculation.
9-MO-MO-27-92 27-92-02A Ground Spoiler Control System (ground spoiler control system inoperative)	Revised due to usage of Flysmart performance calculation.
9-MO-MO-27-93 27-93-01A ELAC 1	Correction of content. The aim is to check ailerons actuators symbols instead of elevators actuators symbols. Furthermore correction of the color of aileron actuator symbol displayed on the F/CTL SD page to blue and green instead of yellow and green.
9-MO-MO-28-29 28-29-01A APU LP Fuel Valve	Introduction of limitation on one engine taxi operations as APU is mandatory for one engine taxi.
9-MO-MO-29-24 29-24-01A Yellow System Electric Pump	Introduction of information on one engine taxi operations as PTU running will generate noise in the cockpit and in the cabin.
9-MO-MO-30-09 30-09-01A ANTI ICE ENG 1(2) CTL FAULT Alert	Revised due to usage of Flysmart performance calculation.
9-MO-MO-30-09 30-09-01A ANTI ICE ENG 1(2) CTL FAULT Alert	added Table for A320 NEO equipped with LEAP Engine.
9-MO-MO-30-09 30-09-01A ANTI ICE ENG 1(2) CTL FAULT Alert	added values for A320 NEO equipped with LEAP Engine.
9-MO-MO-30-09 30-09-01A ANTI ICE ENG 1(2) CTL FAULT Alert	Revised due to usage of Flysmart performance calculation.
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	Revised due to usage of Flysmart performance calculation.
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	Revised due to usage of Flysmart performance calculation.
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	Revised due to usage of Flysmart performance calculation.
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	added new table for A320-251N with LEAP Engines.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	added limits for A320-251N with LEAP Engines.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	Revised due to usage of Flysmart performance calculation.
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	Revised due to usage of Flysmart performance calculation.
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	Revised due to usage of Flysmart performance calculation.
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	Revised due to usage of Flysmart performance calculation.
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	added new table for A320-251N with LEAP Engines.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	added limits for A320-251N with LEAP Engines.
9-MO-MO-30-11 30-11-01A Wing Anti-Ice Control Valve	Revised due to usage of Flysmart performance calculation.
9-MO-MO-30-21 30-21-01B30-21-01C Engine Anti-Ice Valve	Revised due to usage of Flysmart performance calculation.
9-MO-MO-30-21 30-21-01B30-21-01C Engine Anti-Ice Valve	Revised due to usage of Flysmart performance calculation.
9-MO-MO-30-21 30-21-01B30-21-01C Engine Anti-Ice Valve	Revised due to usage of Flysmart performance calculation.
9-MO-MO-30-21 30-21-01B30-21-01C Engine Anti-Ice Valve	Revised due to usage of Flysmart performance calculation.
9-MO-MO-30-21 30-21-01B30-21-01C Engine Anti-Ice Valve	Revised due to usage of Flysmart performance calculation.
9-MO-MO-32-07 32-07-01A32-07-01B Brakes Temperature Indica- tion on the WHEEL SD page	added new table for A320-251N with LEAP Engines

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS

Localization Title	Reason
9-MO-MO-32-31 32-31-01A Landing Gear Control and Interface Unit (LGCIU)	Introduction of limitation on one engine taxi operations.
9-MO-MO-32-31 32-31-01A Landing Gear Control and Interface Unit (LGCIU)	Introduction of limitation on one engine taxi operations.
9-MO-MO-32-42 32-42-01A Main Wheel Brake	Revised due to usage of Flysmart performance calculation.
9-MO-MO-32-42 32-42-06C Tachometer	Revised due to usage of Flysmart performance calculation.
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-32-45 32-45-01A Parking Brake Control Valve Electrical Motor	Added new item.
9-MO-MO-34-05 34-05-07A Other Air Data Related Indications on the PFD	Revised due to usage of Flysmart performance calculation.
9-MO-MO-36-09 36-09-01B36-09-01C36-09-01D AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-09 36-09-01B36-09-01C36-09-01D AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-09 36-09-01B36-09-01C36-09-01D AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-01C36-11-01E36-11-01G36-11-01A Engine Bleed Air Supply System (non-ETOPS flights)	Introduction of limitation and additional information on one engine taxi operations. Update of the two engine taxi at departure procedure.
9-MO-MO-36-11 36-11-01C36-11-01E36-11-01G36-11-01A Engine Bleed Air Supply System (non-ETOPS flights)	Introduction of limitation and additional information on one engine taxi operations. Update of the two engine taxi at departure procedure.
9-MO-MO-36-11	Introduction of limitation and additional information on one engine taxi operations. Update of the two engine taxi at departure procedure.

Localization Title	Reason
36-11-01C36-11-01E36-11-01G36-11-01A En- gine Bleed Air Supply System (non-ETOPS flights)	
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Update of the two engine taxi at departure procedure.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Update of the two engine taxi at departure procedure.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Update of the two engine taxi at departure procedure.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Update of the two engine taxi at departure procedure.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Update of the two engine taxi at departure procedure.
9-MO-MO-36-11 36-11-01D36-11-01F36-11-01H36-11-01B En- gine Bleed Air Supply System (ETOPS flights)	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-11 36-11-06B Engine Bleed IP Check Valve	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-06B Engine Bleed IP Check Valve	Introduction of additional information on one engine taxi operations.

Localization Title	Reason
9-MO-MO-36-11 36-11-06B Engine Bleed IP Check Valve	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-06B Engine Bleed IP Check Valve	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-11 36-11-06B Engine Bleed IP Check Valve	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-06B Engine Bleed IP Check Valve	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-11 36-11-07B Engine Bleed HP Valve	Content modified as a result of OEB62
9-MO-MO-36-11 36-11-08C36-11-08D36-11-08E Bleed Monitoring Computer (BMC)	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-08C36-11-08D36-11-08E Bleed Monitoring Computer (BMC)	Update of the two engine taxi at departure procedure.
9-MO-MO-36-11 36-11-08C36-11-08D36-11-08E Bleed Monitoring Computer (BMC)	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-11 36-11-08C36-11-08D36-11-08E Bleed Monitoring Computer (BMC)	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-08C36-11-08D36-11-08E Bleed Monitoring Computer (BMC)	Update of the two engine taxi at departure procedure.
9-MO-MO-36-11 36-11-08C36-11-08D36-11-08E Bleed Monitoring Computer (BMC)	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-11 36-11-08C36-11-08D36-11-08E Bleed Monitoring Computer (BMC)	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-11 36-11-08C36-11-08D36-11-08E Bleed Monitoring Computer (BMC)	Update of the two engine taxi at departure procedure.
9-MO-MO-36-11 36-11-08C36-11-08D36-11-08E Bleed Monitoring Computer (BMC)	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-12 36-12-01A APU Bleed Air Supply System	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-12	Introduction of additional information on one engine taxi operations.

Localization Title	Reason
36-12-02A APU Bleed Valve (Deactivated in the closed position)	
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-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Update of the two engine taxi at departure procedure.
9-MO-MO-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Update of the two engine taxi at departure procedure.
9-MO-MO-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Update of the two engine taxi at departure procedure.
9-MO-MO-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Introduction of additional information on one engine taxi operations.
9-MO-MO-36-22 36-22-01B36-22-01C36-22-01D Pylon Leak De- tection System	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-22 36-22-03B36-22-03C36-22-03D APU Leak De- tection Loop	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-22 36-22-03B36-22-03C36-22-03D APU Leak De- tection Loop	Introduction of limitation on one engine taxi operations.
9-MO-MO-36-22 36-22-03B36-22-03C36-22-03D APU Leak De- tection Loop	Introduction of limitation on one engine taxi operations.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST PRELIMINARY PAGES - SUMMARY OF HIGHLIGHTS



Localization Title	Reason
9-MO-MO-49-10 49-10-01A49-10-01B49-10-01C Power Plant (APU)	Introduction of limitation on one engine taxi operations as APU is mandatory for one engine taxi.
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'.
9-MO-MO-71-13 71-13-01A Fan Cowl Loss Prevention Mechanical System	added new MO for AC equipped with Leap Engine.
9-MO-MO-73-20 73-20-04A EPR Control Mode	Revised due to usage of Flysmart performance calculation.
9-MO-MO-73-20 73-20-05A Minimum Idle on Ground	Revised due to usage of Flysmart performance calculation.
9-MO-MO-73-20 73-20-05A Minimum Idle on Ground	Revised due to usage of Flysmart performance calculation.
9-MO-MO-75-24 75-24-03A LPTACC Valve	added new MO for AC equipped with LEAP Engines.
9-MO-MO-75-24 75-24-04A HPTACC Valve	added new MO for AC equipped with LEAP Engines.
9-MO-MO-78-30 78-30-01A Thrust Reverser	Revised due to usage of Flysmart performance calculation.
9-MO-MO-78-30 78-30-01A Thrust Reverser	Revised due to usage of Flysmart performance calculation.
9-MO-MO-78-30 78-30-01A Thrust Reverser	Revised due to usage of Flysmart performance calculation.
9-MO-MO-78-30 78-30-01B Thrust Reverser (ENG 1(2) REV PRESSURIZED alert displayed after deactivation)	added new MO for AC equipped with LEAP Engines.
9-MO-MO-78-30 78-30-04B Thrust Reverser Door Tertiary Lock	added action for AC equipped with LEAP Engine

21-09-01A	VENT BLOWER FAULT Alert
Ident.: 9-MO-MO-21-09-00004703.0000001 / 25 MAR 2025 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 / 25 MAR 2025 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 / 25 MAR 2025
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



21-23-01B	Lavatory and Galley Extraction Fan

Ident.: 9-MO-MO-21-23-00004713.0000100 / 23 JUN 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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

21-26-01A	Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed)
Ident.: 9-MO-MO-21-26-00004715.0000001 / 25 MAR 2025 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 / 25 MAR 2025 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 / 25 MAR 2025
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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

21-26-02A

Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed)

Ident.: 9-MO-MO-21-26-00004718.0000200 / 23 JUN 2025

Criteria: A321

Applicable to: 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.



21-26-02B

Avionics Extract Fan (Air conditioning inlet valve checked open before each flight)

Ident.: 9-MO-MO-21-26-00004719.0000100 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A321

Applicable to: 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 / 23 JUN 2025 Criteria: A321 Applicable to: 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.



MINIMUM EQUIPMENT LIST
MO - MEL OPERATIONAL PROCEDURES

MO-MO-21 - AIR CONDITIONING
MO-MO-21-26 - AVIONICS EQUIPMENT VENTILATION

21-26-02C

Avionics Extract Fan (Avionics ventilation system checked before each flight)

Ident.: 9-MO-MO-21-26-00004720.0000200 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

21-26-03A

Avionics Skin Exchanger Inlet Bypass Valve

Ident.: 9-MO-MO-21-26-00004721.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-21 - AIR CONDITIONING MO-MO-21-26 - AVIONICS EQUIPMENT VENTILATION

21-26-10A	Avionics Equipment Ventilation Computer (AEVC)

Ident.: 9-MO-MO-21-26-00004730.0000001 / 25 MAR 2025 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 / 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

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 / 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

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 / 25 MAR 2025 Criteria: A319 (-AIBK to -AIBQ) Applicable to: 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 / 23 JUN 2025
 Criteria: A319 (-ABGH to -ABGP, -AIBP, -AIBQ, -ASTX) / A320 (all ex. -AIID, -AIQW)
 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
 Criteria: A319 (-AIBK to -AIBN, -AILY) / A320 (-AIQW) / A321
 Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, 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 / 25 MAR 2025

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 / 25 MAR 2025

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.*



21-51-03A	Pack Flow Sensor

Ident.: 9-MO-MO-21-51-00004739.0000001 / 25 MAR 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-21 - AIR CONDITIONING MO-MO-21-52 - AIR COOLING SYSTEM

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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



MINIMUM EQUIPMENT LIST
MO - MEL OPERATIONAL PROCEDURES

MO-MO-21 - AIR CONDITIONING
MO-MO-21-52 - AIR COOLING SYSTEM

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 / 23 JUN 2025

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-21-52-00004740.0000300 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -AILE, -ASTX) / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AILE, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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-21-52-00004740.0000400 / 23 JUN 2025
Criteria: A321
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

21-52-01F 21-52-01C	Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)
Ident.: 9-MO-MO-21-52-00004741.0000100 / 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

- **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.

21-52-01F 21-52-01C	Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)
Ident.: 9-MO-MO-21-52-00004741.0000200 / 25 MAR 2025 Criteria: A319 (-ABGH to -ABGP, -AILY, -ASTX) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AILY, D-ASTX	

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 / 23 JUN 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -AILY, -ASTX) / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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-21-52-00004742.0000300 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIK, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, 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-21-52-00004742.0000400 / 23 JUN 2025

Criteria: A321

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-21 - AIR CONDITIONING MO-MO-21-61 - PACK TEMPERATURE CONTROL

21-61-02A	Pack Controller Primary Channel

Ident.: 9-MO-MO-21-61-00004743.0000001 / 25 MAR 2025 Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321 Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025 Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321 Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025 Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321 Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025 Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321 Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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



MINIMUM EQUIPMENT LIST
MO - MEL OPERATIONAL PROCEDURES

MO-MO-21 - AIR CONDITIONING
MO-MO-21-63 - COCKPIT AND CABIN TEMPERATURE CONTROL

21-63-02D 21-63-02A	Cockpit and Cabin Trim Air Valve (Affected valve checked closed)

Ident.: 9-MO-MO-21-63-00004746.00000002 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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-21-63-00004747.00000001 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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-21-63-00004747.00000002 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 |



**MINIMUM EQUIPMENT LIST
MO - MEL OPERATIONAL PROCEDURES**

**MO-MO-21 - AIR CONDITIONING
MO-MO-21-63 - COCKPIT AND CABIN TEMPERATURE CONTROL**

21-63-03A

Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)

Ident.: 9-MO-MO-21-63-00004748.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

DURING COCKPIT PREPARATION

- Associated COCKPIT HEATER selector. OFF

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-22 - AUTO FLIGHT MO-MO-22-00 - "CAT III DUAL" MESSAGE ON THE STATUS SD PAGE

22-00-01A	"INOP SYS: CAT III DUAL" Message

Ident.: 9-MO-MO-22-00-00004752.0000001 / 25 MAR 2025
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT III SINGLE.

SURV OVERHEAD PANEL

22-01-02-31A	T.O SURV pb-sw
Ident.: 9-MO-MO-22-01-02-00013156.0000001 / 25 MAR 2025	
Criteria: A320 (-AIIA to -AIID, -AIJP to -AIJR)	
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJP, D-AIJQ, D-AIJR	

ALTERNATE PROCEDURE

- In case of inoperative T.O. SURV PW SW, alerts can be disregarded provided:
- Calculated runway length is crosschecked with FMS Data, LIDO Charts and NOTAMs
 - Correct runway lineup position is confirmed by both pilots.
 - Additional crosscheck of the aircraft weight is performed at runway lineup.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-22 - AUTO FLIGHT MO-MO-22-05 - FMA INDICATIONS ON THE PFD

22-05-01A	AP Related Indications on the FMA (inoperative on one FMA)

Ident.: 9-MO-MO-22-05-00004753.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

RVSM operations are not permitted.

Maximum landing capability is CAT 1.

22-05-03A	Approach and Landing Capabilities on the FMA

Ident.: 9-MO-MO-22-05-00004755.0000001 / 25 MAR 2025

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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 2 without autoland.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-22 - AUTO FLIGHT MO-MO-22-10 - AUTOPILOT/FLIGHT DIRECTOR (AP/FD)

22-10-08A	AP/FD TCAS Mode

Ident.: 9-MO-MO-22-10-00004763.0000001 / 23 JUN 2025

Criteria: A320 (all ex. -AIID, -AIQW)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

FOR GO-AROUND

Set and maintain TOGA until thrust reduction altitude.



22-30-01A

Autothrust (A/THR)

Ident.: 9-MO-MO-22-30-00004766.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -A1ID) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 - RE-ACTIVE WINDSHEAR.*

22-60-04A

Yaw Damper System

Ident.: 9-MO-MO-22-60-00004769.0000001 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, 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.

22-70-01C
22-70-01D

Flight Management System (FMS) (Flight within radio navaids)

Ident.: 9-MO-MO-22-70-00004771.0000200 / 23 JUN 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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.

22-70-02A	Navigation Database
Ident.: 9-MO-MO-22-70-00004772.0000001 / 25 MAR 2025 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:*

 - 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,*
 - any NOTAMs associated with the navigational data are taken into account,*
 - Maps and e-charts corresponding to the planned flight are current and have not been amended since the last cycle,*
 - any MEL limitations are observed, and*
 - 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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-22 - AUTO FLIGHT MO-MO-22-81 - FLIGHT CONTROL UNIT (FCU)

EFIS CONTROL PANEL (FCU)

22-81-02-07A	ND Range Selector

Ident.: 9-MO-MO-22-81-02-00004776.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-22 - AUTO FLIGHT MO-MO-22-81 - FLIGHT CONTROL UNIT (FCU)

FCU CHANNEL

22-81-03-01A 22-81-03-01B	FCU Channel

Ident.: 9-MO-MO-22-81-03-00004778.0000001 / 25 MAR 2025
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-22 - AUTO FLIGHT MO-MO-22-82 - MULTIPURPOSE CONTROL AND DISPLAY UNIT (MCDU)

22-82-01A	MCDU 1

Ident.: 9-MO-MO-22-82-00004779.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 23 JUN 2025
Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, 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 / 25 MAR 2025
Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321
Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-23 - COMMUNICATIONS MO-MO-23-09 - ECAM ALERTS

23-09-01A	COMHF 1(2) EMITTING  Alert

Ident.: 9-MO-MO-23-09-00004782.0000001 / 25 MAR 2025 Criteria: A319 (-ABGH to -ABGP, -AIBK, -ASTX) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-ASTX

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 VHF's installed)

Ident.: 9-MO-MO-23-09-00004783.0000001 / 25 MAR 2025 Applicable to: ALL

GENERAL INFORMATION

To make troubleshooting easier, *Refer to 3-COM VHF 1(2)(3)/HF 1(2) EMITTING (If installed).*

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



23-10-02C
23-10-02D
23-10-02A
23-10-02B

VHF Voice

Ident.: 9-MO-MO-23-10-00004784.0000100 / 23 JUN 2025

Criteria: A319 (-AILY) / A321

Applicable to: D-AILY, D-AIRN

DURING COCKPIT PREPARATION

To deactivate ACARS , apply:

ACARS MU (121 VU L6) C/B. PULL

23-10-02C
23-10-02D
23-10-02A
23-10-02B

VHF Voice

Ident.: 9-MO-MO-23-10-00004784.0000200 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.



23-13-01A

RMP (RMP 1 or RMP 2 Inoperative)

Ident.: 9-MO-MO-23-13-00013535.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

DURING COCKPIT PREPARATION

RMP (AFFECTED) OFF

RMP 3 USE

If the RMP 1 is inoperative, the Captain loudspeaker is lost. The Captain must wear a boomset for the entire flight.

If the RMP 2 is inoperative, the First Officer loudspeaker is lost. The First Officer must wear a boomset for the entire flight.

23-13-01B

RMP (RMP 3 Inoperative)

Ident.: 9-MO-MO-23-13-00013536.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

DURING COCKPIT PREPARATION

RMP 3 OFF

The cockpit ground communication is lost.

PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL

Alternate procedure must be established and used for cockpit to ground communications.

23-13-03A

RMP Key (Affected RMP Operative)

Ident.: 9-MO-MO-23-13-00013537.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

DURING COCKPIT PREPARATION

The flight crew shall ensure all the following:

- VHF 1 frequency can be changed, listen and used to contact ATC, and
- XPDR 1 can be selected, modified and be correctly received by ATC using RMP 1.

23-20-04B	VHF Datalink  (procedures do not require ATC datalink)

Ident.: 9-MO-MO-23-20-00004787.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIJ)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-23 - COMMUNICATIONS MO-MO-23-40 - INTERPHONE

23-40-01A	Ground External Horn

Ident.: 9-MO-MO-23-40-00004789.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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).



23-51-04B

Cockpit Loudspeaker (Both Loudspeakers Inoperative)

Ident.: 9-MO-MO-23-51-00013528.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

DURING COCKPIT PREPARATION

Check that the third occupant boomset is operative.

23-51-05A

Cockpit Loudspeaker Volume Control

Ident.: 9-MO-MO-23-51-00004792.0000001 / 25 MAR 2025

Applicable to: ALL

IN FLIGHT

Procedures for monitoring communications during the flight have be established.

23-51-08A

23-51-08B

Audio Management Unit Side

Ident.: 9-MO-MO-23-51-00013527.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

DURING COCKPIT PREPARATION

The flight crew shall ensure the availability of RMP1 XPDR1/TCAS backup control mode by performing all of the following:

AMU SIDE 1 (49VU G06) C/B. PULL

AMU SIDE 2 (121VU M01) C/B. PULL

Note: All audio function is lost.

- Check on ECAM the display of:

NAV ATC/XPDR 2 FAULT

NAV ATC/XPDR 2 CTL FAULT

XPDR 1 ON RMP 1 ONLY

- Check on STATUS page the display of: XPDR 1 ONLY
- Check on ECAM, NAV ATC/XPDR 1+2 FAULT is NOT displayed
- Check on ECAM, NAV ATC/XPDR 1 FAULT is NOT displayed.

AMU SIDE 1 (49VU G06) C/B. PUSH

AMU SIDE 2 (121VU M01) C/B. PUSH

Note: All audio function is back to operative.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-23 - COMMUNICATIONS MO-MO-23-52 - AUDIO CONTROL PANEL (ACP)

23-52-01A	CAPT and F/O ACP

Ident.: 9-MO-MO-23-52-00004793.0000001 / 23 JUN 2025
Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

DURING COCKPIT PREPARATION

To recover the audio channel on the affected side:

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-23 - COMMUNICATIONS MO-MO-23-72 - COCKPIT DOOR SURVEILLANCE SYSTEM (CDSS)

23-72-01A	Cockpit Door Surveillance System (CDSS)

Ident.: 9-MO-MO-23-72-00004795.0000001 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-23 - COMMUNICATIONS MO-MO-23-73 - CABIN INTERCOMMUNICATION DATA SYSTEM

DEU B

23-73-03-01B 23-73-03-01A	Cabin DEU B

Ident.: 9-MO-MO-23-73-03-00004798.0000001 / 25 MAR 2025
Applicable to: ALL

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-23 - COMMUNICATIONS MO-MO-23-73 - CABIN INTERCOMMUNICATION DATA SYSTEM

CABIN LOUDSPEAKER

23-73-05-01A	Cabin Loudspeaker
Ident.: 9-MO-MO-23-73-05-00004799.0000001 / 25 MAR 2025 Applicable to: ALL	

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 / 25 MAR 2025 Applicable to: ALL	

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-23 - COMMUNICATIONS MO-MO-23-73 - CABIN INTERCOMMUNICATION DATA SYSTEM

HANDSET

23-73-06-02A	Cabin Handset

Ident.: 9-MO-MO-23-73-06-00004802.0000001 / 25 MAR 2025
Applicable to: ALL

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-23 - COMMUNICATIONS MO-MO-23-73 - CABIN INTERCOMMUNICATION DATA SYSTEM

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 / 25 MAR 2025
Applicable to: ALL

GENERAL INFORMATION

For passenger briefing use passenger address system.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-23 - COMMUNICATIONS MO-MO-23-74 - CABIN CREW PANEL

23-74-01A	FAP Display Unit

Ident.: 9-MO-MO-23-74-00004804.0000001 / 23 JUN 2025 Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025 Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025 Criteria: A321 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 / 25 MAR 2025 Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321 Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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 galley are not connected.

24-01-01-09A

GALY & CAB pb-sw FAULT light

Ident.: 9-MO-MO-24-01-01-00004808.0000002 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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 / 23 JUN 2025

Criteria: A319 (-AIBL to -AIBQ, -AILY) / A320 (all ex. -AIID) / A321

Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -AIBK, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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-24-22-00004813.0000200 / 25 MAR 2025 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 QRR'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 QRR's procedure.



24-22-01A
24-22-01B

AC Main Generation (IDG, GCU, Line Contactor)

Ident.: 9-MO-MO-24-22-00004813.0000300 / 25 MAR 2025

Criteria: A319 (all ex. -AILY) / A320 (-AIIA to -AIID, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIZJ, D-AIZM, D-ASTX

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-24-22-00004813.0000400 / 25 MAR 2025 Criteria: A321 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-24-22-00004813.0000500 / 25 MAR 2025 Criteria: A319 (-AILY) Applicable to: 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.



24-23-01A 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 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-24 - ELECTRICAL POWER MO-MO-24-23 - AC AUXILIARY GENERATION

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-24 - ELECTRICAL POWER MO-MO-24-25 - AC ESSENTIAL GENERATION SWITCHING

24-25-01A	Manual Transfer to the AC BUS 2 (ALTN Function)

Ident.: 9-MO-MO-24-25-00004817.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-24 - ELECTRICAL POWER MO-MO-24-26 - GALLEY AND COMMERCIAL SUPPLY SYSTEM

24-26-02B	GALY & CAB Manual Load Shed System (GALY & CAB pb-sw)

Ident.: 9-MO-MO-24-26-00004819.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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 / 25 MAR 2025

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 1 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.

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 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

25-07-01A	Cabin Door Slide Permanently Indicated Armed on the <u>DOOR/OXY</u> SD page

Ident.: 9-MO-MO-25-07-00004824.0000001 / 25 MAR 2025

Applicable to: ALL

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 <u>DOOR/OXY</u> SD page

Ident.: 9-MO-MO-25-07-00004825.0000001 / 25 MAR 2025

Applicable to: ALL

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 / 25 MAR 2025
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 / 25 MAR 2025
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-12 - THIRD AND FOURTH OCCUPANT SEATS

25-12-04A	Third Occupant Seat Fifth Strap

Ident.: 9-MO-MO-25-12-00004829.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: 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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-15 - FLIGHT CREW FOOT WARMERS

25-15-01A	Pilot Foot Warmer

Ident.: 9-MO-MO-25-15-00004831.0000001 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM

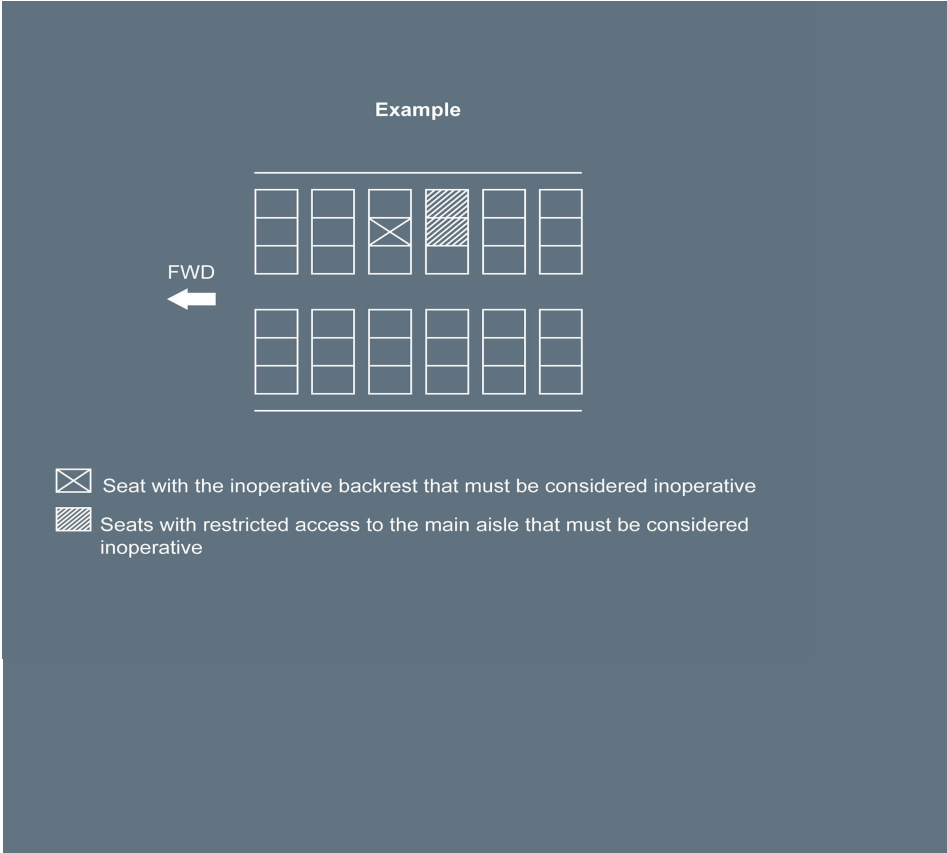
DURING COCKPIT PREPARATION

- FOOT WARMER selector. OFF
- FOOT WARMER (122VU X15) C/B. PULL

25-20-02C 25-20-02E	Passenger Seat Backrest (Affected seats considered inoperative)
Ident.: 9-MO-MO-25-20-00004832.0000001 / 25 MAR 2025 Applicable to: ALL	

GENERAL INFORMATION

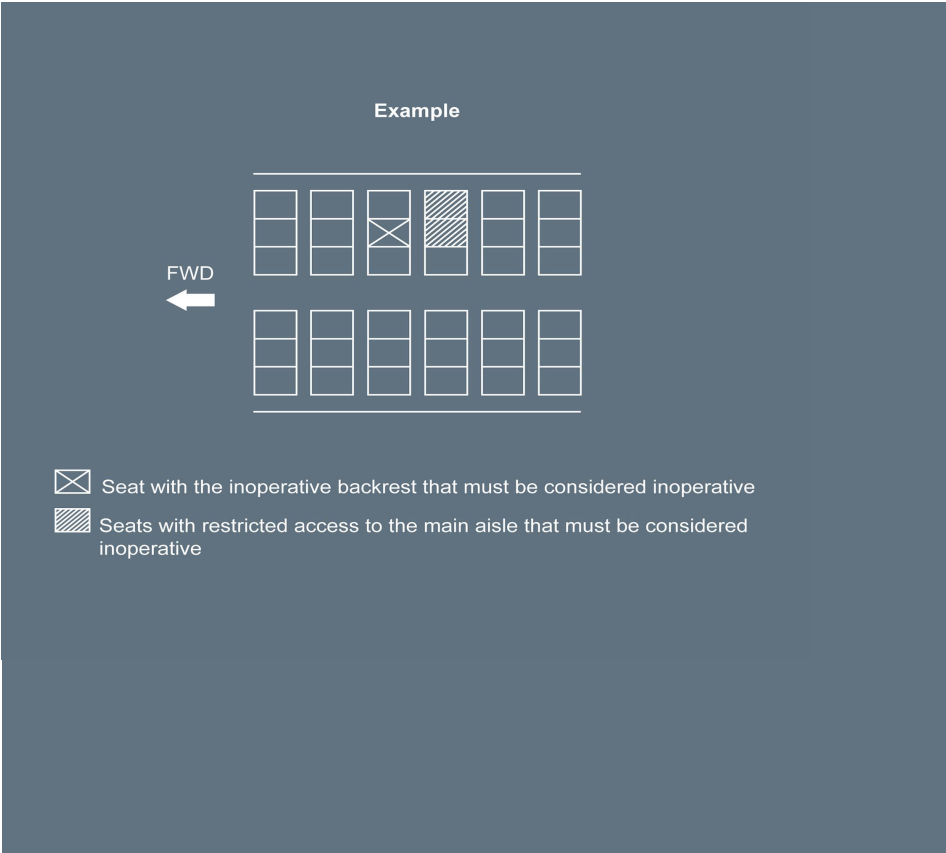
- The cockpit crew informs the cabin crew about the inoperative passenger seat and ensures that:
- The seat with the inoperative backrest is placarded inoperative and not used, and
 - The seats with restricted access to the main aisle due to the inoperative backrest are placarded inoperative and not used.



25-20-02F	Passenger Seat Backrest (Affected Cabin Doors Considered Inoperative)
Ident.: 9-MO-MO-25-20-00004833.0000001 / 25 MAR 2025 Criteria: A321 Applicable to: D-AIRN	

FLIGHT PREPARATION / LIMITATIONS

- The commander must ensure that:
- The seat(s) affected by the inoperative backrest is (are) placarded inoperative and not used, and
 - The seat(s) with restricted access to the main aisle due to the inoperative backrest is (are) placarded inoperative and not used.



 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-20 - CABIN SEATS

25-20-02D	Passenger Seat Backrest (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)

Ident.: 9-MO-MO-25-20-00004834.0000001 / 23 JUN 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

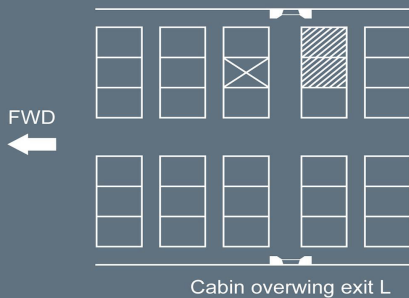
FLIGHT PREPARATION / LIMITATIONS

- The commander must ensure that:
- The seat(s) affected by the inoperative backrest is (are) placarded inoperative and not used, and
 - The seat(s) with restricted access to the main aisle due to the inoperative backrest is (are) placarded inoperative and not used.



Example

Cabin overwing exit R
to be considered
inoperative



-  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 / 23 JUN 2025

Applicable to: ALL

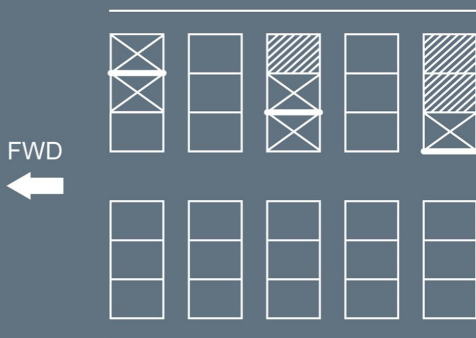
FLIGHT PREPARATION / LIMITATIONS

The commander must ensure that:

- The seat(s) with the inoperative armrest is (are) placarded inoperative and not used, and
- The seat(s) with restricted access to the main aisle due to the inoperative armrest are placarded inoperative and not used.

Example of:

- Inoperative armrest that affects one seat, and
- Inoperative armrest shared by two seats.



— Inoperative armrest



Seat affected by the inoperative armrest that must be considered inoperative



Seats with restricted access to the main aisle that must be considered inoperative

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-20 - CABIN SEATS

25-20-05C	Passenger Seat Armrest (Affected Cabin Overwing Exit Considered Inoperative)

Ident.: 9-MO-MO-25-20-00004837.0000001 / 25 MAR 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

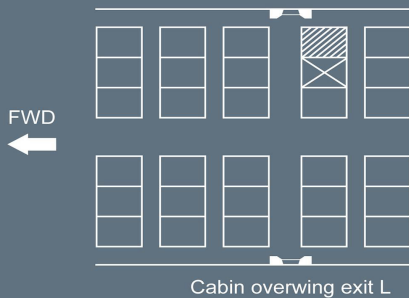
GENERAL INFORMATION

- Procedures must be established to ensure that:
- The seat(s) with the inoperative armrest is placarded inoperative and not used, and
 - The seat(s) 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

Cabin overwing exit R
to be considered
inoperative



-  Seat with the inoperative armrest that must be considered inoperative
-  Seats with restricted access to the main aisle that must be considered inoperative



25-20-05E

Passenger Seat Armrest (Armrest Missing)

Ident.: 9-MO-MO-25-20-00014546.0000001 / 23 JUN 2025

Applicable to: ALL

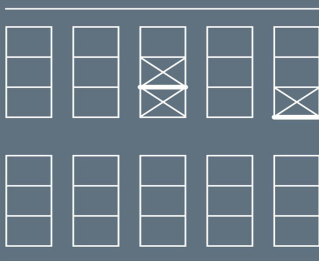
FLIGHT PREPARATION / LIMITATIONS

The commander must ensure that the seat(s) affected by the missing armrest is(are) placarded inoperative and not used.

Example of:

- Armrest missing that affects one seat, and
- Armrest missing shared by two seats.

FWD
←



— Armrest missing

⊗ Seat affected by the missing armrest that must be considered inoperative

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-20 - CABIN SEATS

25-20-06A	Underseat Baggage Restraining Bar

Ident.: 9-MO-MO-25-20-00004838.0000001 / 25 MAR 2025 Applicable to: ALL	

FLIGHT PREPARATION/ LIMITATIONS

The commander must ensure that the cabin crewmembers are briefed about the affected seat(s) and that no baggage is stowed under a seat with inoperative restraining bar.



25-20-07B

Passenger Seat Meal Table (Affected seats considered inoperative)

Ident.: 9-MO-MO-25-20-00004839.0000001 / 25 MAR 2025

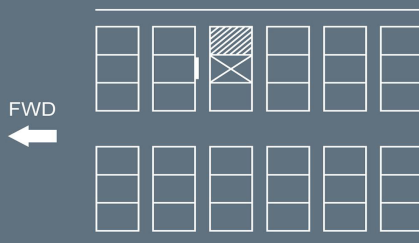
Applicable to: ALL

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.

Example



| Meal table not stowed



Seat affected by the inoperative meal table that must be considered inoperative



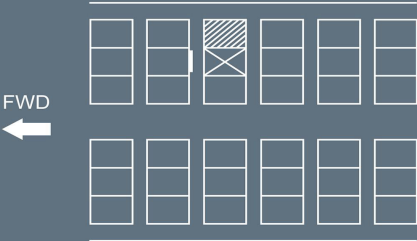
Seats with restricted access to the main aisle that must be considered inoperative

25-20-07C	Passenger Seat Meal Table (Affected Cabin Doors Considered Inoperative)
Ident.: 9-MO-MO-25-20-00004840.0000001 / 25 MAR 2025 Criteria: A321 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.

Example



| Meal table not stowed


Seat affected by the inoperative meal table that must be considered inoperative


Seats with restricted access to the main aisle that must be considered inoperative

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-20 - CABIN SEATS

25-20-07C	Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)

Ident.: 9-MO-MO-25-20-00004841.0000001 / 25 MAR 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

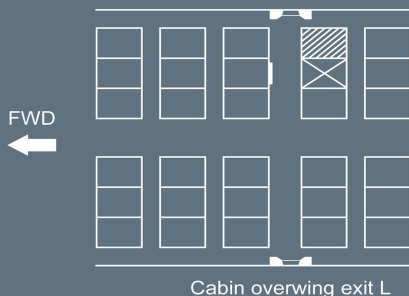
FLIGHT PREPARATION

- 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.



Example

Cabin overwing exit R
to be considered
inoperative



| Meal table not stowed



Seat affected by the inoperative meal table that must be considered inoperative

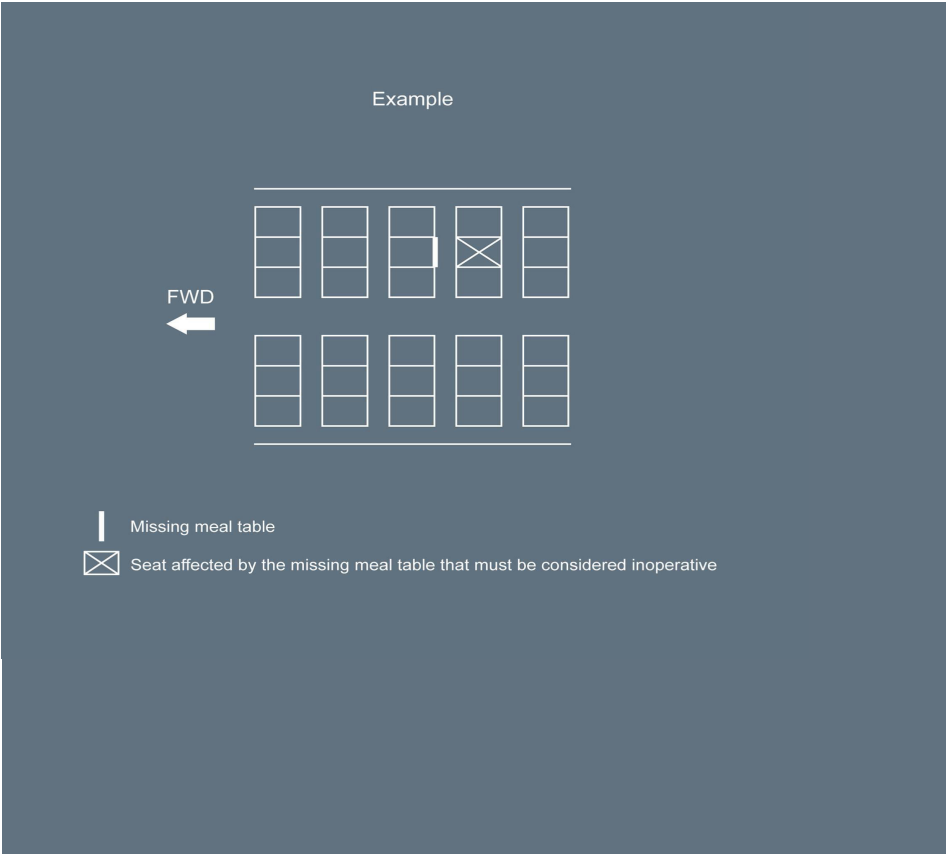


Seats with restricted access to the main aisle that must be considered inoperative

25-20-07D	Passenger Seat Meal Table (Backseat Mounted Meal Table Missing)
Ident.: 9-MO-MO-25-20-00014547.0000001 / 23 JUN 2025	
Applicable to: ALL	

FLIGHT PREPARATION / LIMITATIONS

The commander must ensure that the seat affected by the missing meal table is placarded inoperative and not used.



25-20-09A	Non-Required Cabin Attendant Seat Station 3LA, 3RA)
Ident.: 9-MO-MO-25-20-00004842.0000001 / 25 MAR 2025 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 / 25 MAR 2025 Criteria: A319 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX	

FLIGHT PREPARATION

- If station 3LA is affected, the assigned 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 / 25 MAR 2025 Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM) Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

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 / 25 MAR 2025 Criteria: A321 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 / 25 MAR 2025 Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM) Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025 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 / 25 MAR 2025

Criteria: A319

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX

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 / 25 MAR 2025

Criteria: A321

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-24 - CABIN STOWAGE COMPARTMENTS

25-24-02C	Overhead Stowage Compartment (Door Removed)

Ident.: 9-MO-MO-25-24-00009190.0000001 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

BEFORE FLIGHT

Cockpit Crew must brief Cabin Crew and passengers to not use the associated stowage compartment.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-35 - GALLEY EQUIPMENT

25-35-01A 25-35-01B	Galley Waste Compartment Flapper Door

Ident.: 9-MO-MO-25-35-00004846.0000001 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025 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 / 25 MAR 2025 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

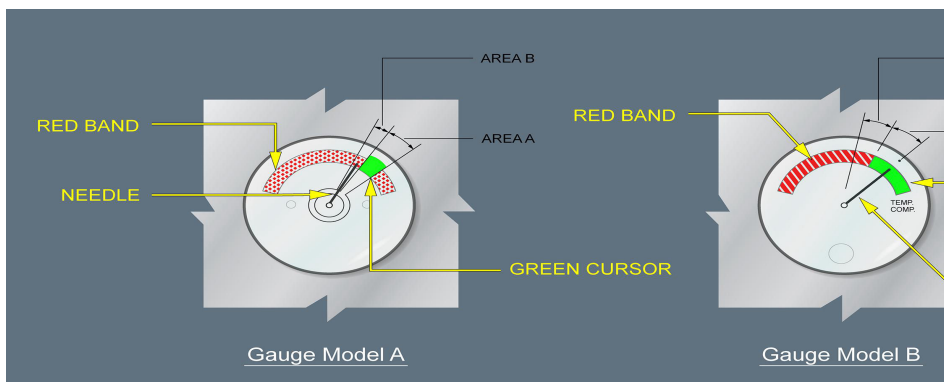
Ident.: 9-MO-MO-25-62-00004851.0000001 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 

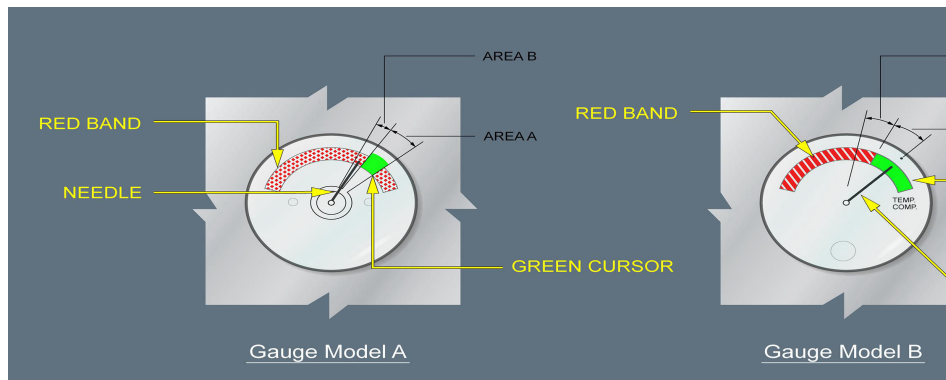
Ident.: 9-MO-MO-25-62-00004852.0000001 / 25 MAR 2025

Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW) / A321

Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-63 - EVACUATION SIGNALING EQUIPMENT

25-63-01A	Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) <A>

Ident.: 9-MO-MO-25-63-00004853.0000001 / 25 MAR 2025
Applicable to: ALL

GENERAL INFORMATION

If necessary, the information will be given through the passenger address system or the cabin interphone system.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-25 - EQUIPMENT/FURNISHINGS MO-MO-25-64 - FIRST AID EQUIPMENT

25-64-03A 25-64-03B	First Aid Kit Additional Equipment

Ident.: 9-MO-MO-25-64-00004855.0000001 / 25 MAR 2025
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 / 25 MAR 2025
Applicable to: ALL

CABIN CREW PROCEDURE

Before flight, the cockpit crew informs the cabin crew of the location of the inoperative survival (portable) ELT.

25-65-09A
25-65-09B

Emergency Locator Transmitter - Distress Tracking (ELT-DT)

Ident.: 9-MO-MO-25-65-00013154.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJP to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJP, D-AIJQ, D-AIJR

DURING COCKPIT PREPARATION

- After application of the maintenance procedure:
Disregard the **COM ELT FAULT ELT MONITORING LOSS** alert that is displayed on the EWD.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-26 - FIRE PROTECTION MO-MO-26-12 - ENGINE FIRE AND OVERHEAT DETECTION

26-12-01A	Engine Fire Detection Loop A on the Engine 1

Ident.: 9-MO-MO-26-12-00004859.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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)*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-26 - FIRE PROTECTION MO-MO-26-13 - APU FIRE AND OVERHEAT DETECTION

26-13-01A 26-13-01B	APU Fire Detection Loop

Ident.: 9-MO-MO-26-13-00004862.0000001 / 25 MAR 2025
Applicable to: ALL

ON GROUND

The APU fire test is made before each APU start.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-26 - FIRE PROTECTION MO-MO-26-15 - AVIONICS COMPARTMENT SMOKE DETECTION

26-15-01A	Avionics Smoke Detection System

Ident.: 9-MO-MO-26-15-00004863.0000001 / 25 MAR 2025

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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-26 - FIRE PROTECTION MO-MO-26-17 - LAVATORY SMOKE DETECTION

26-17-01A	Lavatory Smoke Detection System

Ident.: 9-MO-MO-26-17-00004864.0000001 / 25 MAR 2025

Applicable to: ALL

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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-26 - FIRE PROTECTION MO-MO-26-24 - CABIN PORTABLE FIRE EXTINGUISHER

26-24-01A	Cabin Portable Fire Extinguisher

Ident.: 9-MO-MO-26-24-00004866.0000001 / 25 MAR 2025
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The commander has to brief crew members of inoperative or missing equipment.

27-07-02A	Aileron Position Indication on the <u>F/CTL</u> SD page
Ident.: 9-MO-MO-27-07-00004867.0000001 / 25 MAR 2025	
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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-07 - INDICATIONS ON SD PAGES

- 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 <u>F/CTL</u> SD page
Ident.: 9-MO-MO-27-07-00004870.0000001 / 25 MAR 2025 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 <u>F/CTL</u> SD page
Ident.: 9-MO-MO-27-07-00004871.0000001 / 25 MAR 2025 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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-14 - AILERON AND HYDRAULIC ACTUATION

27-14-01A	Left Aileron Blue Servo-Control (Controlled by ELAC 1)
Ident.: 9-MO-MO-27-14-00004873.0000001 / 25 MAR 2025 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 / 25 MAR 2025 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 / 25 MAR 2025 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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-21 - RUDDER MECHANICAL CONTROL

27-21-01A	Rudder Pedal Adjustment System

Ident.: 9-MO-MO-27-21-00004876.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
Applicable to: ALL

DURING COCKPIT PREPARATION

- RUD TRIM position indication. CHECK CENTERED
- If the RUD TRIM position indication is not centered:
RESET pb. PRESS

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-51 - FLAPS ELECTRICAL CONTROL AND MONITORING

27-51-01A	SFCC Flap Channel

Ident.: 9-MO-MO-27-51-00004879.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

**27-64-01A****Spoiler 5**

Ident.: 9-MO-MO-27-64-00004881.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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".

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-64 - SPOILER HYDRAULIC ACTUATION

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 / 25 MAR 2025 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-81 - SLATS ELECTRICAL CONTROL AND MONITORING

27-81-01A	SFCC Slat Channel

Ident.: 9-MO-MO-27-81-00004886.0000001 / 25 MAR 2025
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 / 25 MAR 2025
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-92 - ELECTRICAL FLIGHT CONTROL SYSTEM (EFCS) CONTROL INPUTS AND POWER SUPPLY

27-92-01A	Speedbrake Control System (speedbrake control system inoperative)

Ident.: 9-MO-MO-27-92-00004888.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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".

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-92 - ELECTRICAL FLIGHT CONTROL SYSTEM (EFCS) CONTROL INPUTS AND POWER SUPPLY

27-92-02B	Ground Spoiler Control System (Pair of spoilers 5 inoperative)

Ident.: 9-MO-MO-27-92-00004891.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025 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

**MINIMUM EQUIPMENT LIST**
MO - MEL OPERATIONAL PROCEDURESMO-MO-27 - FLIGHT CONTROLS
MO-MO-27-93 - ELAC SYSTEM (ELEVATOR AILERON COMPUTER)

- 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

**MINIMUM EQUIPMENT LIST**
MO - MEL OPERATIONAL PROCEDURESMO-MO-27 - FLIGHT CONTROLS
MO-MO-27-93 - ELAC SYSTEM (ELEVATOR AILERON COMPUTER)

- 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.*

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-94 - SEC SYSTEM (SPOILER AND ELEVATOR COMPUTER)

27-94-01A	SEC 1

Ident.: 9-MO-MO-27-94-00004894.0000001 / 25 MAR 2025
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 RELEC 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 / 25 MAR 2025

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

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-94 - SEC SYSTEM (SPOILER AND ELEVATOR COMPUTER)

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 / 25 MAR 2025
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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-27 - FLIGHT CONTROLS MO-MO-27-95 - FCDC SYSTEM (FLIGHT CONTROL DATA CONCENTRATOR)

27-95-02A	FCDC 2

Ident.: 9-MO-MO-27-95-00004897.0000001 / 25 MAR 2025
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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

FUEL QUANTITY INDICATIONS ON THE FUEL SD PAGE

28-07-01-01A	Fuel On Board (FOB) Indication on the <u>FUEL</u> SD page
Ident.: 9-MO-MO-28-07-01-00004900.0000001 / 25 MAR 2025 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 <u>FUEL</u> SD page
Ident.: 9-MO-MO-28-07-01-00004901.0000100 / 23 JUN 2025 Criteria: A321 Applicable to: 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. $F_m + F_q$, $F_m + F_q + W$, and/or $F_m + F_q + W$), to next 50 or 100 kg (lb).

Preselect the fuel quantity required for the mission : F_m

● **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 : $F_m + F_q$

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: $FOB = F_m + F_q + W$

● **If all tanks reach high level before having loaded Fq value:**

- The extra fuel quantity known to be onboard is F_q^* with: $F_q^* < F_q$
- The FOB value to be considered for TOW calculation is: $FOB = F_m + F_q^* + W$

● **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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 : $F_m + F_q$

Note: *If all tanks reach high level before having loaded the complete F_q 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: $FOB = F_m + F_q + W$

- **If all tanks reach high level before having loaded F_q value:**

- The extra fuel quantity known to be onboard is F_q^* with: $F_q^* < F_q$
- The FOB value to be considered for TOW calculation is: $FOB = F_m + F_q^* + W$

- **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 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

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-28-07-01-00004904.0000001 / 25 MAR 2025

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST
	MO - MEL OPERATIONAL PROCEDURES
	MO-MO-28 - FUEL MO-MO-28-07 - INDICATIONS ON THE FUEL SD PAGE

VALVE INDICATIONS ON THE FUEL SD PAGE

28-07-04-04A	Wing Transfer Valve Indication on the <u>FUEL</u> SD page

Ident.: 9-MO-MO-28-07-04-00004906.0000001 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025 Criteria: A321 Applicable to: 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 / 25 MAR 2025 Criteria: A319 / A320 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX	

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 / 25 MAR 2025 Criteria: A319 / A320 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX	

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 / 25 MAR 2025 Criteria: A321 Applicable to: 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 / 25 MAR 2025 Criteria: A321 Applicable to: 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 / 25 MAR 2025 Criteria: A319 / A320 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX	

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 / 25 MAR 2025 Criteria: A319 / A320 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX	

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 / 25 MAR 2025 Criteria: A321 Applicable to: 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-28 - FUEL MO-MO-28-12 - TANK VENTING SYSTEM

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 / 25 MAR 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-28 - FUEL MO-MO-28-12 - TANK VENTING SYSTEM



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 / 25 MAR 2025 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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

FLIGHT PREPARATION/LIMITATIONS

CTR TK PUMP 1 and 2 pb-sw. OFF

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-28 - FUEL MO-MO-28-22 - APU FUEL PUMP SYSTEM

28-22-01A 28-22-01B	APU Fuel Pump

Ident.: 9-MO-MO-28-22-00004923.0000001 / 25 MAR 2025
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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH) / A321
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.



28-29-01A	APU LP Fuel Valve

Ident.: 9-MO-MO-28-29-00004932.0000100 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.

28-29-01A	APU LP Fuel Valve

Ident.: 9-MO-MO-28-29-00004932.0000200 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-28 - FUEL MO-MO-28-50 - FUEL MANAGEMENT

28-50-01A	Fuel Quantity Indicating Computer (FQIC) Channel

Ident.: 9-MO-MO-28-50-00004933.0000001 / 25 MAR 2025
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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025 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 **HYDG(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 **HYDG(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 HYDG(Y) ENG 1(2) PUMP LO PR alert.

29-09-07A	HYDPTU FAULT Alert
Ident.: 9-MO-MO-29-09-00004937.0000001 / 25 MAR 2025 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 / 25 MAR 2025
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

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-29 - HYDRAULIC POWER MO-MO-29-23 - POWER TRANSFER

29-23-01A	Power Transfer Unit (PTU)

Ident.: 9-MO-MO-29-23-00004939.0000001 / 25 MAR 2025 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 / 25 MAR 2025

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 / 25 MAR 2025
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-30-09-00004942.0000100 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIID)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

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	2.2 %	1.1 %
10000	2.2 %	1.1 %
15000	2.8 %	1.4 %
20000	2.2 %	1.1 %
25000	2.1 %	1.1 %
30000	2.1 %	1.1 %
35000	2.1 %	1.0 %
40000	2.0 %	1.0 %

Single engine cruise:

Decrease drift down ceilings by:
40 ft when OAT ≤ ISA + 5 °C
1700 ft when OAT > ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. ON



30-09-01A	ANTI ICE ENG 1(2) CTL FAULT Alert

Ident.: 9-MO-MO-30-09-00004942.0000200 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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: A320 (-AIJM to -AIJR)

Applicable to: D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	5.8 %	5.3 %	7.0 %	4.6 %	5.2 %	2.9 %	2.8 %	2.7 %

Single engine cruise:

Decrease drift down ceilings by:

950 ft when OAT $\leq$ ISA + 5 °C

6400 ft when OAT > ISA + 5 °C

Approach climb performance:

■ When the engine bleed air supply system is closed:

No penalty.

■ When the engine bleed air supply system is open:

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: 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-11 - WING ICE PROTECTION

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: 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-30-11-00004943.0000400 / 25 MAR 2025

Criteria: A320 (-AIIA)

Applicable to: D-AIIA

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

Zp (ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	7.0 %	7.3 %	7.1 %	7.0 %	7.0 %	3.0 %	2.9 %	2.9 %

Single engine cruise:

Decrease drift down ceilings by:

660 ft when OAT ≤ ISA + 0 °C

2400 ft when OAT > ISA + 0 °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.

30-11-01A	Wing Anti-Ice Control Valve
Ident.: 9-MO-MO-30-11-00004943.0000500 / 25 MAR 2025 Criteria: A319 (all ex. -AILY) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-ASTX	

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.

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-30-11-00004943.0000700 / 25 MAR 2025 Criteria: A321 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-11 - WING ICE PROTECTION

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-30-11-00004943.0000800 / 25 MAR 2025
Criteria: A320 (-AIIB to -AIID)
Applicable to: D-AIIB, D-AIIC, D-AIID

FLIGHT PREPARATION/LIMITATIONS

Flight planning:



Increase fuel consumption by:

Zp (ft)	5000	10000	15000	20000	25000	30000	35000	40000
Fuel penalties	7.0 %	7.3 %	7.1 %	7.0 %	7.0 %	3.0 %	2.9 %	2.9 %

Single engine cruise:

Decrease drift down ceilings by:

660 ft when $OAT \leq ISA + 0^{\circ}C$

2400 ft when $OAT > ISA + 0^{\circ}C$

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.



30-21-01B
30-21-01C

Engine Anti-Ice Valve

Ident.: 9-MO-MO-30-21-00004944.0000100 / 25 MAR 2025

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 $\leq$ ISA + 5 °C

3700 ft when OAT >ISA + 5 °C

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. ON



30-21-01B
30-21-01C

Engine Anti-Ice Valve

Ident.: 9-MO-MO-30-21-00004944.0000200 / 25 MAR 2025
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



30-21-01B 30-21-01C	Engine Anti-Ice Valve

Ident.: 9-MO-MO-30-21-00004944.0000300 / 25 MAR 2025
Criteria: A319 (all ex. -AILY)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-ASTX

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



30-21-01B 30-21-01C	Engine Anti-Ice Valve

Ident.: 9-MO-MO-30-21-00004944.0000400 / 25 MAR 2025
Criteria: A319 (-AILY)
Applicable to: 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



30-21-01B 30-21-01C	Engine Anti-Ice Valve

Ident.: 9-MO-MO-30-21-00004944.0000500 / 25 MAR 2025
Criteria: A321
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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-21 - ENGINE AIR INTAKE ICE PROTECTION

30-21-01A 30-21-01D	Engine Anti-Ice Valve (Inop in the closed position)

Ident.: 9-MO-MO-30-21-00004945.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw OFF

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-31 - PROBE ICE PROTECTION

30-31-01A	PHC (associated probe heating operative)

Ident.: 9-MO-MO-30-31-00004946.0000001 / 25 MAR 2025
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 / 25 MAR 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-31 - PROBE ICE PROTECTION

30-31-01B	PHC (F/O PHC inoperative)

Ident.: 9-MO-MO-30-31-00004947.0000200 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
Criteria: A319 (-AIFY) / A321
Applicable to: D-AIFY, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-31 - PROBE ICE PROTECTION

– 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 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 / 25 MAR 2025 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.

■ **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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-31 - PROBE ICE PROTECTION

30-31-01C	PHC (STBY PHC inoperative)

Ident.: 9-MO-MO-30-31-00004948.0000100 / 25 MAR 2025 Criteria: A319 (-ABGH to -ABGP, -ASTX) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

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.

30-31-01C	PHC (STBY PHC inoperative)

Ident.: 9-MO-MO-30-31-00004948.0000200 / 25 MAR 2025 Criteria: A319 (-AILY) / A320 (-AIQW) / A321 Applicable to: D-AILY, D-AIQW, D-AIRN

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.

30-31-01C	PHC (STBY PHC inoperative)

Ident.: 9-MO-MO-30-31-00004948.0000300 / 25 MAR 2025 Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025 Applicable to: ALL

Refer to OpsProc PHC (F/O PHC inoperative)

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-31 - PROBE ICE PROTECTION

30-31-03C	F/O Static Ports Heater

Ident.: 9-MO-MO-30-31-00004950.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

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 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 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 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-30-31-00007079.0000300 / 25 MAR 2025 Criteria: A319 (-AILY) / A321 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

- **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-30-31-00007079.0000400 / 25 MAR 2025 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

- 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.

30-31-04B

Angle of Attack (AOA) Probes Heating (STBY inoperative)

Ident.: 9-MO-MO-30-31-00004954.0000100 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

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.

30-31-04B

Angle of Attack (AOA) Probes Heating (STBY inoperative)

Ident.: 9-MO-MO-30-31-00004954.0000200 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

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

- 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-31 - PROBE ICE PROTECTION

30-31-04B	Angle of Attack (AOA) Probes Heating (STBY inoperative)

Ident.: 9-MO-MO-30-31-00004954.0000300 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 25 MAR 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

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 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 / 25 MAR 2025
Criteria: A319 (-AIFY) / A320 (-AIQW) / A321
Applicable to: D-AIFY, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-31 - PROBE ICE PROTECTION

IN FLIGHT

- **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-30-31-00004955.0000300 / 25 MAR 2025 Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQW) Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

- **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.



30-42-01A

Window Heat Computer

Ident.: 9-MO-MO-30-42-00004956.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-30 - ICE AND RAIN PROTECTION MO-MO-30-81 - ICE DETECTION

30-81-03A	Lighting of External Visual Icing Indicator

Ident.: 9-MO-MO-30-81-00004960.0000001 / 25 MAR 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
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 / 25 MAR 2025
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 / 23 JUN 2025 Criteria: A319 (-AIFY) / A320 (-AIIA to -AIIIC) / A321 Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIILY, 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 / 25 MAR 2025 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 / 23 JUN 2025 Criteria: A320 (-AIJC to -AIJR, -AINH) Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (-AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-31 - INDICATING/RECORDING SYSTEMS MO-MO-31-20 - INDEPENDENT INSTRUMENTS

31-20-01A	Electrical Clock Indicator

Ident.: 9-MO-MO-31-20-00004967.0000001 / 25 MAR 2025

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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-31 - INDICATING/RECORDING SYSTEMS MO-MO-31-53 - FLIGHT WARNING COMPUTER (FWC)

31-53-01A	FLIGHT WARNING COMPUTER (FWC)

Ident.: 9-MO-MO-31-53-00004969.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAPCH capability, RNPAPCH 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 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAPCH capability, RNPAPCH 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 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAPCH capability, RNPAPCH 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 / 25 MAR 2025

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 / 25 MAR 2025 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: 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 %.*



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy with Thrust Reverser Use

WITH THRUST REVERSERS USE

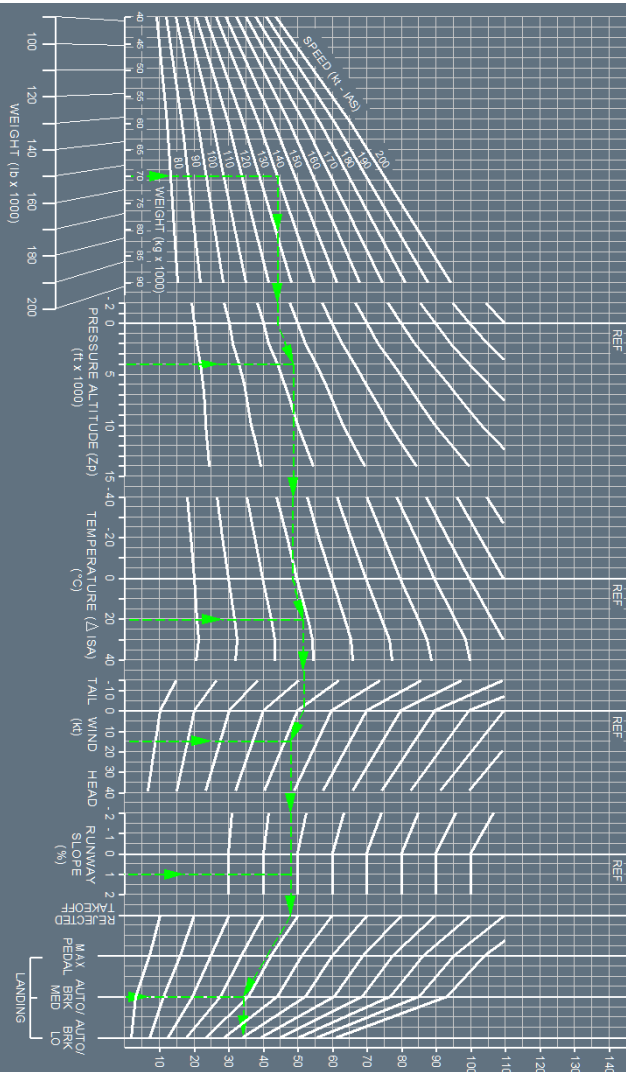
- REJECTED TAKEOFF: SPEED = V1 (DECISION SPEED)
- LANDING: SPEED = VLD (TOUCH DOWN SPEED)

EX. WEIGHT = 70 tons (154,322 lb)
SPEED = 140kt IAS

ZP = 4,00ft
ΔISA = 20°C
WIND = 15kt HEAD
RUNWAY SLOPE = 1%

AUTO/BRK = MED
ENERGY = 34 MJ

ENERGY
(MJ)





Lufthansa City

A320FAMILY
OM-B A320 FAMILY

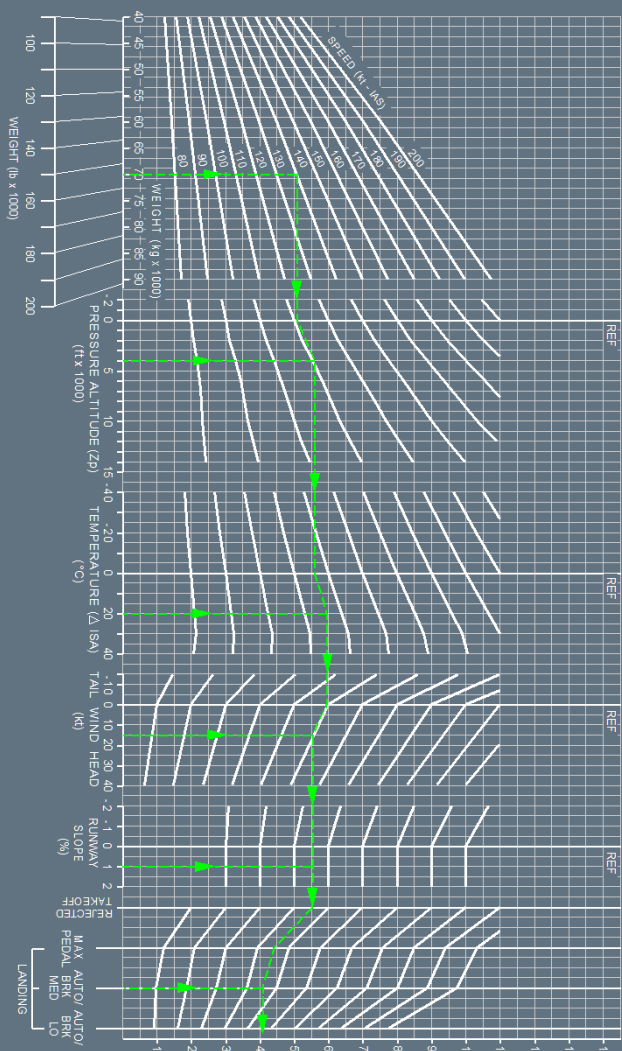
MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy without Thrust Reverser Use

WITHOUT THRUST REVERSERS USE

● REFLECTED TAKEOFF : SPEED = V1 (DECISION SPEED)	E X WEIGHT = 70 tons (154,322 lb)	ZP = 4,000ft	WIND = 15kt HEAD	AUTO/BRK = MED
● LANDING : SPEED = V1D (TOUCH DOWN SPEED)	SPEED = 140kt IAS	ΔISA = 20°C	RUNWAY SLOPE = 1%	ENERGY = 41 MJ





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

**MINIMUM EQUIPMENT LIST
MO - MEL OPERATIONAL PROCEDURES**MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE**EXAMPLE:**

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	4	9	14	19	23	27	31	35	37
	0	0	0	1	3	4	6	7	8	9	10	11
15	31	35	38	42	45	48	51	54	57	60	62	64
	9	10	11	12	13	14	15	16	17	18	19	19
20	59	62	65	67	70	72	74	77	79	81	83	84
	18	19	19	20	21	22	22	23	24	24	25	25
25	81	83	85	87	89	91	92	94	96	98	99	100
	24	25	25	26	27	27	28	28	29	29	30	30
30	98	99	101	103	104	106	107	109	110	112	113	114
	29	30	30	31	31	32	32	33	33	34	34	34
35	112	113	115	116	117	119	120	121	123	124	125	126
	34	34	34	35	35	36	36	36	37	37	38	38
40	124	125	126	127	129	130	131	132	133	134	135	136
	37	37	38	38	39	39	39	40	40	40	41	41
45	134	135	136	137	139	140	141	142	143	144	145	145
	40	41	41	41	42	42	42	42	43	43	43	44
50	144	145	146	146	147	148	149	150	151	152	153	153
	43	43	44	44	44	45	45	45	45	46	46	46
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 (MJ)	OAT (°C)											
	-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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-32 - LANDING GEAR MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

32-07-01A 32-07-01B	Brakes Temperature Indication on the <u>WHEEL</u> SD page

Ident.: 9-MO-MO-32-07-00004981.0000200 / 25 MAR 2025 Criteria: A321 Applicable to: 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 %.*



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy with Thrust Reverser Use

WITH THRUST REVERSERS USE

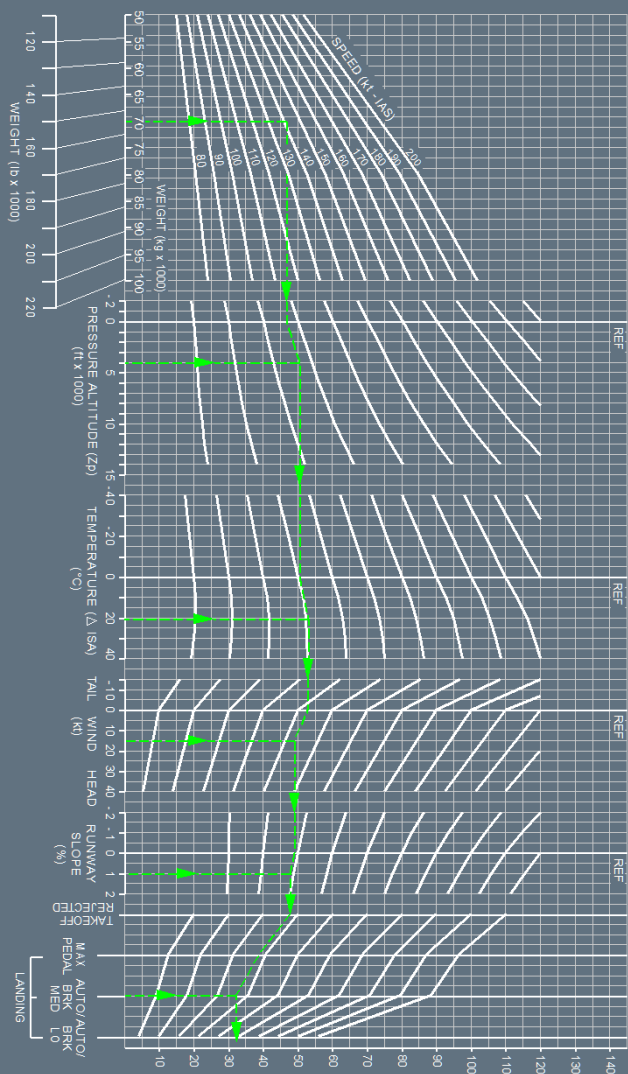
- REJECTED TAKEOFF : SPEED = V1 (DECISION SPEED)
- LANDING : SPEED = VLD (TOUCH DOWN SPEED)

EX: WEIGHT = 70 tons (154,322 lb) ZP = 4,000ft
SPEED = 140KIAS Δ ISA = 20°C

WIND = 15Kt HEAD
RUNWAY SLOPE = 1%

AUTO/BRK = MED
ENERGY = 32 MJ

ENERGY (MJ)





Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy without Thrust Reverser Use

WITHOUT THRUST REVERSERS USE

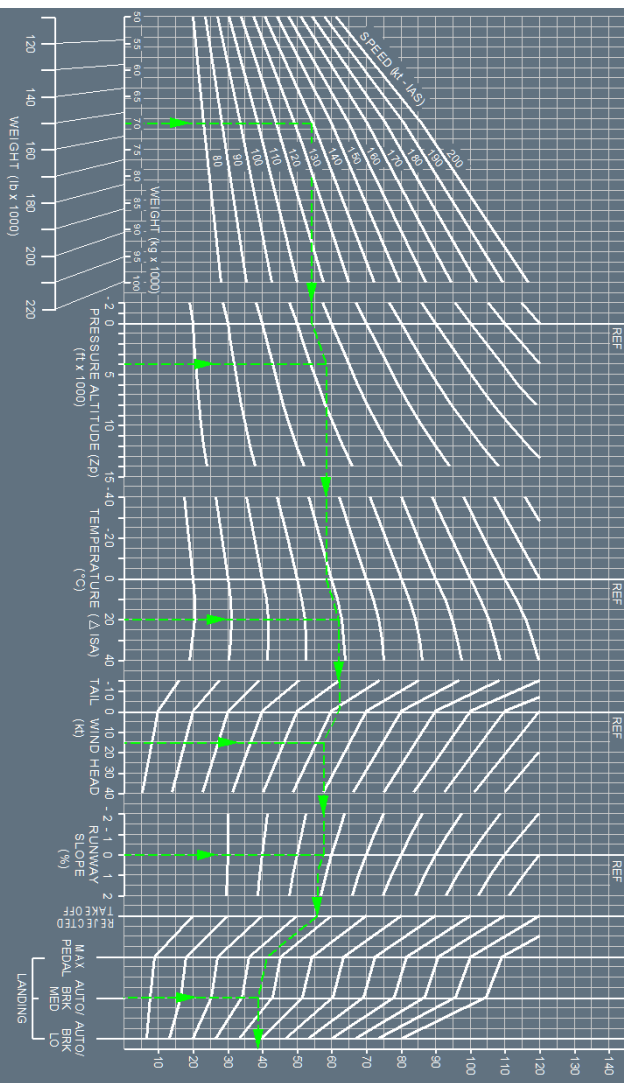
- REJECTED TAKEOFF: SPEED = V1 (DECISION SPEED)
- LANDING: SPEED = VLD (TOUCH DOWN SPEED)

EX WEIGHT = 70 tons (154,322 lb) ZP = 4,000ft
SPEED = 130kt AS ΔISA = 20°C

WIND = 15kt HEAD
RUNWAY SLOPE = 1%

AUTO/BRK = MED
ENERGY = 38 MJ

ENERGY
(MJ)





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

**MINIMUM EQUIPMENT LIST
MO - MEL OPERATIONAL PROCEDURES**MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE**EXAMPLE:**

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	4	9	14	19	23	27	31	35	37
	0	0	0	1	3	4	6	7	8	9	10	11
15	31	35	38	42	45	48	51	54	57	60	62	64
	9	10	11	12	13	14	15	16	17	18	19	19
20	59	62	65	67	70	72	74	77	79	81	83	84
	18	19	19	20	21	22	22	23	24	24	25	25
25	81	83	85	87	89	91	92	94	96	98	99	100
	24	25	25	26	27	27	28	28	29	29	30	30
30	98	99	101	103	104	106	107	109	110	112	113	114
	29	30	30	31	31	32	32	33	33	34	34	34
35	112	113	115	116	117	119	120	121	123	124	125	126
	34	34	34	35	35	36	36	36	37	37	38	38
40	124	125	126	127	129	130	131	132	133	134	135	136
	37	37	38	38	39	39	39	40	40	40	41	41
45	134	135	136	137	139	140	141	142	143	144	145	145
	40	41	41	41	42	42	42	42	43	43	43	44
50	144	145	146	146	147	148	149	150	151	152	153	153
	43	43	44	44	44	45	45	45	45	46	46	46
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 (MJ)	OAT (°C)											
	-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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-32 - LANDING GEAR MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

32-07-01A 32-07-01B	Brakes Temperature Indication on the <u>WHEEL</u> SD page

Ident.: 9-MO-MO-32-07-00004981.0000300 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIID)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

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 %.*



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy with Thrust Reverser Use

WITH THRUST REVERSERS USE

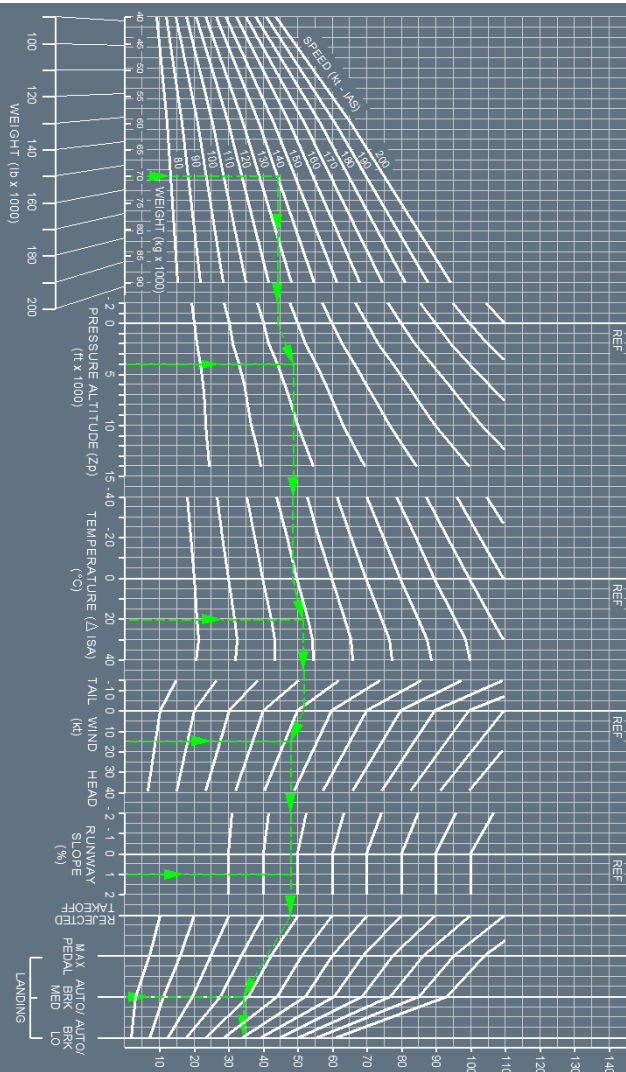
- REJECTED TAKEOFF: SPEED = V1 (DECISION SPEED)
- LANDING: SPEED = VLD (TOUCH DOWN SPEED)

EX. WEIGHT = 70 tons (154,322 lb)
SPEED = 140kt IAS

ZP = 4,00ft
ΔISA = 20°C
WIND = 15kt HEAD
RUNWAY SLOPE = 1%

AUTO/BRK = MED
ENERGY = 34 MJ

ENERGY
(MJ)



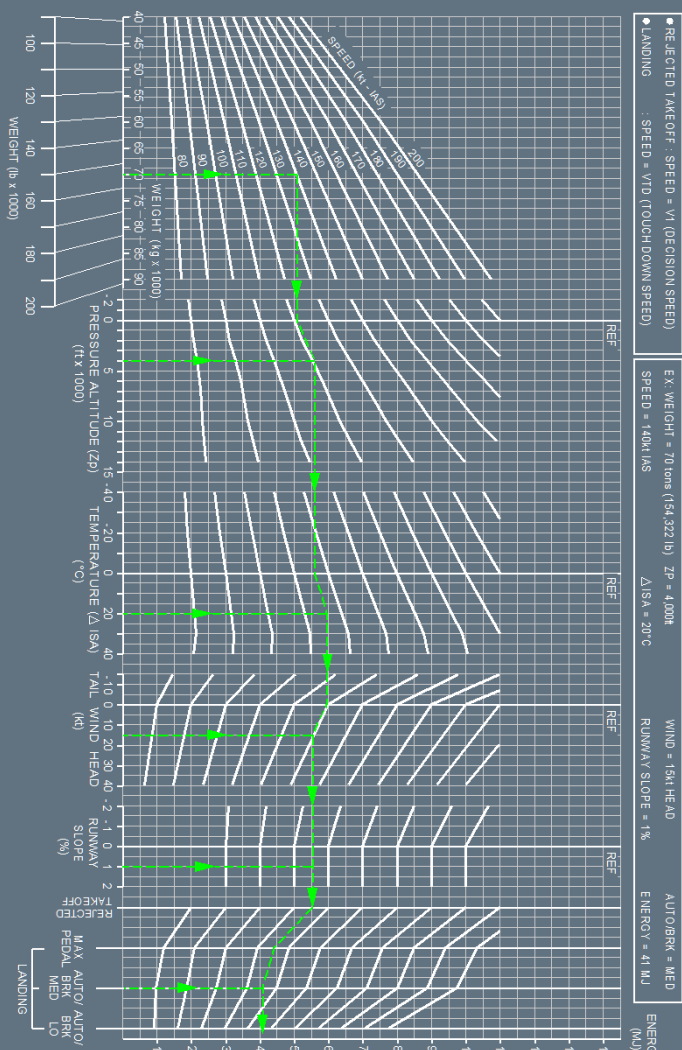
MINIMUM EQUIPMENT LIST

MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy without Thrust Reverser Use

WITHOUT THRUST REVERSERS USE





BRAKE COOLING TIME TABLE

Determination of the brake cooling time:

EXAMPLE:

25	127	106	96	92	92	====> TIME (min) WITHOUT BRAKE COOLING FAN
	63	53	47	45	46	====> 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: 116 min
- With brake cooling fan: 57 min

**MINIMUM EQUIPMENT LIST
MO - MEL OPERATIONAL PROCEDURES**MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE**EXAMPLE:**

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	63	36	20	12	11	15	23	38	58	66	76	82
	31	18	10	6	6	8	11	19	29	33	38	41
5	84	60	47	41	41	45	52	66	84	92	102	108
	41	30	23	20	20	22	26	33	41	46	50	53
10	98	76	64	59	59	63	70	84	101	109	119	125
	49	38	32	29	29	31	35	41	50	54	59	62
15	109	88	77	72	73	77	83	97	114	122	132	138
	54	44	38	36	36	38	41	48	56	60	65	68
20	119	98	87	83	84	88	94	107	124	132	142	148
	59	49	43	41	41	43	46	53	61	65	70	73
25	127	106	96	92	92	96	103	116	132	141	151	156
	63	53	47	45	46	48	51	57	65	69	74	77
30	133	114	103	99	100	104	110	123	140	148	158	164
	66	56	51	49	49	51	54	61	69	73	78	81
35	139	120	110	106	107	111	117	130	146	154	164	170
	69	59	54	52	53	55	58	64	72	76	81	84
40	145	125	115	112	112	116	123	135	152	160	170	176
	71	62	57	55	56	57	61	67	75	79	84	87
45	150	130	120	117	118	122	128	140	157	165	175	181
	74	64	59	58	58	60	63	69	77	81	86	89
50	154	135	125	121	122	126	132	145	161	170	180	185
	76	67	62	60	60	62	65	72	80	84	89	91
55	158	139	129	126	127	131	137	149	166	174	184	190
	78	69	64	62	63	64	68	74	82	86	91	94
60	162	143	133	130	131	135	141	153	169	178	188	194
	80	71	66	64	64	66	69	76	84	88	93	95
65	165	146	137	133	134	138	144	157	173	181	191	197
	82	72	68	66	66	68	71	77	85	89	94	97
70	169	150	140	137	138	142	148	160	176	185	195	201
	83	74	69	68	68	70	73	79	87	91	96	99

**GROUND BRAKE COOLING TIME (min)**

ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
75	172	153	144	140	141	145	151	164	180	188	198	204
	85	75	71	69	70	72	75	81	89	93	98	100
80	175	156	147	143	144	148	154	167	183	191	201	207
	86	77	72	71	71	73	76	82	90	94	99	102

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: A320 (-AIJC to -AIJQ, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, 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 %.*



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy with Thrust Reverser Use

WITH THRUST REVERSERS USE

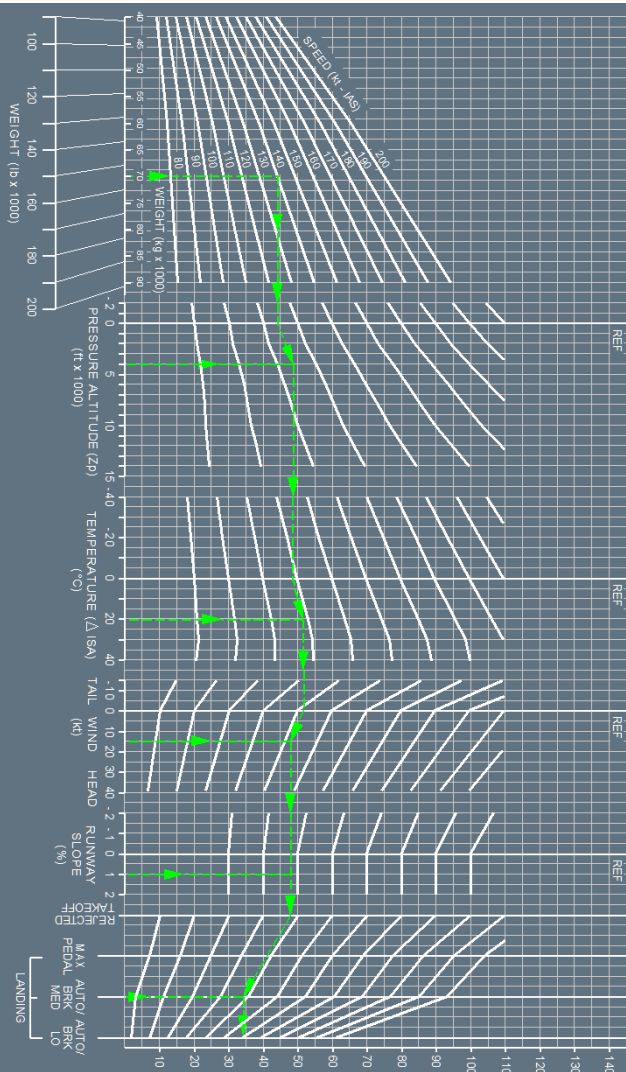
- REJECTED TAKEOFF: SPEED = V1 (DECISION SPEED)
- LANDING: SPEED = VLD (TOUCH DOWN SPEED)

EX. WEIGHT = 70 tons (154,322 lb)
SPEED = 140kt IAS

ZP = 4,00ft
ΔISA = 20°C
WIND = 15kt HEAD
RUNWAY SLOPE = 1%

AUTO/BRK = MED
ENERGY = 34 MJ

ENERGY
(MJ)





Lufthansa City

A320FAMILY
OM-B A320 FAMILY

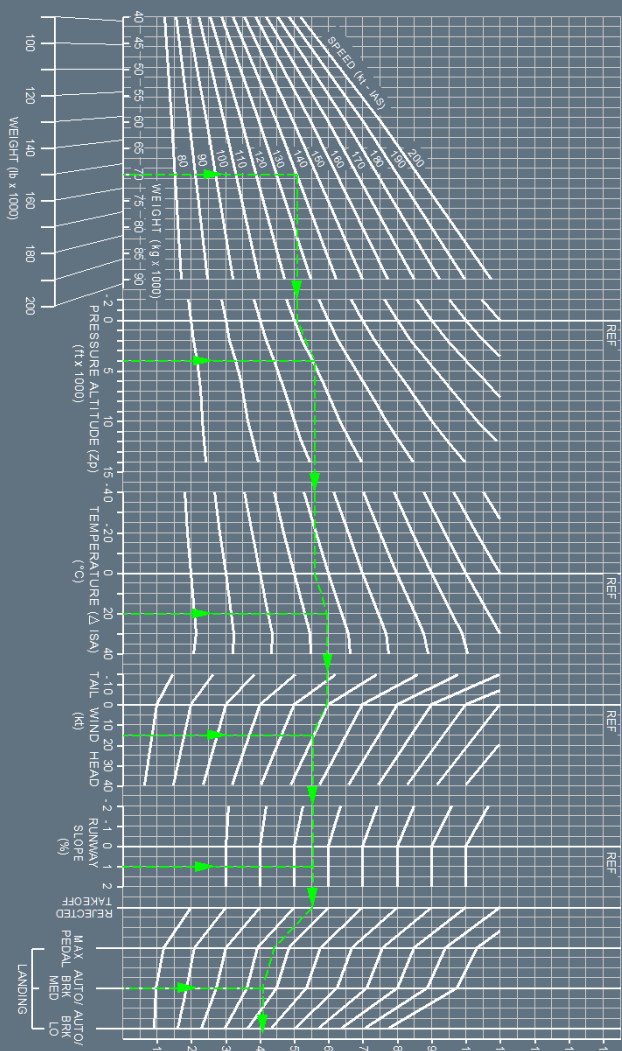
MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy without Thrust Reverser Use

WITHOUT THRUST REVERSERS USE

● REFLECTED TAKEOFF : SPEED = V1 (DECISION SPEED)	E X WEIGHT = 70 tons (154 322 lb)	ZP = 4.000ft	WIND = 15kt HEAD	AUTO/BRK = MED
● LANDING : SPEED = VLD (TOUCH DOWN SPEED)	SPEED = 140kt IAS	ΔISA = 20°C	RUNWAY SLOPE = 1%	ENERGY = 41 MJ





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 (MJ)	OAT (°C)											
	-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 (MJ)	OAT (°C)											
	-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 <u>WHEEL</u> SD page
Ident.: 9-MO-MO-32-07-00004981.0000500 / 25 MAR 2025 Criteria: A320 (-AIJR) Applicable to: D-AIJR	

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 %.*



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MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy with Thrust Reverser Use

WITH THRUST REVERSERS USE

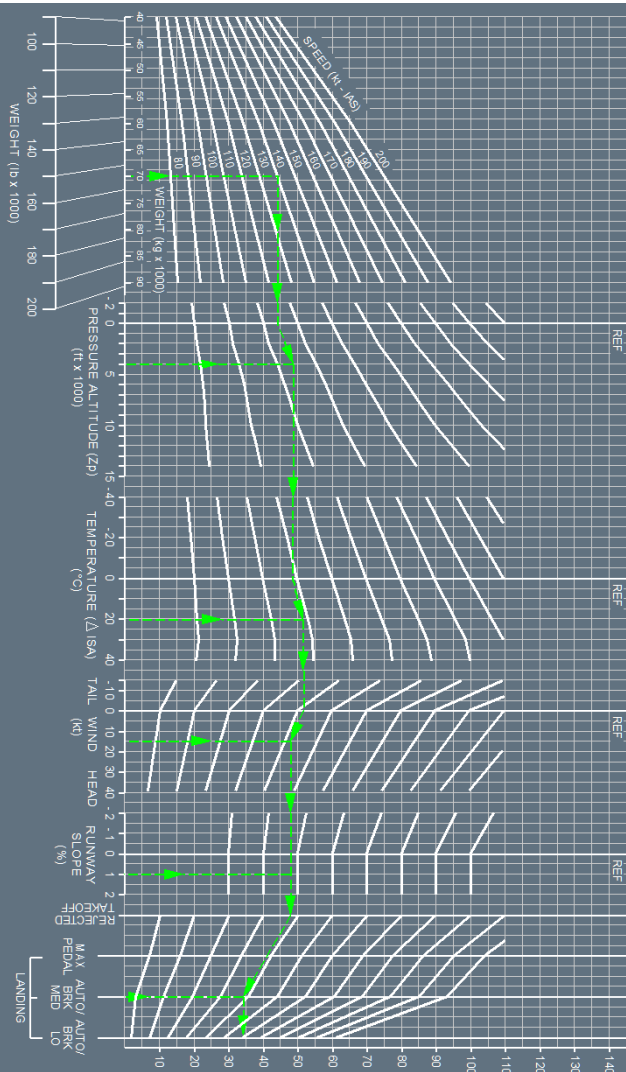
- REJECTED TAKEOFF: SPEED = V1 (DECISION SPEED)
- LANDING: SPEED = VLD (TOUCH DOWN SPEED)

EX. WEIGHT = 70 tons (154,322 lb)
SPEED = 140kt IAS

ZP = 4,000ft
ΔISA = 20°C
WIND = 15kt HEAD
RUNWAY SLOPE = 1%

AUTO/BRK = MED
ENERGY = 34 MJ

ENERGY
(MJ)





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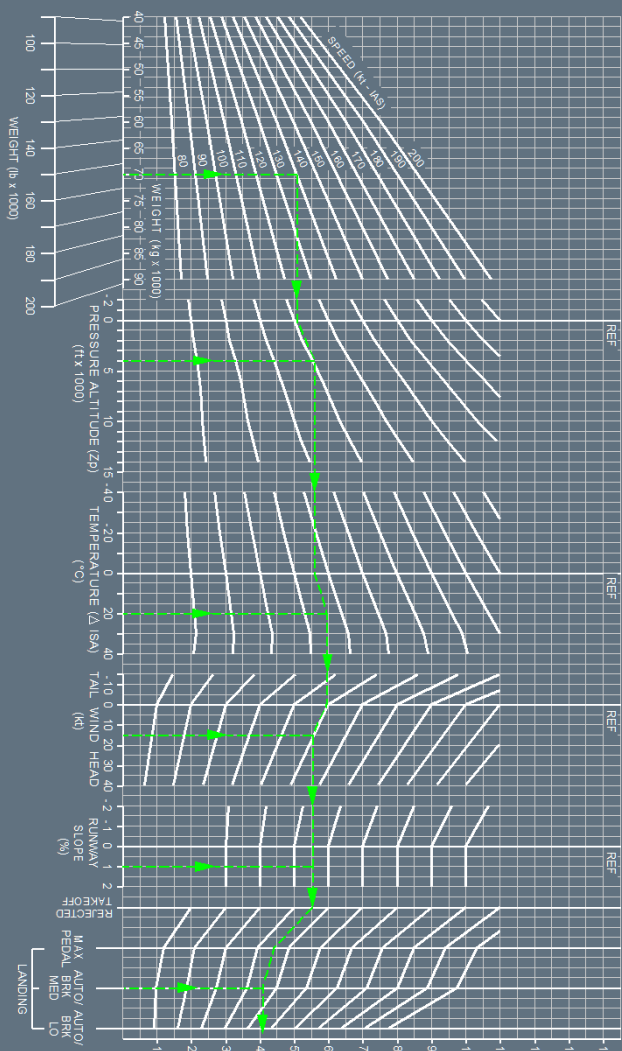
MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy without Thrust Reverser Use

WITHOUT THRUST REVERSERS USE

● REFLECTED TAKEOFF : SPEED = V1 (DECISION SPEED)	E X WEIGHT = 70 tons (154 322 lb)	ZP = 4.000ft	WIND = 15kt HEAD	AUTO/BRK = MED
● LANDING : SPEED = VLD (TOUCH DOWN SPEED)	SPEED = 140kt IAS	ΔISA = 20°C	RUNWAY SLOPE = 1%	ENERGY = 41 MJ





BRAKE COOLING TIME TABLE

Determination of the brake cooling time:

EXAMPLE:

25	99	90	94	97	100	====> TIME (min) WITHOUT BRAKE COOLING FAN
	49	45	46	48	50	====> 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: 112 min
- With brake cooling fan: 55 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 (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	28	14	17	20	23	26	29	34	39	45	52	56
	14	7	9	10	11	13	15	17	20	23	26	28
5	52	41	44	48	50	54	57	62	67	73	80	84
	26	20	22	24	25	27	28	31	33	36	40	42
10	69	58	62	65	68	72	75	80	85	91	98	102
	34	29	31	32	34	36	37	39	42	45	49	51
15	81	71	75	78	81	85	88	93	98	105	112	116
	40	35	37	39	40	42	44	46	49	52	55	57
20	91	82	85	89	92	95	99	103	109	115	122	126
	45	40	42	44	45	47	49	51	54	57	60	62
25	99	90	94	97	100	104	108	112	118	124	131	135
	49	45	46	48	50	51	53	55	58	61	65	67
30	106	98	101	105	108	111	115	119	125	131	138	142
	53	48	50	52	53	55	57	59	62	65	68	70
35	113	104	108	111	114	118	121	126	131	138	145	149
	56	51	53	55	56	58	60	62	65	68	71	73
40	118	110	113	117	120	124	127	132	137	143	150	154
	58	54	56	58	59	61	63	65	68	71	74	76
45	123	115	118	122	125	129	132	137	142	149	156	160
	61	57	58	60	62	64	65	68	70	73	77	79
50	128	120	123	127	130	133	137	141	147	153	160	164
	63	59	61	62	64	66	68	70	73	76	79	81
55	132	124	127	131	134	138	141	146	151	158	165	169
	65	61	63	65	66	68	70	72	75	78	81	83
60	136	128	131	135	138	142	145	150	155	161	169	173
	67	63	65	67	68	70	72	74	77	80	83	85
65	139	131	135	138	142	145	149	153	159	165	172	176
	69	65	67	68	70	72	73	76	78	81	85	87
70	143	135	138	142	145	149	152	157	162	169	176	180
	70	67	68	70	72	73	75	77	80	83	87	89

**GROUND BRAKE COOLING TIME (min)**

ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
75	146	138	141	145	148	152	156	160	166	172	179	183
	72	68	70	72	73	75	77	79	82	85	88	90
80	149	141	144	148	151	155	159	163	169	175	182	186
	73	70	71	73	75	76	78	80	83	86	90	92

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-32-07-00004981.0000600 / 25 MAR 2025

Criteria: A319

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX

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 %.*



Lufthansa City

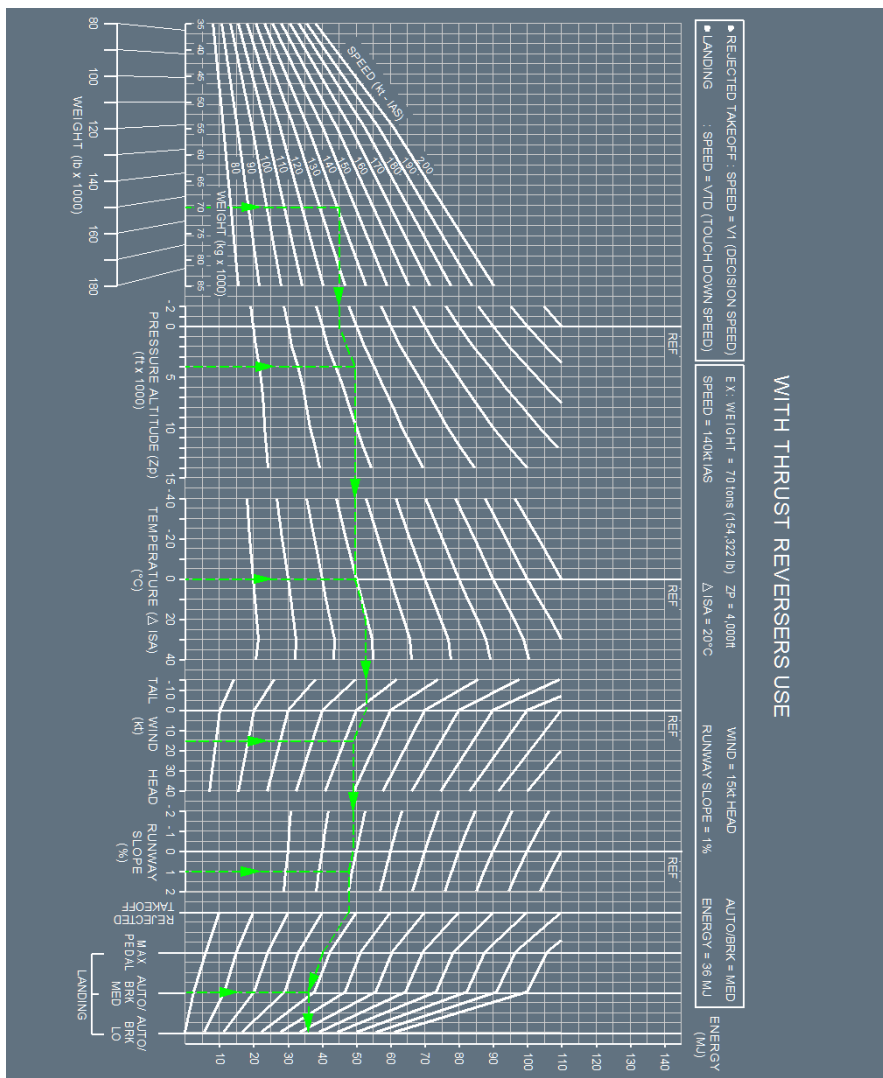
A320FAMILY
OM-B A320 FAMILY

MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES

MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Brake Energy with Thrust Reverser Use

WITH THRUST REVERSERS USE



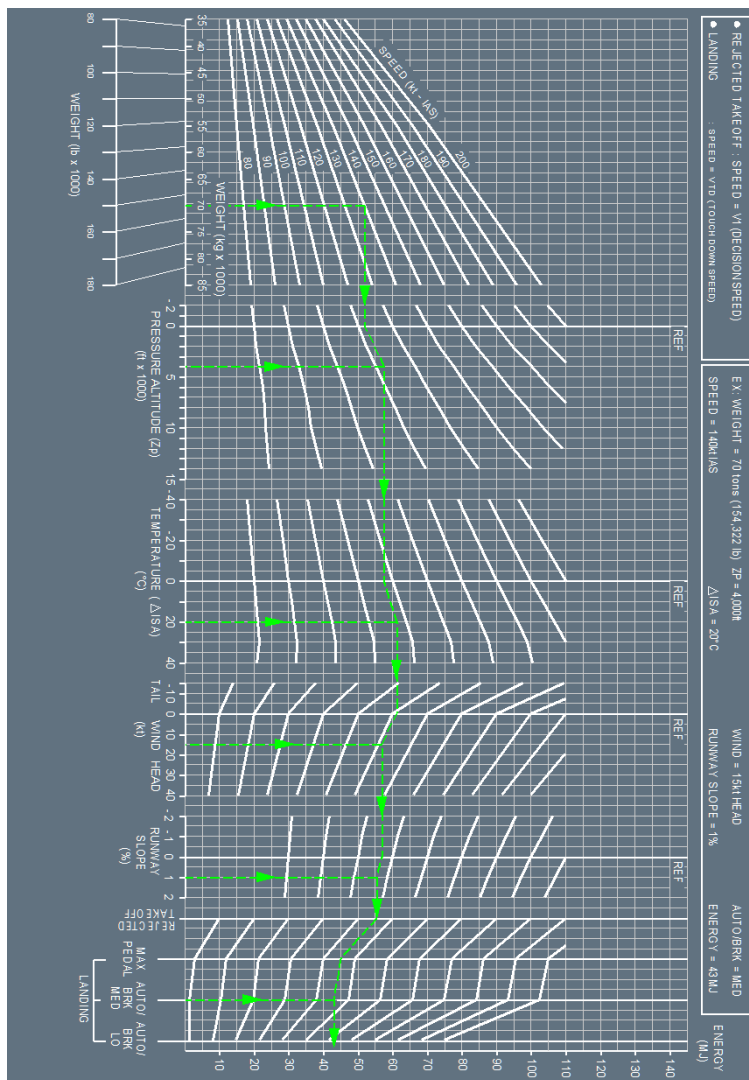


MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

A320FAMILY
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Brake Energy without Thrust Reverser Use

WITHOUT THRUST REVERSERS 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

**MINIMUM EQUIPMENT LIST
MO - MEL OPERATIONAL PROCEDURES**MO-MO-32 - LANDING GEAR
MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

GROUND BRAKE COOLING TIME (min)												
ENERGY (MJ)	OAT (°C)											
	-50	-40	-30	-20	-10	0	10	20	30	40	50	55
0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	4	9	14	19	23	27	31	35	37
	0	0	0	1	3	4	6	7	8	9	10	11
15	31	35	38	42	45	48	51	54	57	60	62	64
	9	10	11	12	13	14	15	16	17	18	19	19
20	59	62	65	67	70	72	74	77	79	81	83	84
	18	19	19	20	21	22	22	23	24	24	25	25
25	81	83	85	87	89	91	92	94	96	98	99	100
	24	25	25	26	27	27	28	28	29	29	30	30
30	98	99	101	103	104	106	107	109	110	112	113	114
	29	30	30	31	31	32	32	33	33	34	34	34
35	112	113	115	116	117	119	120	121	123	124	125	126
	34	34	34	35	35	36	36	36	37	37	38	38
40	124	125	126	127	129	130	131	132	133	134	135	136
	37	37	38	38	39	39	39	40	40	40	41	41
45	134	135	136	137	139	140	141	142	143	144	145	145
	40	41	41	41	42	42	42	42	43	43	43	44
50	144	145	146	146	147	148	149	150	151	152	153	153
	43	43	44	44	44	45	45	45	45	46	46	46
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 (MJ)	OAT (°C)											
	-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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-32 - LANDING GEAR MO-MO-32-07 - INDICATIONS ON THE WHEEL SD PAGE

32-07-03A	L/G Doors Position Indication on the <u>WHEEL</u> SD page

Ident.: 9-MO-MO-32-07-00004982.0000001 / 25 MAR 2025
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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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, 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.	On ground, set the STROBE sw to OFF.
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. The minimum idle is inoperative when slats/flaps are extended. When FLX TO is selected, MCT thrust is set. The thrust reverser is inoperative. The BUMP function is inoperative.	Use the MAN START procedure. <i>Refer to 2-SUP-ENG Manual Engine Start - Procedure</i> <i>Refer to OpsProc Minimum Idle on Ground</i> Use the TOGA for takeoff. <i>Refer to OpsProc Thrust Reverser</i> 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 AICE 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 displayed 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 / 23 JUN 2025

Criteria: A321

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.

**MINIMUM EQUIPMENT LIST**
MO - MEL OPERATIONAL PROCEDURES**MO-MO-32 - LANDING GEAR**
MO-MO-32-31 - NORMAL EXTENSION AND RETRACTION

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 $\leq 43^{\circ}\text{C}$: No Limitation $44^{\circ}\text{C} \leq \text{OAT} \leq 52^{\circ}\text{C}$: 3 h - OAT $\geq 53^{\circ}\text{C}$: 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. <i>Refer to 2-SUP-ENG Manual Engine Start - Procedure</i>
	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:

**MINIMUM EQUIPMENT LIST**
MO - MEL OPERATIONAL PROCEDURES**MO-MO-32 - LANDING GEAR**
MO-MO-32-31 - NORMAL EXTENSION AND RETRACTION

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.	<i>Refer to OpsProc Minimum Idle on Ground</i>
	When FLX TO is selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust reverser is inoperative.	<i>Refer to OpsProc Thrust Reverser</i>
	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.I.CE 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 SYS- TEM 	The WBS is inoperative.	
ECAM (in flight and on ground)	- On the <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The <u>L/G LGCIU 2 FAULT</u> alert is displayed 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 / 25 MAR 2025

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 / 25 MAR 2025

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 than 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. <i>Refer to 2-SUP-ENG Manual Engine Start - Procedure</i>

SYSTEMS	CONSEQUENCES	PROCEDURES
	The minimum idle is inoperative.	<i>Refer to OpsProc Minimum Idle on Ground</i>
	When FLX TO is selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust Reverser is inoperative.	<i>Refer to OpsProc Thrust Reverser</i>
	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 SERVIC-ING (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 <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The <u>L/G LGCIU 2 FAULT</u> 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 / 25 MAR 2025

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, with flaps retracted, the logo lights do not come on.	On ground, set the STROBE sw to OFF.
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. <i>Refer to 2-SUP-ENG Manual Engine Start - Procedure</i>
	The minimum idle is inoperative.	<i>Refer to OpsProc Minimum Idle on Ground</i>
	When FLX TO selected, MCT thrust is set.	Use the TOGA for takeoff.
	The thrust reverser is inoperative.	<i>Refer to OpsProc Thrust Reverser</i>
SLATS	The BUMP function is inoperative.	Do not use the BUMP function.
	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 SERVICING (on ground)	The preselect water servicing is inoperative.	
RECORDERS (on ground)	The CVR test and the CVR erase functions are inoperative. The CVR and the DFDR do not stop after engine shutdown.	
ECAM (in flight and on ground)	- On the <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The <u>L/G LGCIU 2 FAULT</u> 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 / 25 MAR 2025

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 <u>ANTIICE CAPT(F/O) PITOT</u> 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 <u>WHEEL</u> SD page and ECAM alert <i>Refer to OpsProc LGCIU 2 LH L/G Shock Absorber Proximity Detector</i> "ECAM" line.	



32-32-05A	LGCIU 2 RHL/G Down Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004989.0000001 / 25 MAR 2025
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the <u>STATUS</u> 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 <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The <u>L/G LGCIU 2 FAULT</u> 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 / 25 MAR 2025
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 <u>STATUS</u> 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 <u>WHEEL</u> SD page, the landing gear position indications associated with the LGCIU 2 are displayed XX. - The <u>L/G LGCIU 2 FAULT</u> 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 / 25 MAR 2025
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 <u>WHEEL</u> SD page and ECAM alert <i>Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU) "ECAM" line.</i>

32-32-08A	LGCIU 2 RH L/G Up Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004992.0000001 / 25 MAR 2025
Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the <u>STATUS</u> 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 <u>WHEEL</u> SD page and ECAM alert <i>Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU) "ECAM" line.</i>	

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-32 - LANDING GEAR MO-MO-32-32 - PROXIMITY DETECTOR SYSTEM

32-32-09A	LGCIU 2 LH L/G Up Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004993.0000001 / 25 MAR 2025

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the <u>STATUS</u> 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 <u>WHEEL</u> SD page and ECAM alert <i>Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)</i> "ECAM" line.	

32-32-10A	LGCIU 2 Nose L/G Up Lock Proximity Detector

Ident.: 9-MO-MO-32-32-00004994.0000001 / 25 MAR 2025

Applicable to: ALL

GENERAL INFORMATION

SYSTEMS	CONSEQUENCES	PROCEDURES
ENG 2 (on ground)	REVERSER 2 is displayed in the INOP SYS column on the <u>STATUS</u> 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 <u>WHEEL</u> SD page and ECAM alert <i>Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)</i> "ECAM" line.	

32-32-11A	LGCIU 2 RHL/G Doors Open Proximity Detector

Ident.: 9-MO-MO-32-32-00004995.0000001 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

Refer to OpsProc LGCIU 2 LH L/G Up Lock Proximity Detector

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-32 - LANDING GEAR MO-MO-32-32 - PROXIMITY DETECTOR SYSTEM

32-32-13A	LGCIU 2 Nose L/G Doors Open Proximity Detector

Ident.: 9-MO-MO-32-32-00004997.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Applicable to: ALL

Refer to OpsProc LGCIU 2 Nose L/G Up Lock Proximity Detector

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-32 - LANDING GEAR MO-MO-32-33 - FREE FALL EXTENSION

32-33-01A	Landing Gear Gravity Extension System

Ident.: 9-MO-MO-32-33-00005001.0000001 / 25 MAR 2025

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".*

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-32 - LANDING GEAR MO-MO-32-42 - NORMAL BRAKING

32-42-01A	Main Wheel Brake (One Brake Inop)

Ident.: 9-MO-MO-32-42-00005002.0000001 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A320 (-A1IA to -A1ID, -A1JH to -A1JR)

Applicable to: D-A1IA, D-A1IB, D-A1IC, D-A1ID, D-A1JH, D-A1JI, D-A1JJ, D-A1JM, D-A1JN, D-A1JP, D-A1JQ, D-A1JR

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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: If BSCU Std. installed L4.10 or higher (information given by trouble shooting)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025 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 / 23 JUN 2025 Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX	

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-32 - LANDING GEAR MO-MO-32-47 - BRAKE TEMPERATURE SYSTEM

32-47-01A	Brake Temperature Monitoring Unit (BTMU)

Ident.: 9-MO-MO-32-47-00005008.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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 / 25 MAR 2025

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 / 25 MAR 2025

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 / 25 MAR 2025

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-32 - LANDING GEAR MO-MO-32-51 - STEERING

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 / 25 MAR 2025
Applicable to: ALL

BEFORE PUSHBACK

The parking brake setting must be verbally confirmed between the flight crew and the ground personnel.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-33 - LIGHTS MO-MO-33-01 - OVERHEAD PANELS

SIGNS OVERHEAD PANEL

33-01-02-02A	AUTO Function of SEAT BELTS SIGN sw 

Ident.: 9-MO-MO-33-01-02-00005017.0000001 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

ON GROUND OR IN FLIGHT

Set the NO SMOKING sw ON as required.



33-20-01A

Cabin General Illumination

Ident.: 9-MO-MO-33-20-00005021.0000001 / 25 MAR 2025

Applicable to: ALL

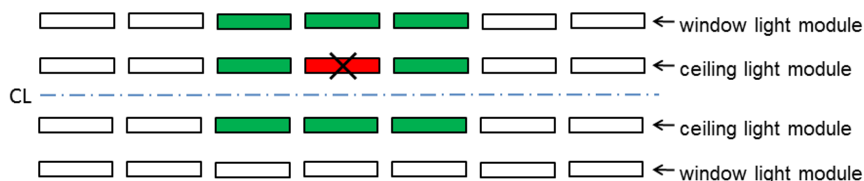
GENERAL INFORMATION

- 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.

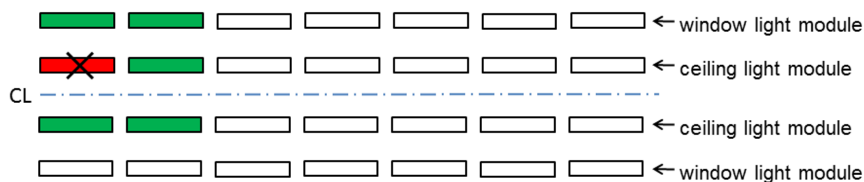
CEILING MODULE AFFECTED

Example inoperative ceiling light module



 = Inoperative light module
 = Light module must be operative
 = Light Module unaffected by MEL condition

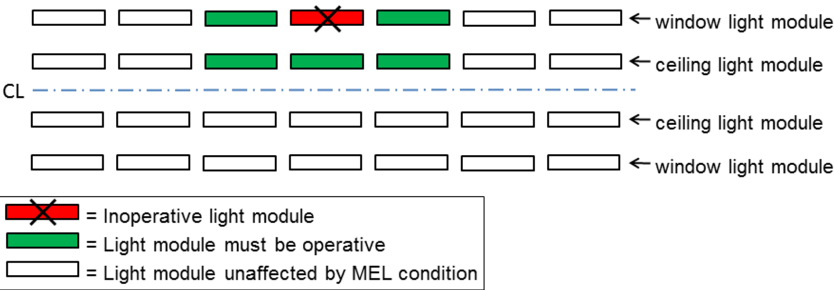
Example inoperative ceiling light module



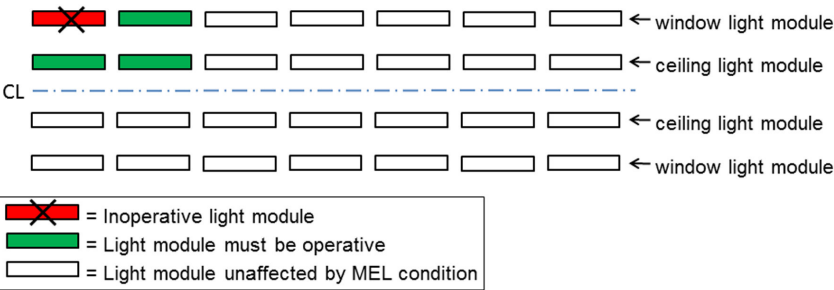
 = Inoperative light module
 = Light module must be operative
 = Light module unaffected by MEL condition

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 / 25 MAR 2025	
Applicable to: ALL	

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.

33-40-04A	Landing light Extension/Retraction System
Ident.: 9-MO-MO-33-40-00005024.0000001 / 23 JUN 2025 Criteria: A319 / A320 (-AIJC, -AINH, -AIQW, -AIZJ, -AIZM) / A321 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX	

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 / 25 MAR 2025 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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-05 - INDICATIONS ON THE PRIMARY FLIGHT DISPLAY (PFD)

34-05-06A	Vertical Speed in Inertial Mode Indication on the PFD
Ident.: 9-MO-MO-34-05-00005030.0000001 / 25 MAR 2025 Applicable to: ALL	

FLIGHT PREPARATION/LIMITATIONS

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

34-05-07A	Other Air Data Related Indications on the PFD
Ident.: 9-MO-MO-34-05-00005031.0000001 / 25 MAR 2025 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 RNP-AR capability, RNP-AR operations are not permitted.

- **If the PF side is affected:**
RNP-AR operations are not permitted.

34-05-08A	Attitude Indication on the PFD
Ident.: 9-MO-MO-34-05-00005032.0000001 / 25 MAR 2025 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.

- **If the PF side is affected:**
RNP-AR operations are not permitted.

34-05-09A	Heading Indication On the PFD
Ident.: 9-MO-MO-34-05-00005033.0000001 / 25 MAR 2025 Applicable to: ALL	

FLIGHT PREPARATION/LIMITATIONS

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-06 - INDICATIONS ON THE NAVIGATION DISPLAY (ND)

34-06-01A	Ground Speed Indication on the ND
Ident.: 9-MO-MO-34-06-00005034.0000001 / 25 MAR 2025 Applicable to: ALL	

FLIGHT PREPARATION/LIMITATIONS

- **If indication is inoperative on one side:**
For aircraft with the RNP-AR capability, RNP-AR 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.
RNP-AR operations are not permitted.
For aircraft with the RNP-AR capability, RNP-AR operations are not permitted.

34-06-02A	True Air Speed Indication on the ND
Ident.: 9-MO-MO-34-06-00005035.0000001 / 25 MAR 2025 Applicable to: ALL	

FLIGHT PREPARATION/LIMITATIONS

- **If indication is inoperative on one side:**
For aircraft with the RNP-AR capability, RNP-AR 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.
RNP-AR operations are not permitted.
For aircraft with the RNP-AR capability, RNP-AR operations are not permitted.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-06 - INDICATIONS ON THE NAVIGATION DISPLAY (ND)

34-06-03A	Wind Indication on the ND

Ident.: 9-MO-MO-34-06-00005036.0000001 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If indication is inoperative on one side:**
For aircraft with the RNP-AR capability, RNP-AR 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.
RNP-AR operations are not permitted.
For aircraft with the RNP-AR capability, RNP-AR operations are not permitted.

34-06-04A	Heading Indication on the ND

Ident.: 9-MO-MO-34-06-00005037.0000001 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

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

34-06-05A	Position (Aircraft Symbol) Indication on the ND

Ident.: 9-MO-MO-34-06-00005038.0000001 / 25 MAR 2025

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.
RNP-AR operations are not permitted.



Lufthansa City

A320FAMILY
OM-B A320 FAMILY

**MINIMUM EQUIPMENT LIST
MO - MEL OPERATIONAL PROCEDURES**

MO-MO-34 - NAVIGATION
MO-MO-34-06 - INDICATIONS ON THE NAVIGATION DISPLAY (ND)

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

34-10-02B	ADR 2

Ident.: 9-MO-MO-34-10-00005039.0000100 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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*

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-10 - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS)

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 / 23 JUN 2025 Criteria: A319 (-AILY) / A321 Applicable to: 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.

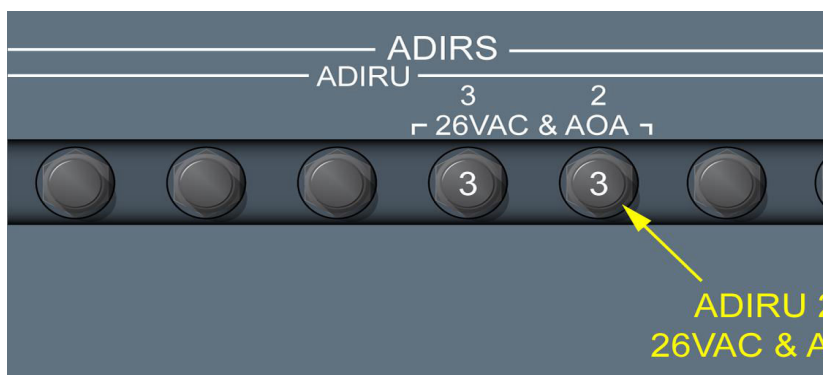
- **If the ADR 2 pb OFF light does not come ON, or the IR 2 is also inoperative:**

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.

34-10-03A	ADR 3
Ident.: 9-MO-MO-34-10-00005040.0000001 / 25 MAR 2025	
Applicable to: ALL	

FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

DURING COCKPIT PREPARATION

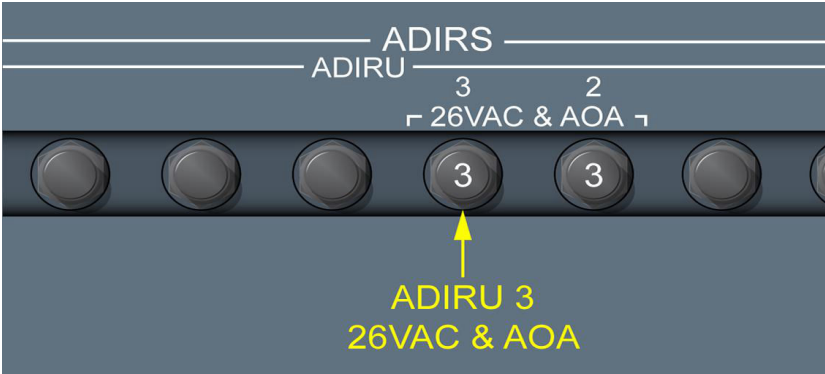
ADR 3 pb-sw. OFF

The F/CTL MAINTENANCE message is displayed on the STATUS SD page.

- 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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQ, D-AIJR, 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

34-10-04B
34-10-04C

IR 1 (only NAV mode of IR 1 inoperative)

Ident.: 9-MO-MO-34-10-00005041.0000200 / 23 JUN 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-10 - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS)

34-10-05B	IR 2 (IR 2 totally inoperative)

Ident.: 9-MO-MO-34-10-00005042.0000100 / 23 JUN 2025
Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

34-10-05B	IR 2 (IR 2 totally inoperative)

Ident.: 9-MO-MO-34-10-00005042.0000200 / 23 JUN 2025
Criteria: A319 (all ex. -ABGP, -AILY) / A320 (-AIQW)
Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW, D-ASTX

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-34-10-00005042.0000300 / 23 JUN 2025

Criteria: A319 (-AILY) / A321

Applicable to: 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.*

34-10-05C

IR 2 (only NAV mode of IR 2 inoperative)

Ident.: 9-MO-MO-34-10-00005043.0000100 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-10 - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS)

- 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 / 23 JUN 2025
Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321
Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 23 JUN 2025
Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321
Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIQJ, D-AIJR, 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 / 23 JUN 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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*).



MO-MO-34 - NAVIGATION

MO-MO-34-10 - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS)

A320FAMILY
OM-B A320 FAMILY Y

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 / 23 JUN 2025

Criteria: A319 (-ABGP) / A320 (all ex. -AIIID, -AIQW)

Applicable to: D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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*).

34-10-07A

IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Ident.: 9-MO-MO-34-10-00005046.0000100 / 25 MAR 2025

Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321

Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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 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.



34-10-07A

IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)

Ident.: 9-MO-MO-34-10-00005046.0000200 / 25 MAR 2025

Criteria: A319 (-ABGP) / A320 (-AIZJ, -AIZM)

Applicable to: D-ABGP, 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 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* 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-34-10-00005046.0000300 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

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 RNP-AR capability, RNP-AR 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 / 25 MAR 2025
Criteria: A319 (all ex. -ABGP) / A320 (-AIQW) / A321
Applicable to: D-ABGH, D-ABGK, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-ASTX

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*).

34-10-07B	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 / 25 MAR 2025
Criteria: A319 (-ABGP) / A320 (-AIZJ, -AIZM)
Applicable to: D-ABGP, 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*).

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-11 - SENSORS

34-11-02A	CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1
Ident.: 9-MO-MO-34-11-00005048.0000001 / 25 MAR 2025 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 / 25 MAR 2025 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 / 25 MAR 2025 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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

Applicable to: 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 / 25 MAR 2025

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 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW) / A321

Applicable to: D-AILY, D-AIQW, D-AIRN

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-23 - INTEGRATED STANDBY INSTRUMENT SYSTEM (ISIS)

34-23-04B	ISIS Attitude Indication

Ident.: 9-MO-MO-34-23-00005057.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-30 - LANDING AND TAXIING AID

34-30-04A 34-30-04B	Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)

Ident.: 9-MO-MO-34-30-00005059.0000001 / 25 MAR 2025
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is ILSCAT 1.

34-30-06A	FLS

Ident.: 9-MO-MO-34-30-00009236.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJN to -AIJR)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJN, D-AIJP, D-AIJQ, D-AIJR

FLIGHT PREPARATION/LIMITATIONS

- **If both sides are affected:**
The FLS approach capability is inoperative.
RNP APCH operations down to LNAV/VNAV minima based on the use of FLS are not permitted.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-40 - GPWS, RADIO ALTIMETER, TCAS, WEATHER RADAR

34-40-02A	Predictive GPWS Functions

Ident.: 9-MO-MO-34-40-00005061.0000001 / 25 MAR 2025

Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNP AR capability, RNP AR 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 / 25 MAR 2025

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 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJQ, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, 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 / 23 JUN 2025
Criteria: A319 / A320 (-AIIA to -AIIIC, -AIJR, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJR, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 ALT/1 (121VU K11) C/B. Pull
- **If RA 2 is inoperative:**
COM NAV/RAD ALT/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 / 25 MAR 2025
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 / 25 MAR 2025
Criteria: A319 (-AILY) / A320 (-AIQW) / A321
Applicable to: 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 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-34 - NAVIGATION MO-MO-34-50 - ATC AND RADIO/GPS NAVIGATION SYSTEMS

34-50-01A	ATC

Ident.: 9-MO-MO-34-50-00005067.0000001 / 25 MAR 2025

Applicable to: ALL

DURING COCKPIT PREPARATION

ATC. SYS (operative side)

34-50-09F 34-50-09G	Global Positioning System (GPS)  (Aircraft with ADS-B OUT capability)

Ident.: 9-MO-MO-34-50-00012593.0000002 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIIID, -AIJP to -AIJR)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJP, D-AIJQ, D-AIJR

FLIGHT PREPARATION/LIMITATIONS

- **If both GPS are inoperative and both ILS operative:**

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.

- **If both GPS are inoperative and one or both ILS inoperative:**

Forecast weather conditions at the destination or alternate must allow an approach with visual references to be conducted from the relevant safety altitude.

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.



DURING COCKPIT PREPARATION

- **If one GPS is inoperative:**
 - **If ADS-B OUT is required for the intended route:**
 - **When GPS 1  is inoperative:**
ATC selector. 2
 - **When GPS 2  is inoperative:**
ATC selector. 1
- **If both GPS are inoperative and one or both ILS inoperative:**

Tune manually VOR 1 and VOR 2 (less than 200 NM from current position) on the MCDU RAD NAV page.
Check the ND for **VOR 1** and **VOR 2** flags:
- **If both **VOR 1** and **VOR 2** flags are displayed on the ND:**

The aircraft dispatch is not permitted.

34-50-09E 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 / 25 MAR 2025
Criteria: A319 / A320 (-AIJC to -AIJN, -AINH, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Applicable to: ALL

FLIGHT PREPARATION

- Operations in the Single European Sky are not permitted.
- 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.
- 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 / 25 MAR 2025
Applicable to: ALL

FLIGHT PREPARATION

- 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.
- Alternate routing, procedure and permission must be obtained from the Air Navigation Service Provider(s), if required.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-35 - OXYGEN MO-MO-35-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

35-07-01A	Crew OXY High Pressure Indication on the <u>DOOR/OXY</u> SD page

Ident.: 9-MO-MO-35-07-00005075.0000001 / 25 MAR 2025
Applicable to: ALL

DURING COCKPIT PREPARATION

- **After application of the maintenance procedure:**
Check that the oxygen pressure is sufficient for the intended flight. *Referto 1-OXY Minimum Flight Crew Oxygen Pressure.*

35-07-02A	Crew Oxygen REGUL LO PR Indication on the <u>DOOR/OXY</u> SD page

Ident.: 9-MO-MO-35-07-00005076.0000001 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 <u>DOOR/OXY</u> SD page

Ident.: 9-MO-MO-35-07-00005076.0000002 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-35 - OXYGEN MO-MO-35-10 - CREW OXYGEN

35-10-03A	Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc)

Ident.: 9-MO-MO-35-10-00005077.0000001 / 25 MAR 2025
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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-35 - OXYGEN MO-MO-35-20 - PASSENGER OXYGEN

35-20-04A	Galley Oxygen Unit (cabin attendant oxygen unit available near the galley)

Ident.: 9-MO-MO-35-20-00005078.0000001 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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.

35-30-01A	Portable Oxygen Unit (non-required units inoperative or missing)
Ident.: 9-MO-MO-35-30-00005081.0000100 / 25 MAR 2025 Criteria: A320 / A321 Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025 Criteria: A319 Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-ASTX	

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	Portable Oxygen Units (partially filled)
Ident.: 9-MO-MO-35-30-00005082.0000001 / 25 MAR 2025 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 / 25 MAR 2025
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 / 23 JUN 2025
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 / 23 JUN 2025

Criteria: A321

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 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -AILY, -ASTX) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.



36-11-01C
36-11-01E
36-11-01G
36-11-01A

Engine Bleed Air Supply System (non-ETOPS flights)

Ident.: 9-MO-MO-36-11-00007071.0000001 / 25 MAR 2025

Criteria: A321

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

36-11-01C
36-11-01E
36-11-01G
36-11-01A

Engine Bleed Air Supply System (non-ETOPS flights)

Ident.: 9-MO-MO-36-11-00007071.0000002 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

36-11-01C
36-11-01E
36-11-01G
36-11-01A

Engine Bleed Air Supply System (non-ETOPS flights)

Ident.: 9-MO-MO-36-11-00007071.0000004 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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

36-11-01D
36-11-01F
36-11-01H
36-11-01B

Engine Bleed Air Supply System (ETOPS flights)

Ident.: 9-MO-MO-36-11-00005087.0000100 / 25 MAR 2025

Criteria: A321

Applicable to: D-AIRN

FLIGHT PREPARATION/LIMITATIONS

APU fuel consumption with the APU ON (APUGEN OFF and APU BLEED OFF):

FL	APU ON (IDLE)						
	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

36-11-01D 36-11-01F 36-11-01H 36-11-01B	Engine Bleed Air Supply System (ETOPS flights)

Ident.: 9-MO-MO-36-11-00005087.0000200 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

36-11-01D
36-11-01F
36-11-01H
36-11-01B

Engine Bleed Air Supply System (ETOPS flights)

Ident.: 9-MO-MO-36-11-00005087.0000300 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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



36-11-06B

Engine Bleed IP Check Valve

Ident.: 9-MO-MO-36-11-00005088.0000100 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025

Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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-36-11-00005089.0000002 / 25 MAR 2025

Criteria: A320 (-AIJC to -AIJJ, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AINH

CONTENT NOT APPLICABLE ANYMORE

36-11-07B

Engine Bleed HP Valve

Ident.: 9-MO-MO-36-11-00005089.0000001 / 25 MAR 2025

Criteria: A319 / A320 (-AIIA to -AIID, -AIJM to -AIJR, -AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

Refer to OpsProc Engine Bleed IP Check Valve

36-11-08C 36-11-08D 36-11-08E

Bleed Monitoring Computer (BMC)

Ident.: 9-MO-MO-36-11-00005090.0000100 / 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

- 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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025
Criteria: A319 (-ABGH, -ABGK, -AILY, -ASTX) / A320 (-AIQW)
Applicable to: D-ABGH, D-ABGK, D-AILY, D-AIQW, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025

Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.



36-12-02A	APU Bleed Valve (Deactivated in the closed position)

Ident.: 9-MO-MO-36-12-00005092.0000200 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.

36-12-02B 36-12-02C	APU Bleed Valve (Inoperative in the open position)

Ident.: 9-MO-MO-36-12-00005093.0000001 / 25 MAR 2025
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 / 25 MAR 2025
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-36-12-00005095.0000002 / 25 MAR 2025
Criteria: A320 (-AIJC to -AIJJ, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AINH

CONTENT NOT APPLICABLE ANYMORE

36-12-05A	Manual Control of the X Bleed Valve

Ident.: 9-MO-MO-36-12-00005095.0000001 / 25 MAR 2025
Criteria: A319 / A320 (-AIIA to -AIID, -AIJM to -AIJR, -AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-36 - PNEUMATIC MO-MO-36-22 - LEAK DETECTION LOOP

36-22-01B 36-22-01C 36-22-01D	Pylon Leak Detection System

Ident.: 9-MO-MO-36-22-00005096.0000100 / 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

- **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-36-22-00005096.0000200 / 25 MAR 2025

Criteria: A321

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-36-22-00005096.0000300 / 25 MAR 2025
Criteria: A319 (-ABGH, -ABGK, -AILY, -ASTX) / A320 (-AIQW)
Applicable to: D-ABGH, D-ABGK, D-AILY, D-AIQW, D-ASTX

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 / 23 JUN 2025

Criteria: A321

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-36 - PNEUMATIC MO-MO-36-22 - LEAK DETECTION LOOP

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-36-22-00005097.0000200 / 23 JUN 2025
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-36-22-00005097.0000300 / 23 JUN 2025

Criteria: A319 (-ABGH to -ABGP, -AILY, -ASTX) / A320 (all ex. -AIIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AIly, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025 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 / 25 MAR 2025 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 / 25 MAR 2025 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 / 25 MAR 2025 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 / 25 MAR 2025 Applicable to: ALL	

Use eTLB fallback procedures according PeOM: *Refer to Pilots eOPS Manual/ PRO-APP Fallback Procedures.*

46-11-02-08C	eTLB Software 
Ident.: 9-MO-MO-46-11-02-00005109.0000001 / 25 MAR 2025 Applicable to: ALL	

Actual Paper-HIL must be on board and be used for assessment of technical status.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-46 - INFORMATION SYSTEMS MO-MO-46-21 - AIR TRAFFIC AND INFORMATION MANAGEMENT SYSTEM

46-21-01A	Air Traffic Service Unit (procedures do not require ATC datalink)

Ident.: 9-MO-MO-46-21-00007083.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

**MINIMUM EQUIPMENT LIST**
MO - MEL OPERATIONAL PROCEDURES**MO-MO-46 - INFORMATION SYSTEMS**
MO-MO-46-21 - AIR TRAFFIC AND INFORMATION MANAGEMENT
SYSTEM**46-21-02B****Datalink Control and Display Unit (DCDU)  (procedures do not require ATC datalink)**

Ident.: 9-MO-MO-46-21-00007085.0000001 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025

Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-46 - INFORMATION SYSTEMS MO-MO-46-21 - AIR TRAFFIC AND INFORMATION MANAGEMENT SYSTEM

46-21-03B 46-21-03C	ATC MSG pb 

Ident.: 9-MO-MO-46-21-00007087.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-46 - INFORMATION SYSTEMS MO-MO-46-21 - AIR TRAFFIC AND INFORMATION MANAGEMENT SYSTEM

46-21-04B	ATC Datalink  (procedures require ATC datalink)

Ident.: 9-MO-MO-46-21-00007089.0000001 / 23 JUN 2025
Criteria: A319 (all ex. -AILY) / A320 (all ex. -AIID)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 (all ex. -AILY) / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.

49-10-01A 49-10-01B 49-10-01C	Power Plant (APU)

Ident.: 9-MO-MO-49-10-00005118.0000200 / 23 JUN 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.

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 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

DURING COCKPIT PREPARATION

- ANN LT selector. TEST
 - Check that the associated OPEN/FAULT light of the cockpit door comes on.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

52-07-01A	Cabin Door Permanently Indicated Open on the <u>DOOR/OXY</u> SD page (SLIDE ARMED light operative)

Ident.: 9-MO-MO-52-07-00005121.0000001 / 25 MAR 2025
Applicable to: ALL

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 <u>DOOR/OXY</u> SD page (SLIDE ARMED light may be permanently illuminated)

Ident.: 9-MO-MO-52-07-00005122.0000001 / 25 MAR 2025
Applicable to: ALL

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

- 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 <u>DOOR/OXY</u> SD page

Ident.: 9-MO-MO-52-07-00005123.0000001 / 25 MAR 2025

Applicable to: ALL

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 <u>DOOR/OXY</u> SD page

Ident.: 9-MO-MO-52-07-00005124.0000001 / 23 JUN 2025

Criteria: A319 / A320 (all ex. -A1ID)

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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.

 A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-07 - INDICATIONS ON THE DOOR/OXY SD PAGE

52-07-04A 52-07-04B	Cabin Overwing Exit Permanently Indicated Closed on the <u>DOOR/OXY</u> SD page

Ident.: 9-MO-MO-52-07-00005125.0000001 / 23 JUN 2025 Criteria: A319 / A320 (all ex. -AIIID) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

GENERAL INFORMATION

Indications on the PTP or the FAP ⚠ may be affected.

52-07-05A	Cargo Door Indication on the <u>DOOR/OXY</u> SD page

Ident.: 9-MO-MO-52-07-00005126.0000001 / 25 MAR 2025 Applicable to: ALL

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 <i>In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.</i> – 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 / 25 MAR 2025

Applicable to: ALL

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 / 23 JUN 2025
Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 has an appropriate placard displayed.

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. Block seats according to "Rows to be Blocked"
Note: Use table Maximum Permitted Zone Capacity below.
3. 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 of maximum permitted in individual zones.

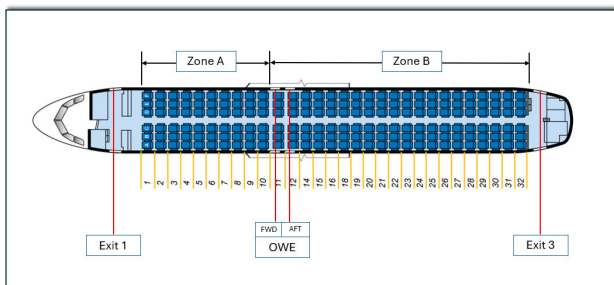
See A320 180(CM)

**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**

	Exit 1	Overwing Exit (FWD & AFT OWE)			Exit 3
	inop	FWD inop	FWD & AFT inop	AFT inop	inop
Rows to be blocked *	Row 1	Row 10 to 11	Row 10 to 12	Row 11 to 12	Row 30
Zone A	48	54	41	60	60
Zone B	62	85	41	85	48
Total Zone A+B	110	139	82	145	108

Note: * The complete seatrows immediately adjacent to the inoperative exit (forward and aft of the exit) have to be blocked.

Passenger Reduction In Individual Zones

Zone A	12	6	19	0	0
Zone B	58	35	79	35	72
Total Zone A+B	70	41	98	35	72

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-10 - CABIN DOOR

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000200 / 23 JUN 2025

Criteria: A319 (-AILY)

Applicable to: 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 has an appropriate placard displayed.

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:

- Determine actual passenger distribution in individual zones.
Note: Use table Zone Capacity and cabin drawing below for actual seat version.
- Block seats according to "Rows to be Blocked"
Note: Use table Maximum Permitted Zone Capacity below.
- 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 of maximum permitted in individual zones.

See A319 138(CM)



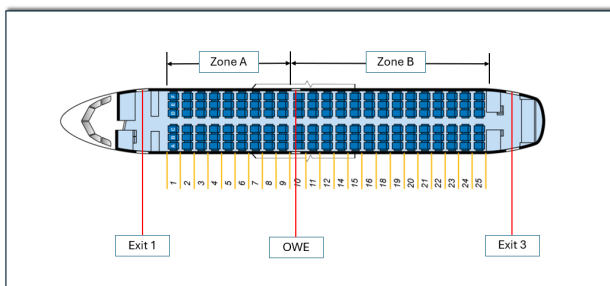
A319 138(CM)

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**

	Exit 1 inop	Overwing Exit (OWE) inop	Exit 3 inop
Rows to be blocked *	Row 1	Row 9 to 10	Row 25
Zone A	26	41	54
Zone B	54	41	26
Total Zone A+B	80	82	80

Note: * The complete seatrows immediately adjacent to the inoperative exit (forward and aft of the exit) have to be blocked.

Passenger Reduction In Individual Zones

Zone A	28	13	0
Zone B	30	43	58
Total Zone A+B	58	56	58

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-10 - CABIN DOOR

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000300 / 23 JUN 2025

Criteria: A321

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 has an appropriate placard displayed.

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:

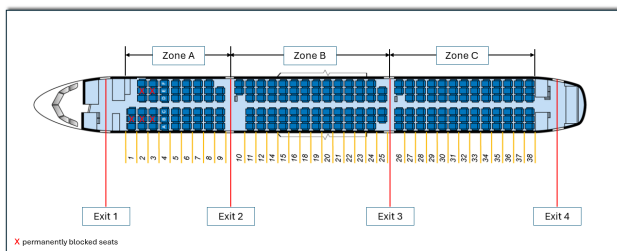
- Determine actual passenger distribution in individual zones.
Note: Use table Zone Capacity and cabin drawing below for actual seat version.
- Block seats according to "Rows to be Blocked"
Note: Use table Maximum Permitted Zone Capacity below.
- Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.
Note: Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction of maximum permitted 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**

	Exit 1 inop	Exit 2 inop	Exit 3 inop	Exit 4 inop
Rows to be blocked *	Row 1	Row 9 to 10	Row 25 to 26	Row 38
Zone A	33	40	45	45
Zone B	67	41	33	78
Zone C	45	69	41	22
Total Zone A+B+C	145	150	119	145

- Note: * The complete seatrows immediately adjacent to the inoperative exit (forward and aft of the exit) have to be blocked.

Passenger Reduction In Individual Zones

Zone A	12	5	0	0
Zone B	11	37	45	0
Zone C	32	8	36	55
Total Zone A+B+C	55	50	81	55

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-10 - CABIN DOOR

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000400 / 23 JUN 2025
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 has an appropriate placard displayed.

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:

- Determine actual passenger distribution in individual zones.
Note: Use table Zone Capacity and cabin drawing below for actual seat version.
- Block seats according to "Rows to be Blocked"
Note: Use table Maximum Permitted Zone Capacity below.
- 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 of maximum permitted in individual zones.

See A320 168(CM)



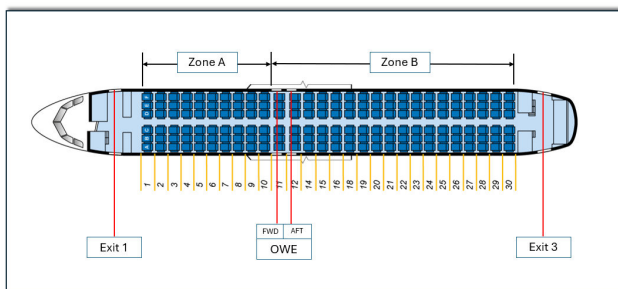
A320 168(CM)

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**

	Exit 1	Overwing Exit (FWD & AFT OWE)			Exit 3
	inop	FWD inop	FWD & AFT inop	AFT inop	inop
Rows to be blocked *	Row 1	Row 10 to 11	Row 10 to 12	Row 11 to 12	Row 30
Zone A	48	54	41	60	60
Zone B	62	85	41	85	48
Total Zone A+B	110	139	82	145	108

Note: * The complete seatrows immediately adjacent to the inoperative exit (forward and aft of the exit) have to be blocked.

Passenger Reduction In Individual Zones

Zone A	12	6	19	0	0
Zone B	46	23	67	23	60
Total Zone A+B	58	29	86	23	60

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-10 - CABIN DOOR

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000500 / 23 JUN 2025

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 has an appropriate placard displayed.

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. Block seats according to "Rows to be Blocked"

Note: Use table Maximum Permitted Zone Capacity below.

3. 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 of maximum permitted in individual zones.

See A319 144(CM)



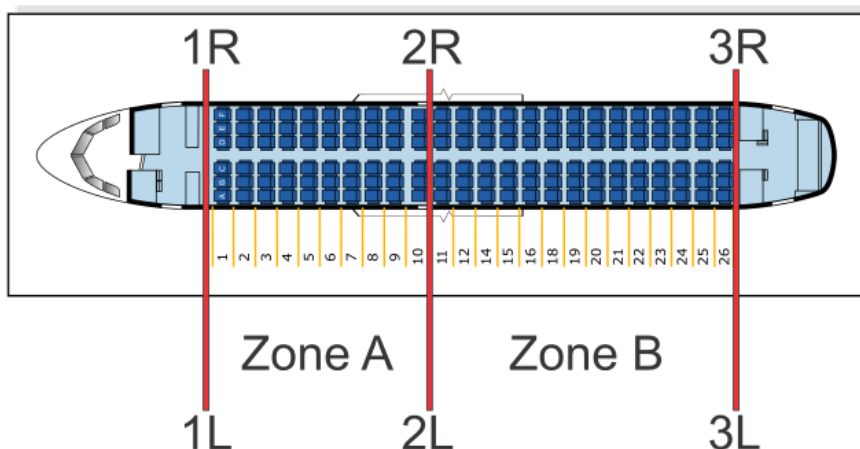
A319 144(CM)

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-10 - CABIN DOOR

52-10-01A	Cabin Door

Ident.: 9-MO-MO-52-10-00005130.0000600 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-ASTX

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 has an appropriate placard displayed.

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. Block seats according to "Rows to be Blocked"
Note: Use table Maximum Permitted Zone Capacity below.
3. 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 of maximum permitted in individual zones.

See A319 150(CM)



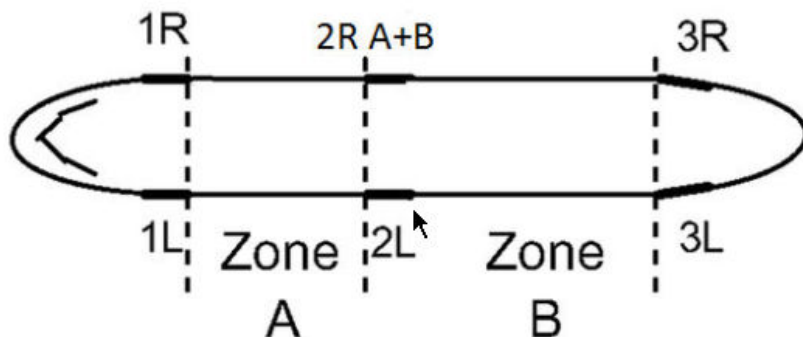
A319 150(CM)

Zone Capacity

Zone A	Zone B	Total
48	102	150

Note:

- Zone A: Row 1 to 8
- Zone B: Row 9 to 26

**Maximum Permitted Zone Capacity**

	Door 1	Door 2 (Overwing)			Door 3
	inop	2A inop	2B inop	2A & 2B inop	inop
Zone A	48	42	48	41	48
Zone B	47	73	67	41	47
Total Zone A+B	95	115	115	82	95
Rows to be blocked	Row 1	Row 8 to 9	Row 10	Row 8 to 10	Row 26

Passenger Reduction In Individual Zones

Zone A	0	6	0	7	0
Zone B	55	29	35	61	55
Total Zone A+B	55	35	35	68	55



52-10-02A	Cabin Overwing Exit

Ident.: 9-MO-MO-52-10-00005131.0000001 / 25 MAR 2025
Criteria: A319 / A320
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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 / 25 MAR 2025
Criteria: A319 (-AIBK to -AIBQ, -AILY) / A320 (-AIQW)
Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, 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.



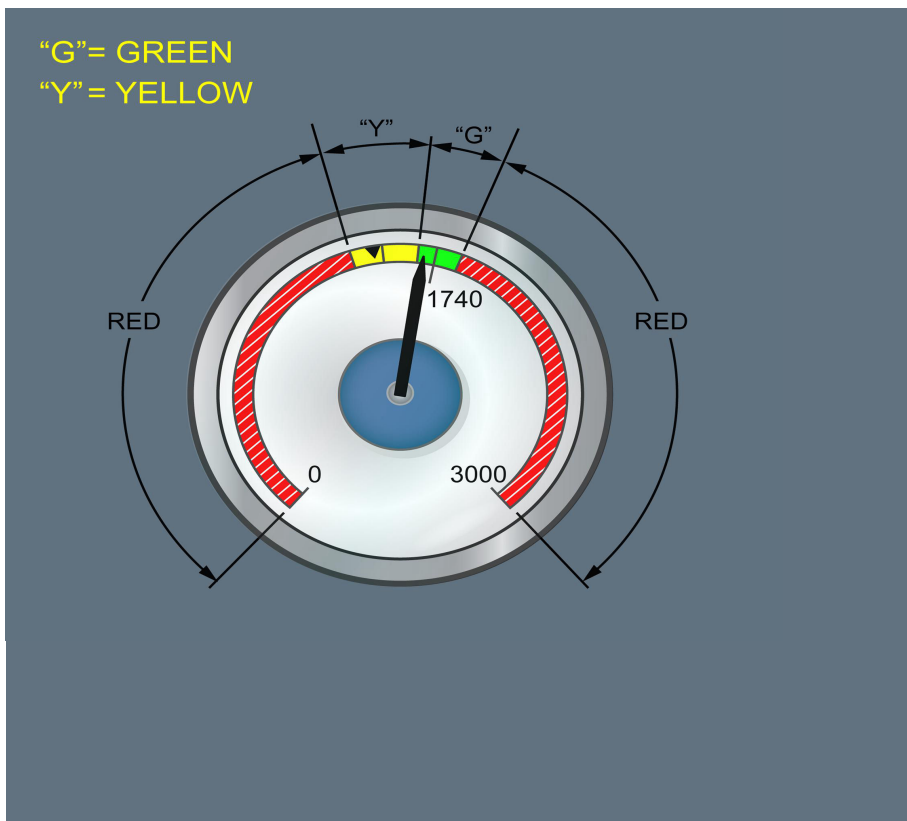
- If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:

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 DOOR PRESS LOW Message on the PTP STATUS Page 
Ident.: 9-MO-MO-52-10-00005132.0000200 / 25 MAR 2025 Criteria: A321 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.



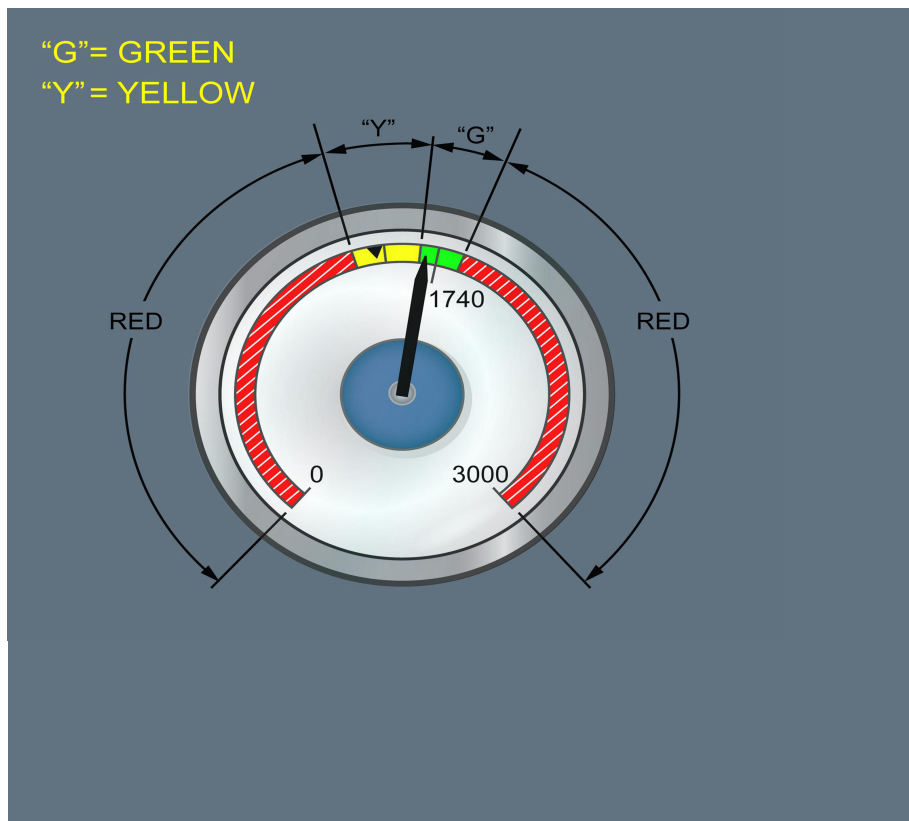
- If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-10 - CABIN DOOR

-
- 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 / 23 JUN 2025
Criteria: A319 (-ABGH to -ABGP, -ASTX) / A320 (all ex. -AIID, -AIQW)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH, D-AIZJ, D-AIZM, D-ASTX

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 $\pm 5\%$)	
+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.



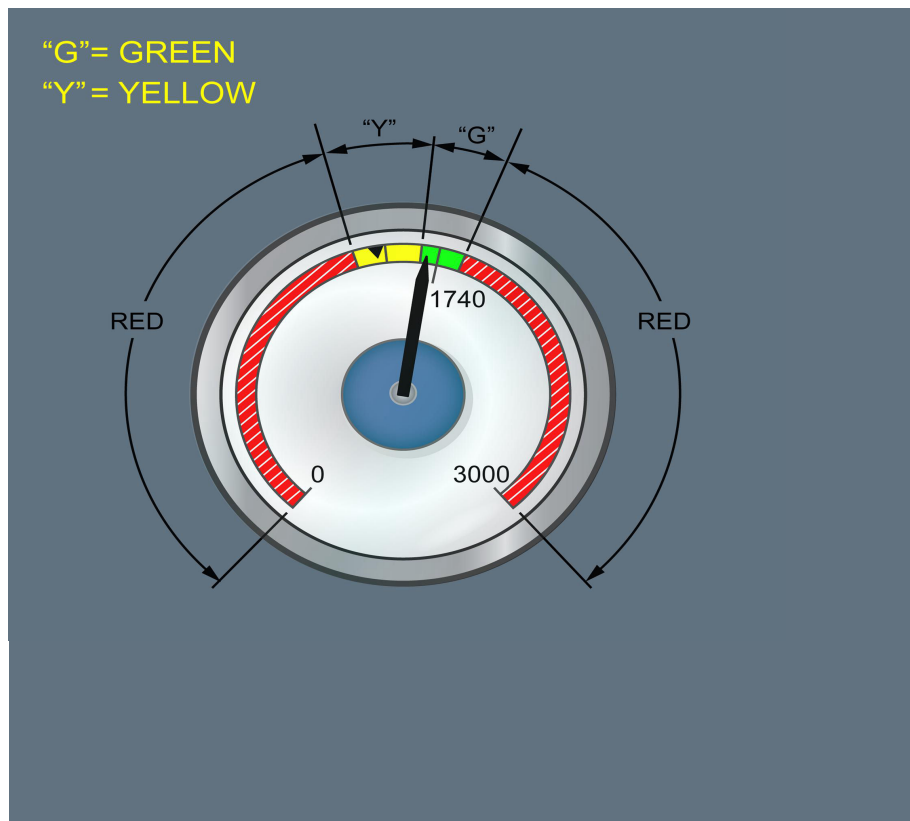
- If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:

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

Applicable to: ALL

PLACARDING PROCEDURE

The cockpit crew is responsible to ensure that:

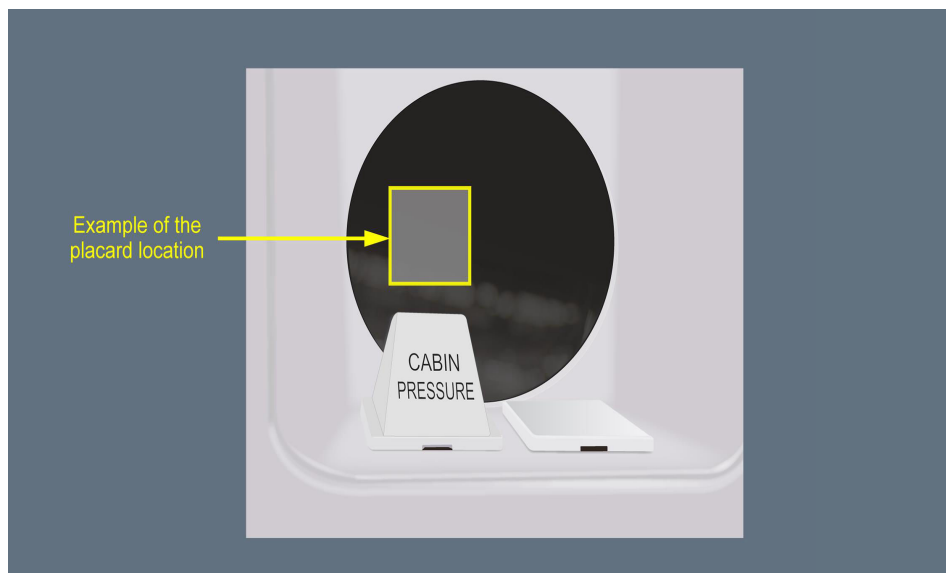
- The cabin door affected by the inoperative cabin pressure light is properly placarded, and
- The placard is clearly visible from the inside and from the outside of the aircraft.

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:

- $\Delta P = 0.0$ 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

Applicable to: ALL

PLACARDING PROCEDURE

The cockpit crew is responsible to ensure that

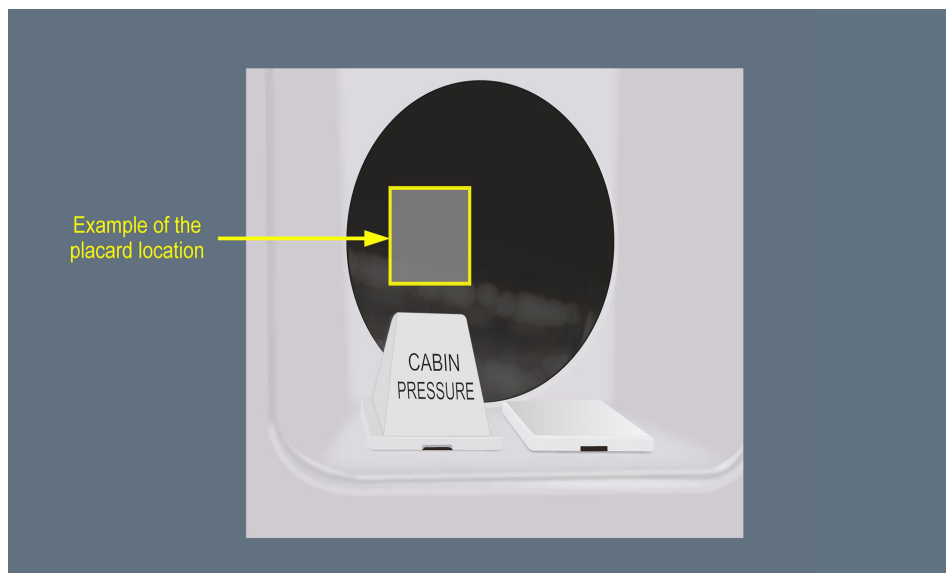
- All the CABIN PRESSURE lights on all cabin doors are properly placarded, and
- The placard is clearly visible from the inside and from the outside of the aircraft.

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:

- $\Delta P = 0.0$ 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 / 25 MAR 2025

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 / 25 MAR 2025

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-51 - REINFORCED COCKPIT DOOR (CDLS)

52-51-03A	CDLS Buzzer

Ident.: 9-MO-MO-52-51-00005141.0000001 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025
Applicable to: ALL

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).

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-52 - DOORS MO-MO-52-51 - REINFORCED COCKPIT DOOR (CDLS)

52-51-09B	Cockpit Door Handle (including bellcranks linkage)

Ident.: 9-MO-MO-52-51-00009074.0000001 / 25 MAR 2025
Applicable to: ALL

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 / 25 MAR 2025

Applicable to: ALL**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 / 25 MAR 2025

Applicable to: ALL**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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-56 - WINDOWS MO-MO-56-10 - COCKPIT

56-10-01A 56-10-01B	Front Windshield

Ident.: 9-MO-MO-56-10-00005147.0000001 / 25 MAR 2025
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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-71 - POWER PLANT MO-MO-71-09 - ECAM ALERTS

71-09-01A	ENG 1(2) FAN COWL NOT CLSD Alert

Ident.: 9-MO-MO-71-09-00005148.0000001 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIIC, -AIJC to -AIJR, -AINH)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.



71-13-01A

Fan Cowl Loss Prevention Mechanical System

Ident.: 9-MO-MO-71-13-00013529.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

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 / 25 MAR 2025

Criteria: A321

Applicable to: D-AIRN

GENERAL INFORMATION

The autothrust function is inoperative.

α floor is not available.

β target is not available.

Bump $\triangleleft$ 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 / 25 MAR 2025

Criteria: A321

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 / 25 MAR 2025

Criteria: A319 / A320

Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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)”.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-74 - IGNITION MO-MO-74-07 - INDICATIONS ON THE ENGINE SD PAGE

74-07-01A	Selected Igniter Indication on the <u>ENGINE</u> SD page

Ident.: 9-MO-MO-74-07-00005151.0000100 / 23 JUN 2025
Criteria: A319 / A320 (-AIJC to -AIJR, -AINH, -AIQW, -AIJZ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AILY, D-AINH, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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

74-07-01A	Selected Igniter Indication on the <u>ENGINE</u> SD page

Ident.: 9-MO-MO-74-07-00005151.0000200 / 23 JUN 2025
Criteria: A320 (-AIIA to -AIIC)
Applicable to: D-AIIA, D-AIIB, D-AIIC

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 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 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 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 B (121VU P42) C/B. PUSH



74-31-01A	Ignition System A

Ident.: 9-MO-MO-74-31-00005152.0000100 / 23 JUN 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 23 JUN 2025
Criteria: A321
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 / 23 JUN 2025
Criteria: A319 / A320 (-AIIA to -AIIC, -AIQW, -AIZJ, -AIZM)
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AILI, D-AIQW, D-AIZJ, D-AIZM, D-ASTX

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

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-74 - IGNITION MO-MO-74-31 - IGNITION STARTING AND CONTINUOUS RELIGHT

● **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 / 23 JUN 2025 Criteria: A320 (-AIJC to -AIJR, -AINH) Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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-74-31-00005153.0000200 / 23 JUN 2025 Criteria: A321 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-74-31-00005153.0000300 / 23 JUN 2025 Criteria: A319 / A320 (-AIIA to -AIIIC, -AIIQW, -AIIJZ, -AIIZM) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIIA, D-AIIB, D-AIIC, D-AIILY, D-AIIQW, D-AIIZJ, D-AIIZM, D-ASTX	

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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-75 - AIR MO-MO-75-24 - TURBINE CASE COOLING (TCC) SYSTEM

75-24-01A	Turbine Active Clearance Control Valve

Ident.: 9-MO-MO-75-24-00005154.0000001 / 25 MAR 2025 Criteria: A320 (-AIJC to -AIJR, -AINH) Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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.*

75-24-03A	Low Pressure Turbine Active Clearance Control (LPTACC) Valve

Ident.: 9-MO-MO-75-24-00013533.0000001 / 25 MAR 2025 Criteria: A320 (-AIIA to -AIID) Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

GENERAL INFORMATION

- **After application of the maintenance procedure:**
The **ENG FADEC MAINTENANCE** message may be displayed on the STATUS SD page.

FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by 1.5 %.

DURING COCKPIT PREPARATION

Check that the remaining EGT margin at Maximum Takeoff Thrust (MTO) provided by the Engine Condition Monitoring Tool is above 5 °C.

- 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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-75 - AIR MO-MO-75-24 - TURBINE CASE COOLING (TCC) SYSTEM

75-24-04A	High Pressure Turbine Active Clearance Control (HPTACC) Valve

Ident.: 9-MO-MO-75-24-00013532.0000001 / 25 MAR 2025
Criteria: A320 (-AIIA to -AIIJ)
Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

GENERAL INFORMATION

- **After application of the maintenance procedure:**
The **ENG FADEC MAINTENANCE** message may be displayed on the STATUS SD page.

FLIGHT PREPARATION/LIMITATIONS

Flight planning:
Increase fuel consumption by 2.5 %.

DURING COCKPIT PREPARATION

Check that the remaining EGT margin at Maximum Takeoff Thrust (MTO) provided by the Engine Condition Monitoring Tool is above 15 °C.

- 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.*

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-77 - ENGINE INDICATING MO-MO-77-09 - ECAM ALERTS

77-09-01A	ENG TYPE DISAGREE Alert

Ident.: 9-MO-MO-77-09-00005155.0000001 / 25 MAR 2025

Criteria: A319 (-AILY) / A320 (-AIQW)

Applicable to: 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.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-78 - EXHAUST MO-MO-78-09 - ECAM ALERTS

78-09-01A	ENG 1(2) REVERSER CTL FAULT Alert

Ident.: 9-MO-MO-78-09-00005156.0000001 / 23 JUN 2025
Criteria: A320 (-AIJC to -AIJR, -AINH)
Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, D-AINH

Refer to OpsProc Thrust Reverser

78-30-01A	Thrust Reverser
Ident.: 9-MO-MO-78-30-00005157.0000100 / 25 MAR 2025 Criteria: A320 (all ex. -AIQW, -AIZJ, -AIZM) / A321 Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID, D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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* .
 - After touchdown, if both thrust reversers are inoperative:**
Do not move the thrust levers to reverse.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-78 - EXHAUST MO-MO-78-30 - THRUST REVERSERS

78-30-01A	Thrust Reverser

Ident.: 9-MO-MO-78-30-00005157.0000200 / 25 MAR 2025

Criteria: A319 (-AIFY) / A320 (-AIQW, -AIZJ)

Applicable to: D-AIFY, 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 / 25 MAR 2025 Criteria: A319 (all ex. -AILY) / A320 (-AIZM) Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZM, D-ASTX	

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.

**78-30-01B****Thrust Reverser (ENG 1(2) REV PRESSURIZED alert displayed after de-activation)**

Ident.: 9-MO-MO-78-30-00013534.0000001 / 25 MAR 2025

Criteria: A320 (-AIIA to -AIID)

Applicable to: D-AIIA, D-AIIB, D-AIIC, D-AIID

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the OCTOPUS program.

Note: In the Airbus EFB PERF applications:

- If one engine reverser is inoperative, this correspond to the MEL item "THRUST REVERSERS CREDIT ONE REVERSER INOPERATIVE"
- If both engine reversers are inoperative, this correspond to the MEL item "THRUST REVERSERS CREDIT ALL REVERSERS INOPERATIVE".

DURING COCKPIT PREPARATION

When the FADEC associated with the inoperative thrust reverser have power:

- Confirm that the **ENG 1(2) REV INHIBITED** alert associated with the inoperative thrust reverser is displayed on the EWD, and
- Disregard the **ENG 1(2) REV PRESSURIZED** alert associated with the inoperative thrust reverser 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.

78-30-04B

Thrust Reverser Door Tertiary Lock

Ident.: 9-MO-MO-78-30-00005158.0000100 / 23 JUN 2025

Criteria: A320 (-AIIA to -AIIIC)

Applicable to: D-AIIA, D-AIIB, D-AIIC

DURING COCKPIT PREPARATION

- After application of the maintenance procedure:

Check that the **ENG 1(2) REV LOCKED** alert that is NOT displayed on the EWD.

Disregard the **ENG 1(2) REV MINOR FAULT** alert that is displayed on the EWD.

78-30-04B

Thrust Reverser Door Tertiary Lock

Ident.: 9-MO-MO-78-30-00005158.0000200 / 23 JUN 2025

Criteria: A320 (-AIJC to -AIJR, -AINH)

Applicable to: D-AIJC, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIJP, D-AIJQ, D-AIJR, 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 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

AFTER ENGINE START

- If both engines are affected:
RCDR GND CTL pb-sw. CHECK ON

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-79 - OIL MO-MO-79-20 - DISTRIBUTION

79-20-01A	Air Cooled Oil Cooler (ACOC) Modulating Valve

Ident.: 9-MO-MO-79-20-00005160.0000001 / 25 MAR 2025
Criteria: A321
Applicable to: D-AIRN

BEFORE TAKEOFF

On the FUEL SD page, check that the fuel temperature in the inner tank is above -20 °C.

 Lufthansa City A320FAMILY OM-B A320 FAMILY	MINIMUM EQUIPMENT LIST MO - MEL OPERATIONAL PROCEDURES MO-MO-80 - STARTING MO-MO-80-11 - PNEUMATIC STARTER AND VALVE SYSTEM

80-11-01A	Start Valve

Ident.: 9-MO-MO-80-11-00005161.0000001 / 25 MAR 2025
Criteria: A319 / A320 (-AIQW, -AIZJ, -AIZM) / A321
Applicable to: D-ABGH, D-ABGK, D-ABGP, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILY, D-AIQW, D-AIRN, D-AIZJ, D-AIZM, D-ASTX

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.