# Rev 14 May 24

- CDL

- MEL

- ECAM MSG

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# *A320FAMILY*

Lufthansa CityLine

# OM-B A320FAMILY

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

**A320Family**

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**TRANSMITTAL LETTER**

## Issue date: 14 MAY 2024

This is the OM-B A320Family at issue date 14 MAY 2024 for the A320Family and replacing last issue dated 24 APR 2024.

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# PRELIMINARY PAGES

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| | 9-MI-27-08 | **Indications on the EWD** | 28 JUN 2022 |
| | 9-MI-27-14 | **Aileron and Hydraulic Actuation** | 28 JUN 2022 |
| | 9-MI-27-21 | **Rudder Mechanical Control** | 28 JUN 2022 |
| | 9-MI-27-22 | **Rudder Trim Actuation** | 28 JUN 2022 |
| | 9-MI-27-23 | **Artificial feel and rudder travel limiting actuation** | 28 JUN 2022 |
| | 9-MI-27-34 | **Elevator and Hydraulic Actuation** | 28 JUN 2022 |
| | 9-MI-27-40 | **Trimmable Horizontal Stabilizer (THS)** | 28 JUN 2022 |
| | 9-MI-27-51 | **Flaps Electrical Control and Monitoring** | 28 JUN 2022 |
| | 9-MI-27-54 | **Flaps Hydraulic Actuation and Power Transmission** | 28 JUN 2022 |
| | 9-MI-27-64 | **Spoiler Hydraulic Actuation** | 28 JUN 2022 |
| | 9-MI-27-81 | **Slats Electrical Control and Monitoring** | 28 JUN 2022 |
| | 9-MI-27-84 | **Slats Hydraulic Actuation and Power Transmission** | 28 JUN 2022 |
| | 9-MI-27-92 | **Electrical Flight Control System (EFCS) Control Inputs and Power Supply** | 28 JUN 2022 |
| R | 9-MI-27-93 | **ELAC System (Elevator Aileron Computer)** | 14 MAY 2024 |
| | 9-MI-27-94 | **SEC System (Spoiler and Elevator Computer)** | 28 JUN 2022 |
| | 9-MI-27-95 | **FCDC System (Flight Control Data Concentrator)** | 28 JUN 2022 |
| | 9-MI-28-00 | **MAINTENANCE Message on the STATUS SD page** | 28 JUN 2022 |
| | 9-MI-28-01-01 | **FUEL Overhead Panel** | 14 SEP 2022 |
| | 9-MI-28-07-01 | **Fuel Quantity Indications on the FUEL SD page** | 14 SEP 2022 |
| | 9-MI-28-07-02 | **Fuel Temperature Indications on the FUEL SD page** | 28 JUN 2022 |
| | 9-MI-28-07-03 | **Tank Pump Indications on the FUEL SD page** | 28 JUN 2022 |
| | 9-MI-28-07-04 | **Valve Indications on the FUEL SD page** | 14 SEP 2022 |
| | 9-MI-28-07-05 | **Fuel Flow Indication on the FUEL SD page** | 28 JUN 2022 |
| | 9-MI-28-07-06 | **Fuel Used Indication on the FUEL SD page** | 28 JUN 2022 |
| | 9-MI-28-09 | **ECAM Alerts** | 14 SEP 2022 |
| | 9-MI-28-12 | **Tank Venting System** | 14 SEP 2022 |
| | 9-MI-28-15 | **Intercell Transfer System** | 28 JUN 2022 |
| | 9-MI-28-20 | **Distribution** | 28 JUN 2022 |
| | 9-MI-28-21 | **Main Fuel Pump System** | 28 JUN 2022 |
| | 9-MI-28-22 | **APU Fuel Pump System** | 28 JUN 2022 |
| | 9-MI-28-23 | **Crossfeed System** | 28 JUN 2022 |
| | 9-MI-28-24 | **Engine LP Fuel Shutoff** | 28 JUN 2022 |
| R | 9-MI-28-25 | **Refuel/Defuel System** | 14 MAY 2024 |

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| | 9-MI-28-26 | **Main Transfer System** | 28 JUN 2022 |
| | 9-MI-28-28 | **Additional Center Tank Transfer System (if ACTs installed)** | 14 SEP 2022 |
| | 9-MI-28-29 | **APU LP Fuel Shutoff** | 28 JUN 2022 |
| | 9-MI-28-43 | **Manual Magnetic Indicators** | 28 JUN 2022 |
| | 9-MI-28-46 | **Tank Level Sensing** | 14 SEP 2022 |
| | 9-MI-28-50 | **Fuel Management** | 28 JUN 2022 |
| | 9-MI-29-01-01 | **HYD Overhead Panel** | 28 JUN 2022 |
| | 9-MI-29-01-02 | **Maintenance HYD Overhead Panel** | 28 JUN 2022 |
| | 9-MI-29-07 | **Indications on the HYD SD page** | 23 FEB 2023 |
| | 9-MI-29-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MI-29-10 | **Main Hydraulic Power** | 28 JUN 2022 |
| | 9-MI-29-22 | **Blue Auxiliary Hydraulic Power** | 28 JUN 2022 |
| | 9-MI-29-23 | **Power Transfer** | 28 JUN 2022 |
| | 9-MI-29-24 | **Yellow Auxiliary Hydraulic Power** | 26 OCT 2022 |
| | 9-MI-30-00 | **MAINTENANCE Message on the STATUS SD page** | 28 JUN 2022 |
| | 9-MI-30-01-01 | **ANTI ICE Overhead Panel** | 28 JUN 2022 |
| | 9-MI-30-01-02 | **WIPER Overhead Panel** | 28 JUN 2022 |
| | 9-MI-30-07 | **Indications on the BLEED SD page** | 28 JUN 2022 |
| | 9-MI-30-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MI-30-11 | **Wing Ice Protection** | 14 DEC 2022 |
| | 9-MI-30-21 | **Engine Air Intake Ice Protection** | 28 JUN 2022 |
| | 9-MI-30-31 | **Probe Ice Protection** | 14 JUN 2023 |
| | 9-MI-30-42 | **Windshield Anti-Icing and Defogging** | 28 JUN 2022 |
| | 9-MI-30-45 | **Windshield Rain Protection** | 28 JUN 2022 |
| | 9-MI-30-71 | **Waste Water Ice Protection** | 28 JUN 2022 |
| | 9-MI-30-81 | **Ice Detection** | 28 JUN 2022 |
| | 9-MI-31-00 | **MAINTENANCE Message on the STATUS SD page** | 28 JUN 2022 |
| | 9-MI-31-01-01 | **RCDR Overhead Panel** | 28 JUN 2022 |
| | 9-MI-31-05 | **Indications on the Primary Flight Display (PFD)** | 28 JUN 2022 |
| | 9-MI-31-06 | **Indications on the Navigation Display (ND)** | 28 JUN 2022 |
| | 9-MI-31-07 | **Indications on the System Display (SD)** | 28 JUN 2022 |
| | 9-MI-31-08 | **Indications on the Engine Warning Display (EWD)** | 28 JUN 2022 |
| | 9-MI-31-20 | **Independent Instruments** | 28 JUN 2022 |
| | 9-MI-31-30 | **Centralized Fault Display System (CFDS) and Data Recording System** | 3 FEB 2023 |
| | 9-MI-31-38 | **Up and Down Data Loading System Acquisition/Interface and Equipment** | 31 AUG 2023 |

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| | 9-MI-31-53 | **Flight Warning Computer (FWC)** | 28 JUN 2022 |
| | 9-MI-31-55 | **System Data Acquisition Concentrator (SDAC)** | 28 JUN 2022 |
| | 9-MI-31-56 | **ECAM Control Panel (ECP)** | 28 JUN 2022 |
| | 9-MI-31-62 | **Display Management Computer (DMC)** | 28 JUN 2022 |
| | 9-MI-31-63 | **Display Unit (DU)** | 28 JUN 2022 |
| | 9-MI-31-68 | **Switching Panel** | 28 JUN 2022 |
| | 9-MI-32-07 | **Indications on the WHEEL SD page** | 28 JUN 2022 |
| | 9-MI-32-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MI-32-11 | **Main Gear** | 28 JUN 2022 |
| | 9-MI-32-12 | **Main Gear Doors** | 28 JUN 2022 |
| R | 9-MI-32-31 | **Normal Extension and Retraction** | 14 MAY 2024 |
| R | 9-MI-32-32 | **Proximity Detector System** | 14 MAY 2024 |
| | 9-MI-32-33 | **Free Fall Extension** | 28 JUN 2022 |
| | 9-MI-32-41 | **Wheels** | 28 JUN 2022 |
| R | 9-MI-32-42 | **Normal Braking** | 14 MAY 2024 |
| R | 9-MI-32-44 | **Alternate Braking** | 14 MAY 2024 |
| | 9-MI-32-45 | **Parking/Ultimate Emergency Braking** | 28 JUN 2022 |
| | 9-MI-32-47 | **Brake Temperature System** | 28 JUN 2022 |
| | 9-MI-32-48 | **Brake Cooling** | 28 JUN 2022 |
| | 9-MI-32-51 | **Steering** | 28 JUN 2022 |
| | 9-MI-32-61 | **Landing Gear Panel on the Center Instrument Panel** | 28 JUN 2022 |
| | 9-MI-33-01-01 | **ANN LT Overhead Panel** | 28 JUN 2022 |
| | 9-MI-33-01-02 | **SIGNS Overhead Panel** | 28 JUN 2022 |
| | 9-MI-33-10 | **Cockpit General Illumination** | 28 JUN 2022 |
| | 9-MI-33-20 | **Cabin General Illumination** | 28 JUN 2022 |
| | 9-MI-33-20 | **Redefined Flight Deck (RFD) General Illumination** | 28 JUN 2022 |
| | 9-MI-33-30 | **Cargo and Service Compartment Lighting** | 28 JUN 2022 |
| | 9-MI-33-40 | **Exterior Lighting** | 15 DEC 2023 |
| | 9-MI-33-51 | **Cabin Emergency Lighting** | 28 JUN 2022 |
| | 9-MI-34-00 | **MAINTENANCE Messages on the STATUS SD page** | 28 JUN 2022 |
| | 9-MI-34-01-01 | **ADIRS Overhead Panel** | 28 JUN 2022 |
| | 9-MI-34-01-02 | **GPWS Overhead Panel** | 28 JUN 2022 |
| | 9-MI-34-05 | **Indications on the Primary Flight Display (PFD)** | 28 JUN 2022 |
| | 9-MI-34-06 | **Indications on the Navigation Display (ND)** | 14 JUN 2023 |
| | 9-MI-34-10 | **Air Data/Inertial Reference System (ADIRS)** | 14 JUN 2023 |

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| | 9-MI-34-11 | **Sensors** | 28 JUN 2022 |
| | 9-MI-34-13 | **Back Up Speed Scale** | 28 JUN 2022 |
| | 9-MI-34-21 | **Altitude and Airspeed Standby Data** | 28 JUN 2022 |
| | 9-MI-34-22 | **Attitude and Heading Standby Data** | 28 JUN 2022 |
| | 9-MI-34-23 | **Integrated Standby Instrument System (ISIS)** | 14 SEP 2022 |
| | 9-MI-34-30 | **Landing and Taxiing Aid** | 14 JUN 2023 |
| | 9-MI-34-40 | **GPWS, Radio Altimeter, TCAS, Weather Radar** | 28 JUN 2022 |
| | 9-MI-34-50 | **ATC and Radio/GPS Navigation Systems** | 15 DEC 2023 |
| | 9-MI-35-01-01 | **OXYGEN Overhead Panel** | 28 JUN 2022 |
| | 9-MI-35-07 | **Indications on the DOOR/OXY SD page** | 28 JUN 2022 |
| | 9-MI-35-10 | **Crew Oxygen** | 28 JUN 2022 |
| R | 9-MI-35-20 | **Passenger Oxygen** | 14 MAY 2024 |
| | 9-MI-35-30 | **Portable Oxygen** | 14 JUN 2023 |
| | 9-MI-36-00 | **MAINTENANCE Message on the STATUS SD page** | 28 JUN 2022 |
| | 9-MI-36-01 | **AIR COND Overhead Panel** | 28 JUN 2022 |
| | 9-MI-36-07 | **Indications on the BLEED SD page** | 28 JUN 2022 |
| | 9-MI-36-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MI-36-11 | **Engine Bleed Air Supply System** | 14 DEC 2022 |
| | 9-MI-36-12 | **APU Bleed Air Supply and Crossbleed Systems** | 14 SEP 2022 |
| | 9-MI-36-22 | **Leak Detection Loop** | 28 JUN 2022 |
| | 9-MI-38-10 | **Toilet System** | 15 DEC 2023 |
| | 9-MI-46-11-01 | **Aircraft EFB System** | 28 JUN 2022 |
| | 9-MI-46-11-02 | **Aircraft EFB System Functionality** | 28 JUN 2022 |
| | 9-MI-46-21 | **Air Traffic and Information Management System** | 31 AUG 2023 |
| | 9-MI-47-10 | **Generation/Storage** | 28 JUN 2022 |
| | 9-MI-49-00 | **MAINTENANCE Message on the STATUS SD page** | 28 JUN 2022 |
| | 9-MI-49-01 | **APU Overhead Panel** | 28 JUN 2022 |
| | 9-MI-49-07 | **Indications on the APU SD page** | 28 JUN 2022 |
| | 9-MI-49-10 | **Power Plant** | 28 JUN 2022 |
| | 9-MI-52-01-01 | **CKPT DOOR CONT Normal Overhead Panel** | 15 DEC 2023 |
| | 9-MI-52-07 | **Indications on the DOOR/OXY SD page** | 28 JUN 2022 |
| | 9-MI-52-10 | **Cabin Door** | 20 JUL 2023 |
| | 9-MI-52-10 | **Cabin Door** | 28 JUN 2022 |
| | 9-MI-52-30 | **Cargo Door** | 31 AUG 2023 |
| | 9-MI-52-33 | **Bulk Cargo Compartment Door** | 28 JUN 2022 |

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| | 9-MI-52-51 | **Reinforced Cockpit Door (CDLS)** | 31 AUG 2023 |
| | 9-MI-52-53 | **COCKPIT DOOR Panel on the Center Pedestal** | 28 JUN 2022 |
| | 9-MI-52-71 | **Door Warning** | 28 JUN 2022 |
| | 9-MI-56-10 | **Cockpit** | 28 JUN 2022 |
| | 9-MI-56-20 | **Cabin** | 28 JUN 2022 |
| | 9-MI-70-00 | **MAINTENANCE Messages on the STATUS SD page** | 28 JUN 2022 |
| | 9-MI-71-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MI-73-07 | **Indications on the ENGINE SD page** | 28 JUN 2022 |
| | 9-MI-73-08 | **Indications on the EWD** | 28 JUN 2022 |
| | 9-MI-73-09 | **ECAM Alerts** | 14 JUN 2023 |
| | 9-MI-73-10 | **Distribution** | 28 JUN 2022 |
| | 9-MI-73-20 | **Controlling** | 28 JUN 2022 |
| | 9-MI-73-25 | **Protection** | 28 JUN 2022 |
| | 9-MI-74-07 | **Indications on the ENGINE SD page** | 28 JUN 2022 |
| | 9-MI-74-09 | **ECAM Alert** | 28 JUN 2022 |
| | 9-MI-74-31 | **Ignition Starting and Continuous Relight** | 28 JUN 2022 |
| | 9-MI-75-22 | **Engine Bearing Cooling System** | 28 JUN 2022 |
| | 9-MI-75-24 | **TCC/TACC System** | 28 JUN 2022 |
| | 9-MI-76-11 | **Throttle Control** | 28 JUN 2022 |
| | 9-MI-77-07-01 | **Indications on the CRUISE SD page** | 28 JUN 2022 |
| | 9-MI-77-07-02 | **Indications on the ENGINE SD page** | 28 JUN 2022 |
| | 9-MI-77-08 | **Indications on the EWD** | 28 JUN 2022 |
| | 9-MI-77-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MI-78-08 | **Indications on the EWD** | 28 JUN 2022 |
| R | 9-MI-78-09 | **ECAM Alerts** | 14 MAY 2024 |
| R | 9-MI-78-30 | **Thrust Reversers** | 14 MAY 2024 |
| R | 9-MI-79-07 | **Indications on the ENGINE SD page** | 14 MAY 2024 |
| | 9-MI-79-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MI-79-20 | **Distribution** | 28 JUN 2022 |
| | 9-MI-79-40 | **IDG Oil Cooling System** | 28 JUN 2022 |
| | 9-MI-80-01 | **ENG MAN START Overhead Panel** | 28 JUN 2022 |
| | 9-MI-80-07 | **Indication on the ENGINE SD page** | 28 JUN 2022 |
| | 9-MI-80-11 | **Pneumatic Starter and Valve System** | 28 JUN 2022 |
| | 9-MI-80-12 | **ENG MASTER Panel on the Center Pedestal** | 28 JUN 2022 |
| | 9-MO-21-09 | **ECAM Alerts** | 28 JUN 2022 |

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| | 9-MO-21-21 | **Air Distribution and Recirculation** | 28 JUN 2022 |
| | 9-MO-21-23 | **Lavatory and Galley Ventilation** | 28 JUN 2022 |
| | 9-MO-21-23 | **Lavatory and Galley Ventilation** | 28 JUN 2022 |
| | 9-MO-21-26 | **Avionics Equipment Ventilation** | 28 JUN 2022 |
| | 9-MO-21-28 | **Cargo Compartment Ventilation** | 28 JUN 2022 |
| | 9-MO-21-31 | **Pressure Control and Monitoring** | 28 JUN 2022 |
| | 9-MO-21-43 | **Cargo Compartment Heating** | 14 SEP 2022 |
| | 9-MO-21-51 | **Pack Flow Control** | 28 JUN 2022 |
| | 9-MO-21-52 | **Air Cooling System** | 28 JUN 2022 |
| | 9-MO-21-61 | **Pack Temperature Control** | 28 JUN 2022 |
| | 9-MO-21-63 | **Cockpit and Cabin Temperature Control** | 28 JUN 2022 |
| | 9-MO-22-00 | **"CAT III DUAL" Message on the STATUS SD Page** | 28 JUN 2022 |
| R | 9-MO-22-05 | **FMA Indications on the PFD** | 14 MAY 2024 |
| | 9-MO-22-10 | **Autopilot/Flight Director (AP/FD)** | 28 JUN 2022 |
| | 9-MO-22-30 | **Autothrust** | 28 JUN 2022 |
| | 9-MO-22-60 | **Flight Augmentation (FAC)** | 28 JUN 2022 |
| | 9-MO-22-70 | **Flight Management System (FMS)** | 14 SEP 2022 |
| | 9-MO-22-81-01 | **Auto Flight Control Panel (FCU)** | 28 JUN 2022 |
| | 9-MO-22-81-02 | **EFIS Control Panel (FCU)** | 28 JUN 2022 |
| | 9-MO-22-81-03 | **FCU Channel** | 28 JUN 2022 |
| | 9-MO-22-82 | **Multipurpose Control and Display Unit (MCDU)** | 28 JUN 2022 |
| | 9-MO-22-83 | **Flight Management and Guidance Computer (FMGC)** | 28 JUN 2022 |
| | 9-MO-23-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-23-10 | **Speech Communication** | 28 JUN 2022 |
| | 9-MO-23-20 | **Data Transmission and Automatic Calling** | 28 JUN 2022 |
| | 9-MO-23-40 | **Interphone** | 15 DEC 2023 |
| | 9-MO-23-51 | **Audio Management** | 28 JUN 2022 |
| | 9-MO-23-52 | **Audio Control Panel (ACP)** | 28 JUN 2022 |
| | 9-MO-23-72 | **Cockpit Door Surveillance System (CDSS)** | 28 JUN 2022 |
| | 9-MO-23-73-02 | **DEU A** | 28 JUN 2022 |
| | 9-MO-23-73-03 | **DEU B** | 15 DEC 2023 |
| | 9-MO-23-73-05 | **Cabin Loudspeaker** | 15 DEC 2023 |
| | 9-MO-23-73-06 | **Handset** | 15 DEC 2023 |
| | 9-MO-23-73-07 | **Prerecorded Announcement and Music Reproducer (PRAM)** | 28 JUN 2022 |
| | 9-MO-23-74 | **Cabin Crew Panel** | 28 JUN 2022 |

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| | 9-MO-24-01-01 | **ELEC Overhead Panel** | 28 JUN 2022 |
| | 9-MO-24-07 | **Indications on the ELEC SD page** | 28 JUN 2022 |
| | 9-MO-24-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-24-22 | **AC Main Generation** | 28 JUN 2022 |
| | 9-MO-24-23 | **AC Auxiliary Generation** | 28 JUN 2022 |
| | 9-MO-24-25 | **AC Essential Generation Switching** | 28 JUN 2022 |
| | 9-MO-24-26 | **Galley and Commercial Supply System** | 28 JUN 2022 |
| | 9-MO-24-32 | **DC Main Generation (TR 1, TR 2)** | 28 JUN 2022 |
| | 9-MO-24-38 | **DC Battery Generation** | 28 JUN 2022 |
| | 9-MO-25-07 | **Indications on the DOOR/OXY SD page** | 28 JUN 2022 |
| | 9-MO-25-11 | **Pilot Seats** | 28 JUN 2022 |
| | 9-MO-25-12 | **Third and Fourth Occupant Seats** | 28 JUN 2022 |
| | 9-MO-25-15 | **Flight Crew Foot Warmers** | 28 JUN 2022 |
| | 9-MO-25-20 | **Cabin Seats** | 15 DEC 2023 |
| | 9-MO-25-24 | **Cabin Stowage Compartments** | 23 FEB 2023 |
| | 9-MO-25-35 | **Galley Equipment** | 15 DEC 2023 |
| | 9-MO-25-40 | **Lavatories** | 15 DEC 2023 |
| | 9-MO-25-62 | **Cabin Escape Facilities** | 28 JUN 2022 |
| | 9-MO-25-63 | **Evacuation Signaling Equipment** | 28 JUN 2022 |
| | 9-MO-25-64 | **First Aid Equipment** | 14 SEP 2022 |
| | 9-MO-25-65 | **Emergency Eqiupment** | 15 DEC 2023 |
| | 9-MO-26-12 | **Engine Fire and Overheat Detection** | 28 JUN 2022 |
| | 9-MO-26-13 | **APU Fire and Overheat Detection** | 28 JUN 2022 |
| | 9-MO-26-15 | **Avionics Compartment Smoke Detection** | 28 JUN 2022 |
| | 9-MO-26-17 | **Lavatory Smoke Detection** | 15 DEC 2023 |
| | 9-MO-26-24 | **Cabin Portable Fire Extinguisher** | 28 JUN 2022 |
| | 9-MO-27-07 | **Indications on SD pages** | 28 JUN 2022 |
| | 9-MO-27-14 | **Aileron and Hydraulic Actuation** | 28 JUN 2022 |
| | 9-MO-27-21 | **Rudder Mechanical Control** | 28 JUN 2022 |
| | 9-MO-27-22 | **Rudder Trim Actuation** | 28 JUN 2022 |
| | 9-MO-27-51 | **Flaps Electrical Control and Monitoring** | 28 JUN 2022 |
| | 9-MO-27-64 | **Spoiler Hydraulic Actuation** | 28 JUN 2022 |
| | 9-MO-27-81 | **Slats Electrical Control and Monitoring** | 28 JUN 2022 |
| | 9-MO-27-92 | **Electrical Flight Control System (EFCS) Control Inputs and Power Supply** | 31 AUG 2023 |
| R | 9-MO-27-93 | **ELAC System (Elevator Aileron Computer)** | 14 MAY 2024 |

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| | 9-MO-27-94 | **SEC System (Spoiler and Elevator Computer)** | 31 AUG 2023 |
| | 9-MO-27-95 | **FCDC System (Flight Control Data Concentrator)** | 28 JUN 2022 |
| | 9-MO-28-01-01 | **FUEL Overhead Panel** | 14 SEP 2022 |
| | 9-MO-28-07-01 | **Fuel Quantity Indications on the FUEL SD page** | 14 SEP 2022 |
| | 9-MO-28-07-04 | **Valve Indications on the FUEL SD page** | 28 JUN 2022 |
| | 9-MO-28-09 | **ECAM Alerts** | 15 DEC 2023 |
| | 9-MO-28-12 | **Tank Venting System** | 15 NOV 2022 |
| | 9-MO-28-15 | **Intercell Transfer System** | 28 JUN 2022 |
| | 9-MO-28-20 | **Distribution** | 28 JUN 2022 |
| | 9-MO-28-21 | **Main Fuel Pump System** | 28 JUN 2022 |
| | 9-MO-28-22 | **APU Fuel Pump System** | 28 JUN 2022 |
| | 9-MO-28-26 | **Main Transfer System** | 28 JUN 2022 |
| | 9-MO-28-28 | **Additional Center Tank Transfer System** | 14 SEP 2022 |
| | 9-MO-28-29 | **APU LP Fuel Shutoff** | 28 JUN 2022 |
| | 9-MO-28-50 | **Fuel Management** | 28 JUN 2022 |
| | 9-MO-29-07 | **Indications on the HYD SD page** | 28 JUN 2022 |
| | 9-MO-29-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-29-10 | **Main Hydraulic Power** | 28 JUN 2022 |
| | 9-MO-29-23 | **Power Transfer** | 28 JUN 2022 |
| | 9-MO-29-24 | **Yellow Auxiliary Hydraulic Power** | 28 JUN 2022 |
| | 9-MO-30-01-01 | **ANTI ICE Overhead Panel** | 28 JUN 2022 |
| | 9-MO-30-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-30-11 | **Wing Ice Protection** | 14 SEP 2022 |
| | 9-MO-30-21 | **Engine Air Intake Ice Protection** | 28 JUN 2022 |
| R | 9-MO-30-31 | **Probe Ice Protection** | 14 MAY 2024 |
| | 9-MO-30-42 | **Windshield Anti-Icing and Defogging** | 28 JUN 2022 |
| | 9-MO-30-45 | **Windshield Rain Protection** | 28 JUN 2022 |
| | 9-MO-30-81 | **Ice Detection** | 28 JUN 2022 |
| | 9-MO-31-01-01 | **RCDR Overhead Panel** | 28 JUN 2022 |
| | 9-MO-31-07 | **Indications on the System Display (SD)** | 28 JUN 2022 |
| | 9-MO-31-20 | **Independent Instruments** | 28 JUN 2022 |
| | 9-MO-31-53 | **Flight Warning Computer (FWC)** | 28 JUN 2022 |
| | 9-MO-31-56 | **ECAM Control Panel (ECP)** | 28 JUN 2022 |
| | 9-MO-31-63 | **Display Unit (DU)** | 28 JUN 2022 |
| | 9-MO-31-68 | **Switching Panel** | 28 JUN 2022 |

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| | 9-MO-32-07 | **Indications on the WHEEL SD page** | 14 DEC 2022 |
| | 9-MO-32-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-32-31 | **Normal Extension and Retraction** | 28 JUN 2022 |
| | 9-MO-32-32 | **Proximity Detector System** | 23 FEB 2023 |
| | 9-MO-32-33 | **Free Fall Extension** | 28 JUN 2022 |
| | 9-MO-32-42 | **Normal Braking** | 28 JUN 2022 |
| | 9-MO-32-44 | **ACCU PRESS Indicator** | 28 JUN 2022 |
| | 9-MO-32-47 | **Brake Temperature System** | 14 DEC 2022 |
| | 9-MO-32-48 | **Brake Fan System** | 28 JUN 2022 |
| | 9-MO-32-51 | **Steering** | 28 JUN 2022 |
| | 9-MO-33-01-02 | **SIGNS Overhead Panel** | 14 SEP 2022 |
| | 9-MO-33-01-02 | **SIGNS Overhead Panel** | 28 JUN 2022 |
| | 9-MO-33-20 | **Cabin General Illumination** | 15 DEC 2023 |
| | 9-MO-33-40 | **Exterior Lighting** | 15 DEC 2023 |
| | 9-MO-34-01-01 | **ADIRS Overhead Panel** | 28 JUN 2022 |
| | 9-MO-34-05 | **Indications on the Primary Flight Display (PFD)** | 28 JUN 2022 |
| | 9-MO-34-06 | **Indications on the Navigation Display (ND)** | 28 JUN 2022 |
| | 9-MO-34-10 | **Air Data/Inertial Reference System (ADIRS)** | 31 AUG 2023 |
| | 9-MO-34-11 | **Sensors** | 28 JUN 2022 |
| | 9-MO-34-13 | **Back Up Speed Scale** | 14 JUN 2023 |
| | 9-MO-34-21 | **Altitude and Airspeed Standby Data** | 28 JUN 2022 |
| | 9-MO-34-22 | **Attitude and Heading Standby Data** | 28 JUN 2022 |
| | 9-MO-34-23 | **Integrated Standby Instrument System (ISIS)** | 28 JUN 2022 |
| | 9-MO-34-30 | **Landing and Taxiing Aid** | 14 JUN 2023 |
| | 9-MO-34-40 | **GPWS, Radio Altimeter, TCAS, Weather Radar** | 14 JUN 2023 |
| | 9-MO-34-50 | **ATC and Radio/GPS Navigation Systems** | 15 DEC 2023 |
| | 9-MO-35-07 | **Indications on the DOOR/OXY SD page** | 28 JUN 2022 |
| | 9-MO-35-10 | **Crew Oxygen** | 28 JUN 2022 |
| | 9-MO-35-20 | **Passenger Oxygen** | 28 JUN 2022 |
| | 9-MO-35-20 | **Passenger Oxygen** | 28 JUN 2022 |
| | 9-MO-35-30 | **Portable Oxygen** | 15 DEC 2023 |
| | 9-MO-36-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-36-11 | **Engine Bleed Air Supply System** | 23 FEB 2023 |
| | 9-MO-36-12 | **APU Bleed Air Supply and Crossbleed Systems** | 23 FEB 2023 |
| | 9-MO-36-22 | **Leak Detection Loop** | 28 JUN 2022 |

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| M(1) | Localization | Subsection Title | Rev. Date |
|---|---|---|---|
| | 9-MO-46-11-02 | **Aircraft EFB System Functionality** | 15 DEC 2023 |
| | 9-MO-46-21 | **Air Traffic and Information Management System** | 14 SEP 2022 |
| | 9-MO-49-10 | **Power Plant** | 28 JUN 2022 |
| | 9-MO-52-01-01 | **CKPT DOOR CONT Overhead Panel** | 28 JUN 2022 |
| | 9-MO-52-07 | **Indications on the DOOR/OXY SD page** | 28 JUN 2022 |
| | 9-MO-52-07 | **Indications on the DOOR/OXY SD page** | 28 JUN 2022 |
| | 9-MO-52-10 | **Cabin Door** | 14 MAY 2024 |
| | 9-MO-52-30 | **Cargo Door** | 28 JUN 2022 |
| | 9-MO-52-51 | **Reinforced Cockpit Door (CDLS)** | 15 DEC 2023 |
| | 9-MO-52-53 | **COCKPIT DOOR Panel on the Center Pedestal** | 28 JUN 2022 |
| | 9-MO-52-71 | **Door Warning** | 28 JUN 2022 |
| | 9-MO-56-10 | **Cockpit** | 28 JUN 2022 |
| | 9-MO-71-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-73-20 | **Controlling** | 28 JUN 2022 |
| | 9-MO-74-07 | **Indications on the ENGINE SD page** | 28 JUN 2022 |
| | 9-MO-74-31 | **Ignition Starting and Continuous Relight** | 28 JUN 2022 |
| | 9-MO-75-24 | **Turbine Case Cooling (TCC) System** | 28 JUN 2022 |
| | 9-MO-77-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-78-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-78-30 | **Thrust Reversers** | 15 DEC 2023 |
| | 9-MO-79-09 | **ECAM Alerts** | 28 JUN 2022 |
| | 9-MO-79-20 | **Distribution** | 28 JUN 2022 |
| | 9-MO-80-11 | **Pneumatic Starter and Valve System** | 28 JUN 2022 |

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

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# PRELIMINARY PAGES
# LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS

| M(1) | Localization | DU Title | DU identification | DU date |
|---|---|---|---|---|

**No Temporary Documentary Unit**

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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 |
|---|---|---|---|---|
| | 00401 | 1034 | D-AIQS | A320-211 |
| | 00560 | 1111 | D-AIRN | A321-100 |
| | 00610 | 1202 | D-AILB | A319-114 |
| | 00717 | 1213 | D-AILP | A319-114 |
| | 00729 | 1215 | D-AILS | A319-114 |
| | 00738 | 1216 | D-AILT | A319-114 |
| | 00853 | 1218 | D-AILW | A319-114 |
| | 00860 | 1219 | D-AILX | A319-114 |
| | 00875 | 1220 | D-AILY | A319-114 |
| | 01367 | 1037 | D-AIQW | A320-211 |
| | 01988 | 1195 | D-AEUA | A321-211 |
| | 02131 | 1811 | D-AIBK | A319-112 |
| | 02174 | 1812 | D-AIBL | A319-112 |
| | 02262 | 1813 | D-AIBM | A319-112 |
| | 02416 | 1814 | D-AIBN | A319-112 |
| | 02547 | 1816 | D-AIBP | A319-112 |
| | 02652 | 1817 | D-AIBQ | A319-112 |
| | 03504 | 1196 | D-AEUC | A321-211 |
| | 04097 | 1038 | D-AIZA | A320-214 |
| | 05126 | 1197 | D-AEUI | A321-211 |
| | 05133 | 1198 | D-AEUJ | A321-211 |
| | 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 |

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

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**0-01 Aircraft Configuration Summary**

**0-05 If installed Table**

**0-10 General Information**

**0-20 Units of Measurement**

**0-30 Abbreviations**

**0-40 Airplane Codes**

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Aircraft Configuration Summary ..... A

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| Localization<br>Title | Reason |
|---|---|
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |
| 0-01<br>Aircraft Configuration Summary | **Minor change: table updated.** |

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## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000100 / 14 MAY 2024
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

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

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

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| Item | System | Installed |
|---|---|---|
| SLS | NAV | No |
| Soft Go-Around | ENG | No |

## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000200 / 14 MAY 2024
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

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

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

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| Item | System | Installed |
|---|---|---|
| RAAS | SURV | No |
| RNP AR | AUTO FLT | No |
| ROW/ROPS | SURV | No |
| SLS | NAV | No |
| Soft Go-Around | ENG | No |

## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000300 / 14 MAY 2024
**Criteria: A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ**

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

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

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

## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000400 / 14 MAY 2024
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

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

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

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

## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000500 / 14 MAY 2024
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

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

| Item | System | Installed |
|---|---|---|
| ADS-B OUT Standard DO260B | SURV | No |
| ALTSM | SURV | No |
| AP Automatic Disconnection at Minima | AUTO FLT | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| BACF | DATALINK | No |
| Backup Navigation Function of the MCDU | AUTO FLT | No |
| BUSS | NAV | No |
| CPDLC | DATALINK | No |
| Derated Takeoff | ENG | No |
| Descent Profile Optimization (DPO) | AUTO FLT | No |
| FANS | DATALINK | No |
| FLS Function in the FMS | AUTO FLT | No |
| FMS2 Release 1A (including RF leg capability) | AUTO FLT | Yes |
| G/S Mode Engagement before LOC Mode Engagement | AUTO FLT | No |
| GLS | AUTO FLT | No |
| GPS | NAV | No |

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

## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000600 / 14 MAY 2024
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

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

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

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

## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000700 / 14 MAY 2024
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

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

| Item | System | Installed |
|---|---|---|
| ADS-B OUT | SURV | Yes |
| ALTSM | SURV | No |
| AP Automatic Disconnection at Minima | AUTO FLT | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| BACF | DATALINK | No |
| Backup Navigation Function of the MCDU | AUTO FLT | Yes |
| BUSS | NAV | Yes |
| CPDLC | DATALINK | Yes |
| Derated Takeoff | ENG | No |
| Descent Profile Optimization (DPO) | AUTO FLT | No |
| FANS B+ | DATALINK | Yes |
| FLS Function in the FMS | AUTO FLT | No |

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| Item | System | Installed |
|---|---|---|
| FMS2 Release 1A (including RF leg capability) | AUTO FLT | Yes |
| G/S Mode Engagement before LOC Mode Engagement | AUTO FLT | No |
| GLS | AUTO FLT | No |
| GPS | NAV | Yes |
| GPS PRIMARY Function | NAV | Yes |
| hPFD | EIS | No |
| Metric Altitude Indications on the PFD | EIS | Yes |
| MLS | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in Go-Around | AUTO FLT | Yes |
| PWS | SURV | Yes |
| QFE Baro Setting | NAV | No |
| RAAS | SURV | No |
| RNP AR | AUTO FLT | No |
| ROW/ROPS | SURV | No |
| SLS | NAV | No |
| Soft Go-Around | ENG | No |

## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000800 / 14 MAY 2024
**Criteria: A320 (-AIJH to -AIJM)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM**

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

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

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

## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0000900 / 14 MAY 2024
**Criteria: A320 (-AIQW)**
**Applicable to: D-AIQW**

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

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

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

## AIRCRAFT CONFIGURATION SUMMARY

Ident.: 0-01-00000018.0001000 / 14 MAY 2024
**Criteria: A320 (-AIJN)**
**Applicable to: D-AIJN**

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

| Item | System | Installed |
|---|---|---|
| ADS-B OUT | SURV | Yes |
| ALTSM | SURV | Yes |
| AP Automatic Disconnection at Minima | AUTO FLT | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| BACF | DATALINK | No |

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| Item | System | Installed |
|---|---|---|
| Backup Navigation Function of the MCDU | AUTO FLT | Yes |
| DBUS | NAV | Yes |
| CPDLC | DATALINK | Yes |
| Derated Takeoff | ENG | No |
| Descent Profile Optimization (DPO) | AUTO FLT | Yes |
| FANS B+ | DATALINK | Yes |
| FLS/FINAL APP Coexistence | AUTO FLT | Yes |
| FMS2 Release 2 (including RF leg capability) | AUTO FLT | Yes |
| G/S Mode Engagement before LOC Mode Engagement | AUTO FLT | No |
| GLS | AUTO FLT | No |
| GPS | NAV | Yes |
| GPS PRIMARY Function | NAV | Yes |
| hPFD | EIS | No |
| Metric Altitude Indications on the PFD | EIS | No |
| MLS | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in Go-Around | AUTO FLT | Yes |
| PWS | SURV | Yes |
| QFE Baro Setting | NAV | No |
| RAAS | SURV | No |
| RNP AR | AUTO FLT | No |
| ROW/ROPS | SURV | Yes |
| SLS | NAV | No |
| Soft Go-Around | ENG | Yes |

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If Installed Table ..... A

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## IF INSTALLED TABLE

Ident.: 0-05-00000050.0000100 / 14 DEC 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

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

For most of the optional systems or functions associated with the "if installed" ( ◁ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | No |
| 4th Oxygen Mask<br>Four | OXY | No |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | FUEL | No |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1 | NAV | No |

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| Item | System | Installed |
|---|---|---|
| ADF2<br>ADF 2<br>ADFs | | |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFT CRG HOT AIR<br>temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | COND | No |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE | VENT | Yes |

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| Item | System | Installed |
|---|---|---|
| FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | | |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | No |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | No |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | No |
| BARO/RADIO Instead of MDA/MDH/DH<br>BARO<br>BARO/RADIO | NAV | Yes |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | No |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | No |
| Cargo ventilation system | VENT | Yes |

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| Item | System | Installed |
|---|---|---|
| Cargo isolation valves<br>Extraction fan | | |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | No |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | Yes |
| Chemical Oxygen System 15 min<br>Chemical Oxygen System<br>15 min | OXY | Yes |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | No |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | Yes |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Foot Heater | COND | No |
| Cockpit Foot Warmer<br>Foot Warmer System<br>Foot Warmer ON/OFF Control Switch | EQUIPMENT | Yes |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | Yes |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | Yes |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | No |
| DC BUS Entertainment | ELEC | No |

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| Item | System | Installed |
|---|---|---|
| TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | | |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | Yes |
| DECEL Message on the PFD<br>DECEL | EIS | No |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |
| Display of Delta ISA<br>Delta ISA | EIS | No |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| Dual Navigation Lights | LIGHTS | Yes |
| Single Navigation Lights | LIGHTS | No |
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | No |
| ELT sw | COM | Yes |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | Yes |
| Expedite function<br>EXP CLB | AUTO FLT | No |

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| Item | System | Installed |
|---|---|---|
| EXP DES<br>EXPED pb | | |
| Extended Flex Takeoff | ENG | No |
| External Ice Detector Light<br>ICE IND | ICE | Yes |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | Yes |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | No |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC | AUTO FLT | No |

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| Item | System | Installed |
|---|---|---|
| F-G/S-LOC | | |
| F-LOC | | |
| F-LOC*/F-LOC | | |
| FLS 1 | | |
| FLS 2 | | |
| FLS function | | |
| NO FLS FOR THIS APPR | | |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | Yes |
| FTIS | FUEL | No |
| Fuel Leak Detection | FUEL | No |
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating | | |
| Temperature Selector | | |
| FWD(AFT) CARGO DUCT OVHT | | |
| FWD(AFT) CRG HEAT | | |
| FWD(AFT) CRG HEAT FAULT | | |
| FWD CRG HEAT | COND | No |
| Cargo Heat | | |
| Cargo Temperature Regulation | | |
| CRG HEAT | | |
| Forward (aft) cargo heat controller | | |
| HOT AIR | | |
| Fwd cargo heat controller | | |
| FWD Cargo Smoke Detector | | |
| SMOKE FWD CARGO SMOKE | | |
| FWD CARGO SMOKE | FIRE | Yes |
| SMOKE FWD CRG DET FAULT | | |
| FWD CRG DET | | |
| FWD Cargo Ventilation | | |
| FWD Cargo Outlet Isolation Valve | | |
| Cargo Ventilation | VENT | No |
| FWD Isol Valve | | |

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| Item | System | Installed |
|---|---|---|
| FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | | |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | No |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | No |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | Yes |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | No |
| HI ALT pb<br>Operation on High Altitude Airfields | OXY | No |

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| Item | System | Installed |
|---|---|---|
| HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | | |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | No |
| ISIS | NAV | Yes |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |
| LAF | F/CTL | No |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | No |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | Yes |
| Metric Altitude Indications on the PFD | EIS | Yes |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in<br>Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL | FANS | No |

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| Item | System | Installed |
|---|---|---|
| D-ATIS | | |
| 1 Pair of Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | Yes |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | Yes |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DETFAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | SURV | No |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | No |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |

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| Item | System | Installed |
|---|---|---|
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | No |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | Yes |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | No |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | No |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | No |
| Temperature Control Panel | COND | No |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

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# IF INSTALLED TABLE

Ident.: 0-05-00000050.0000200 / 14 DEC 2022
**Criteria: A320 (-AIQW)**
**Applicable to: D-AIQW**

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

For most of the optional systems or functions associated with the "if installed" ( ◁ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | Yes |
| 4th Oxygen Mask<br>Four | OXY | Yes |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | FUEL | No |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1 | NAV | No |

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| Item | System | Installed |
|---|---|---|
| ADF2<br>ADF 2<br>ADFs | | |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFT CRG HOT AIR<br>temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | COND | No |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE | VENT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | | |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | No |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | No |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | No |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | No |
| BARO/RADIO Instead of MDA/MDH/DH<br>BARO<br>BARO/RADIO | NAV | Yes |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | Yes |
| BUSS<br>Backup Speed/Altitude Scale | NAV | No |

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| Item | System | Installed |
|---|---|---|
| Backup Speed Scale | | |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | No |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | No |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | Yes |
| Chemical Oxygen System 15 min<br>Chemical Oxygen System<br>15 min | OXY | Yes |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | No |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | Yes |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Foot Heater | COND | No |
| Cockpit Foot Warmer<br>Foot Warmer System<br>Foot Warmer ON/OFF Control Switch | EQUIPMENT | Yes |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | No |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | No |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit | DATA LOADING | No |

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| Item | System | Installed |
|---|---|---|
| DLSU | | |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | ELEC | No |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | Yes |
| DECEL Message on the PFD<br>DECEL | EIS | No |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |
| Display of Delta ISA<br>Delta ISA | EIS | No |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| Dual Navigation Lights | LIGHTS | Yes |
| Single Navigation Lights | LIGHTS | No |
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | No |
| ELT sw | COM | Yes |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | No |

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| Item | System | Installed |
|---|---|---|
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | No |
| Extended Flex Takeoff | ENG | No |
| External Ice Detector Light<br>ICE IND | ICE | Yes |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | Yes |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | Yes |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S | AUTO FLT | No |

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| Item | System | Installed |
|---|---|---|
| F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | | |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | Yes |
| FTIS | FUEL | No |
| Fuel Leak Detection | FUEL | No |
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | COND | No |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve | VENT | No |

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| Item | System | Installed |
|---|---|---|
| Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | | |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | No |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | No |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | Yes |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | No |

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| Item | System | Installed |
|---|---|---|
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | Yes |
| ISIS | NAV | No |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |
| LAF | F/CTL | No |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | No |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | Yes |
| Metric Altitude Indications on the PFD | EIS | Yes |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in<br>Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications: | FANS | No |

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| Item | System | Installed |
|---|---|---|
| DCL<br>OCL<br>D-ATIS | | |
| 2 Pairs of Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | Yes |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | No |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DET FAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | SURV | Yes |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | No |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | Yes |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | No |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | No |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | No |
| Temperature Control Panel | COND | No |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position | RAIN | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Intermittent Sweep Function<br>Intermittent Sweeping | | |

## IF INSTALLED TABLE

Ident.: 0-05-00000050.0000300 / 14 DEC 2022
**Criteria: A321 (-AEUC)**
**Applicable to: D-AEUC**

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

For most of the optional systems or functions associated with the "if installed" ( ⋖ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | Yes |
| 4th Oxygen Mask<br>Four | OXY | Yes |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | FUEL | No |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1<br>ADF2<br>ADF 2<br>ADFs | NAV | No |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFT CRG HOT AIR<br>temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | COND | No |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT | VENT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE<br>FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | | |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | Yes |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | No |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | Yes |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | Yes |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | Yes |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | No |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | Yes |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | No |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | Yes |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | No |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | Yes |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | Yes |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | No |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment | ELEC | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| TR Ent<br>TR Ent. | | |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | No |
| DECEL Message on the PFD<br>DECEL | EIS | Yes |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |
| Display of Delta ISA<br>Delta ISA | EIS | Yes |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| EGPWS | SURV | No |
| Electrical Alternate Braking | L/G | Yes |
| ELT sw | COM | Yes |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | No |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | Yes |
| External Ice Detector Light<br>ICE IND | ICE | Yes |
| FANS A+ | FANS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| DCDU<br>ATC MSG pb | | |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | Yes |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | No |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function | AUTO FLT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| NO FLS FOR THIS APPR | | |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | Yes |
| FTIS | FUEL | No |
| Fuel Leak Detection | FUEL | Yes |
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | COND | No |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | VENT | No |
| Galley Bus Automatic Shedding | ELEC | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Galley Load Automatic Shedding | | |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | Yes |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | Yes |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | Yes |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | No |
| ISIS | NAV | Yes |
| ITP | SURV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | | |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | Yes |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | Yes |
| Metric Altitude Indications on the PFD | EIS | Yes |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | No |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | No |
| Pax Oxygen Discharge Indicator | OXY | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DET FAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | SURV | Yes |
| QAR | RECORDING | Yes |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | No |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | Yes |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | No |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | Yes |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | Yes |
| Temperature Control Panel | COND | Yes |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

## IF INSTALLED TABLE

Ident.: 0-05-00000050.0000400 / 14 DEC 2022
**Criteria: A320 (-AIJH to -AIJM)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM**

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

For most of the optional systems or functions associated with the "if installed" ( ◁ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

Printouts are for information only!



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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | No |
| 4th Oxygen Mask<br>Four | OXY | Yes |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | FUEL | No |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1<br>ADF2<br>ADF 2<br>ADFs | NAV | No |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFT CRG HOT AIR | COND | No |

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| Item | System | Installed |
|---|---|---|
| temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | | |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE<br>FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | VENT | No |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC) | COND | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | | |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | Yes |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | Yes |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | Yes |
| BARO/RADIO Instead of MDA/MDH/DH<br>BARO<br>BARO/RADIO | NAV | Yes |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | Yes |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | Yes |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | No |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves | FUEL | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| L CTR TK XFR valve<br>CTR TK XFR valve R | | |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | No |
| Chemical Oxygen System 15 min<br>Chemical Oxygen System<br>15 min | OXY | Yes |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | Yes |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | Yes |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | Yes |
| Cockpit Foot Heater | COND | Yes |
| Cockpit Foot Warmer<br>Foot Warmer System<br>Foot Warmer ON/OFF Control Switch | EQUIPMENT | No |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | Yes |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | Yes |
| CVR Datalink Function | COM | Yes |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | Yes |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent | ELEC | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| TR Ent. | | |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | No |
| DECEL Message on the PFD<br>DECEL | EIS | Yes |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | Yes |
| Display of Delta ISA<br>Delta ISA | EIS | Yes |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| Dual Navigation Lights | LIGHTS | Yes |
| Single Navigation Lights | LIGHTS | No |
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | Yes |
| ELT sw | COM | Yes |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | Yes |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | Yes |
| Extended Flex Takeoff | ENG | No |
| External Ice Detector Light | ICE | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ICE IND | | |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | Yes |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | Yes |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1 | AUTO FLT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | | |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | Yes |
| FTIS | FUEL | Yes |
| Fuel Leak Detection | FUEL | Yes |
| Fuel Tank Overflow Alert | FUEL | Yes |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | COND | No |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves | VENT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Fwd cargo isol valves | | |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | No |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | Yes |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | Yes |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | No |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ISIS | NAV | Yes |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |
| LAF | F/CTL | Yes |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | Yes |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | Yes |
| Metric Altitude Indications on the PFD | EIS | No |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| 2 Pairs of Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | Yes |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DET FAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | SURV | Yes |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | Yes |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | Yes |
| RPCU | CAB PR | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | No |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | Yes |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | No |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | Yes |
| Temperature Control Panel | COND | Yes |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | Yes |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

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## IF INSTALLED TABLE

Ident.: 0-05-00000050.0000500 / 14 DEC 2022
**Criteria: A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ**

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

For most of the optional systems or functions associated with the "if installed" ( ◁ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | Yes |
| 4th Oxygen Mask<br>Four | OXY | Yes |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | FUEL | No |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1 | NAV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ADF2<br>ADF 2<br>ADFs | | |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFT CRG HOT AIR<br>temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | COND | No |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE | VENT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | | |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | Yes |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | No |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | Yes |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | Yes |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | Yes |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | Yes |
| Cargo ventilation system<br>Cargo isolation valves | VENT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Extraction fan | | |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | Yes |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | No |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | Yes |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | No |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | Yes |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | Yes |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | No |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | ELEC | No |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | No |
| DECEL Message on the PFD | EIS | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| DECEL | | |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |
| Display of Delta ISA<br>Delta ISA | EIS | Yes |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| EGPWS | SURV | No |
| Electrical Alternate Braking | L/G | Yes |
| ELT sw | COM | Yes |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | No |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | Yes |
| External Ice Detector Light<br>ICE IND | ICE | Yes |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | Yes |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | No |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | AUTO FLT | No |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | Yes |
| FTIS | FUEL | Yes |
| Fuel Leak Detection | FUEL | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | COND | No |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | VENT | No |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | Yes |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | Yes |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | Yes |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | Yes |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | Yes |
| ISIS | NAV | Yes |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |
| LAT DEV SCALE pb | NAV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| L/DEV deviation scale | | |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | Yes |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | Yes |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in<br>Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | No |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | Yes |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS | SURV | Yes |

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| Item | System | Installed |
|---|---|---|
| Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DET FAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | | |
| QAR | RECORDING | Yes |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | No |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | Yes |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | No |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | No |
| Steep Approach Capability<br>STEEP APPR | NAV | No |

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| Item | System | Installed |
|---|---|---|
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | Yes |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | Yes |
| Temperature Control Panel | COND | Yes |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

## IF INSTALLED TABLE

Ident.: 0-05-00000050.0000600 / 14 DEC 2022
**Criteria: A320 (-AIJN)**
**Applicable to: D-AIJN**

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

For most of the optional systems or functions associated with the "if installed" ( ◁ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | No |
| 4th Oxygen Mask | OXY | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Four | | |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | FUEL | No |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1<br>ADF2<br>ADF 2<br>ADFs | NAV | No |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFT CRG HOT AIR<br>temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller | COND | No |

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| Item | System | Installed |
|---|---|---|
| Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | | |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE<br>FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | VENT | No |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | Yes |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | Yes |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | Yes |
| BARO/RADIO Instead of MDA/MDH/DH<br>BARO<br>BARO/RADIO | NAV | Yes |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | Yes |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | Yes |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | No |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | Yes |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | No |
| Chemical Oxygen System 15 min | OXY | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Chemical Oxygen System<br>15 min | | |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | Yes |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | Yes |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | Yes |
| Cockpit Foot Heater | COND | Yes |
| Cockpit Foot Warmer<br>Foot Warmer System<br>Foot Warmer ON/OFF Control Switch | EQUIPMENT | No |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | Yes |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | Yes |
| CVR Datalink Function | COM | Yes |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | Yes |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | ELEC | No |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | No |
| DECEL Message on the PFD<br>DECEL | EIS | Yes |
| Derated Takeoff | ENG | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| DERATE | | |
| Descent Profile Optimization<br>DPO | AUTO FLT | Yes |
| Display of Delta ISA<br>Delta ISA | EIS | Yes |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| Dual Navigation Lights | LIGHTS | Yes |
| Single Navigation Lights | LIGHTS | No |
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | Yes |
| ELT sw | COM | Yes |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | Yes |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | Yes |
| Extended Flex Takeoff | ENG | No |
| External Ice Detector Light<br>ICE IND | ICE | Yes |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU | FANS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ATC MSG pb | | |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | Yes |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | Yes |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | AUTO FLT | Yes |
| FLS/FINAL APP - Coexistence | AUTO FLT | Yes |
| FMS Crossload | AUTO FLT | Yes |
| FTIS | FUEL | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Fuel Leak Detection | FUEL | Yes |
| Fuel Tank Overflow Alert | FUEL | Yes |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | COND | No |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | VENT | No |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | No |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | Yes |
| Gaseous Oxygen Generators in lavatories | OXY | No |

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| Item | System | Installed |
|---|---|---|
| Gaseous Generators | | |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | Yes |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | No |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | Yes |
| ISIS | NAV | Yes |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| LAF | F/CTL | Yes |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | Yes |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | Yes |
| Metric Altitude Indications on the PFD | EIS | No |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in<br>Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| 2 Pairs of Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | Yes |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | Yes |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION | AUTO FLT | Yes |

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| Item | System | Installed |
|---|---|---|
| PRINTER NOT AVAILABLE | | |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DET FAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | SURV | Yes |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | Yes |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | Yes |
| RPCU | CAB PR | Yes |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | No |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around | ENG | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| GA SOFT | | |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | No |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | Yes |
| Temperature Control Panel | COND | Yes |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | Yes |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

## IF INSTALLED TABLE

Ident.: 0-05-00000050.0000700 / 14 DEC 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

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

For most of the optional systems or functions associated with the "if installed" ( ⋖ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat | EQUIPMENT | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| 4th Occupant<br>Fourth Occupant | | |
| 4th Oxygen Mask<br>Four | OXY | Yes |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | FUEL | No |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1<br>ADF2<br>ADF 2<br>ADFs | NAV | No |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFTCRGHOT AIR<br>temperature selector<br>HOT AIR pb<br>AFTCRGHEAT | COND | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| AFT CARGO HEAT<br>AFT CARGO DUCTOVHT<br>AFT Cargo heat controller<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRGHEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | | |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE<br>FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | VENT | Yes |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2 | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Air Conditioning System Controllers | | |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | No |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | Yes |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | No |
| Brake Fans<br>Brake cooling fans<br>BRKFAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | No |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | Yes |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | No |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | Yes |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | Yes |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | No |
| CIDS-SDF | SMOKE | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | | |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | No |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | Yes |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | Yes |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | No |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | ELEC | No |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | Yes |
| DECEL Message on the PFD<br>DECEL | EIS | No |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |
| Display of Delta ISA<br>Delta ISA | EIS | No |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | No |
| ELT sw | COM | Yes |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | No |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | Yes |
| External Ice Detector Light<br>ICE IND | ICE | Yes |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | Yes |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | No |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | AUTO FLT | No |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | Yes |
| FTIS | FUEL | No |
| Fuel Leak Detection | FUEL | No |
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | | |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | VENT | No |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | Yes |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | No |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2 | NAV | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| GPS 1+2 | | |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | Yes |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | No |
| ISIS | NAV | No |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | No |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Metric Altitude Indications on the PFD | EIS | No |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in<br>Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | No |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | No |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DET FAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system | SURV | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| PWS SCAN | | |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | Yes |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | No |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | Yes |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | No |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | No |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | No |
| Temperature Control Panel | COND | No |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS | WHEEL | No |

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| Item | System | Installed |
|---|---|---|
| TYRE LO PR | | |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

## IF INSTALLED TABLE

Ident.: 0-05-00000050.0000800 / 14 DEC 2022
**Criteria: A319 (-AILB to -AILT)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT**

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

For most of the optional systems or functions associated with the "if installed" ( ⋖ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | Yes |
| 4th Oxygen Mask<br>Four | OXY | Yes |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT | FUEL | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | | |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1<br>ADF2<br>ADF 2<br>ADFs | NAV | No |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFT CRG HOT AIR<br>temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | COND | No |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT | FIRE | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | | |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE<br>FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | VENT | No |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | No |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | No |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | No |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | No |
| BARO/RADIO Instead of MDA/MDH/DH | NAV | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| BARO<br>BARO/RADIO | | |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | No |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | No |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | No |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | No |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | Yes |
| Chemical Oxygen System 15 min<br>Chemical Oxygen System<br>15 min | OXY | Yes |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | No |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Foot Heater | COND | No |
| Cockpit Foot Warmer<br>Foot Warmer System<br>Foot Warmer ON/OFF Control Switch | EQUIPMENT | Yes |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | No |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | No |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | No |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | ELEC | No |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | Yes |
| DECEL Message on the PFD<br>DECEL | EIS | No |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |
| Display of Delta ISA<br>Delta ISA | EIS | No |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| Dual Navigation Lights | LIGHTS | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Single Navigation Lights | LIGHTS | No |
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | No |
| ELT sw | COM | Yes |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | No |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | No |
| Extended Flex Takeoff | ENG | No |
| External Ice Detector Light<br>ICE IND | ICE | Yes |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS C | FANS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| DCDU<br>ATC MSG pb | | |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | No |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | AUTO FLT | No |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | No |
| FTIS | FUEL | No |
| Fuel Leak Detection | FUEL | No |
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | | |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | VENT | No |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | No |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | No |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT | NAV | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| GPS 1<br>GPS 2<br>GPS 1+2 | | |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | No |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | No |
| ISIS | NAV | No |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |
| LAF | F/CTL | No |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Man-made Obstacle Function | SURV | No |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | No |
| Metric Altitude Indications on the PFD | EIS | No |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in<br>Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| 1 Pair of Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | Yes |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | No |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DETFAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD | SURV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | | |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | Yes |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | No |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | Yes |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | No |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | No |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | No |
| Temperature Control Panel | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

## IF INSTALLED TABLE

Ident.: 0-05-00000050.0000900 / 14 DEC 2022
**Criteria: A319 (-AILW to -AILY)**
**Applicable to: D-AILW, D-AILX, D-AILY**

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

For most of the optional systems or functions associated with the "if installed" ( ⋖ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | Yes |
| 4th Oxygen Mask<br>Four | OXY | Yes |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs | FUEL | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | | |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1<br>ADF2<br>ADF 2<br>ADFs | NAV | No |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFT CRG HOT AIR<br>temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE<br>FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | VENT | No |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | No |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | No |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | No |
| BARO/RADIO Instead of MDA/MDH/DH<br>BARO<br>BARO/RADIO | NAV | Yes |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | No |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | No |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | No |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | No |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | Yes |
| Chemical Oxygen System 15 min<br>Chemical Oxygen System<br>15 min | OXY | Yes |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | Yes |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Foot Heater | COND | No |
| Cockpit Foot Warmer<br>Foot Warmer System<br>Foot Warmer ON/OFF Control Switch | EQUIPMENT | Yes |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | No |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | No |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | No |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | ELEC | No |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | Yes |
| DECEL Message on the PFD<br>DECEL | EIS | No |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |
| Display of Delta ISA<br>Delta ISA | EIS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| Dual Navigation Lights | LIGHTS | Yes |
| Single Navigation Lights | LIGHTS | No |
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | No |
| ELTsw | COM | No |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | No |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | No |
| Extended Flex Takeoff | ENG | No |
| External Ice Detector Light<br>ICE IND | ICE | Yes |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+ | FANS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| DCDU<br>ATC MSG pb | | |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | No |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | AUTO FLT | No |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | No |
| FTIS | FUEL | No |
| Fuel Leak Detection | FUEL | No |
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | | |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | VENT | No |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | No |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | No |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | Yes |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | No |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | No |
| ISIS | NAV | No |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |
| LAF | F/CTL | No |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | No |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | Yes |
| Metric Altitude Indications on the PFD | EIS | No |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| 1 Pair of Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | Yes |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | No |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION | SURV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| PRED W/S DETFAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | | |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | Yes |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | No |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | Yes |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | No |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | No |
| Temperature Control Panel | COND | No |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

## IF INSTALLED TABLE

Ident.: 0-05-00000050.0001000 / 14 DEC 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

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

For most of the optional systems or functions associated with the "if installed" ( ⋖ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | Yes |
| 4th Oxygen Mask<br>Four | OXY | Yes |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT | FUEL | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| 1 ACT | | |
| 2 ACTs | | |
| ACT PUMP | | |
| ACT PUMP LO PR | | |
| ACT XFR FAULT | | |
| ACT1 | | |
| ACT2 | | |
| ACTs | | |
| FWD ACT | | |
| AFT1 ACT | | |
| AFT2 ACT | | |
| 1 ADF | | |
| ADF 1 | NAV | Yes |
| ADF1 | | |
| 2 ADFs | | |
| 2 ADF | | |
| ADF1 | | |
| ADF 1 | NAV | No |
| ADF2 | | |
| ADF 2 | | |
| ADFs | | |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating | | |
| AFT CRG HOT AIR | | |
| temperature selector | | |
| HOT AIR pb | | |
| AFT CRG HEAT | | |
| AFT CARGO HEAT | COND | No |
| AFT CARGO DUCT OVHT | | |
| AFT Cargo heat controller | | |
| Cargo Heat | | |
| Cargo Temperature Regulation | | |
| CRG HEAT | | |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Forward (aft) cargo heat controller<br>HOT AIR | | |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE<br>FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | VENT | No |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | No |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | No |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | No |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | No |
| BARO/RADIO Instead of MDA/ MDH/ DH | NAV | No |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | Yes |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | No |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | No |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | Yes |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | No |
| Chemical Oxygen System 15 min<br>Chemical Oxygen System<br>15 min | OXY | Yes |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | Yes |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Foot Heater | COND | No |
| Cockpit Foot Warmer<br>Foot Warmer System<br>Foot Warmer ON/OFF Control Switch | EQUIPMENT | Yes |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | No |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | No |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | No |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | ELEC | No |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | Yes |
| DECEL Message on the PFD<br>DECEL | EIS | No |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |
| Display of Delta ISA<br>Delta ISA | EIS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| Dual Navigation Lights | LIGHTS | Yes |
| Single Navigation Lights | LIGHTS | No |
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | No |
| ELTsw | COM | No |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | No |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | No |
| Extended Flex Takeoff | ENG | No |
| External Ice Detector Light<br>ICE IND | ICE | No |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+ | FANS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| DCDU<br>ATC MSG pb | | |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | No |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | AUTO FLT | No |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | No |
| FTIS | FUEL | No |
| Fuel Leak Detection | FUEL | No |
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | | |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | VENT | No |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | No |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | No |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | Yes |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | No |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | No |
| ISIS | NAV | No |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |
| LAF | F/CTL | No |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | No |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | No |
| Metric Altitude Indications on the PFD | EIS | No |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in<br>Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | No |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | No |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION | SURV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| PRED W/S DETFAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | | |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | Yes |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | No |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | Yes |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | No |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | No |
| Temperature Control Panel | COND | No |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

## IF INSTALLED TABLE

Ident.: 0-05-00000050.0001100 / 14 DEC 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

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

For most of the optional systems or functions associated with the "if installed" ( ⋖ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | Yes |
| 4th Oxygen Mask<br>Four | OXY | Yes |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT | FUEL | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| 1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | | |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | No |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1<br>ADF 2<br>ADF2<br>ADFs | NAV | Yes |
| ADS-B OUT Standard DO260B | SURV | No |
| AFT Cargo Heating<br>AFT CRG HOT AIR<br>temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Forward (aft) cargo heat controller<br>HOT AIR | | |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE<br>FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | VENT | Yes |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | No |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | No |
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | No |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | No |
| BARO/RADIO Instead of MDA/MDH/DH<br>BARO<br>BARO/RADIO | NAV | Yes |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | Yes |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | No |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | Yes |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | No |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | Yes |
| Chemical Oxygen System 13 min<br>Chemical Oxygen System<br>13 min | OXY | Yes |
| CIDS-SDF | SMOKE | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | | |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | Yes |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Foot Heater | COND | No |
| Cockpit Foot Warmer<br>Foot Warmer System<br>Foot Warmer ON/OFF Control Switch | EQUIPMENT | Yes |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | No |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | No |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | No |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | ELEC | No |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | Yes |
| DECEL Message on the PFD<br>DECEL | EIS | No |
| Derated Takeoff<br>DERATE | ENG | No |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Display of Delta ISA<br>Delta ISA | EIS | No |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| Dual Navigation Lights | LIGHTS | Yes |
| Single Navigation Lights | LIGHTS | No |
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | No |
| ELTsw | COM | No |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | No |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | No |
| Extended Flex Takeoff | ENG | No |
| External Ice Detector Light<br>ICE IND | ICE | No |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B<br>DCDU | FANS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ATC MSG pb | | |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | No |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | AUTO FLT | No |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | No |
| FTIS | FUEL | No |
| Fuel Leak Detection | FUEL | No |
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | | |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | VENT | No |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | No |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | No |
| Gaseous Oxygen Generators in lavatories<br>Gaseous Generators | OXY | No |
| GLS<br>GLS Autoland | AUTO FLT | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| GLS1<br>GLS2 | | |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | No |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | No |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | No |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | No |
| ISIS | NAV | No |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |
| LAF | F/CTL | Yes |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | No |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | No |
| Metric Altitude Indications on the PFD | EIS | No |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in<br>Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| 2 Pairs of Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | Yes |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | No |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION<br>PRINTER NOT AVAILABLE | AUTO FLT | Yes |
| Push to Level Off | AUTO FLT | Yes |
| PWS | SURV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DETFAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | | |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | Yes |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | No |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | Yes |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around<br>GA SOFT | ENG | No |
| Steep Approach Capability<br>STEEP APPR | NAV | No |

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| Item | System | Installed |
|---|---|---|
| SYNCHRO AVIONICS | Information | No |
| T2CAS | SURV | No |
| T3CAS | SURV | No |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | No |
| Temperature Control Panel | COND | No |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

## IF INSTALLED TABLE

Ident.: 0-05-00000050.0001200 / 14 DEC 2022
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

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

For most of the optional systems or functions associated with the "if installed" ( ⋖ ) symbol in the FCOM, the table indicates if the optional systems or functions are installed, or not installed.

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

| Item | System | Installed |
|---|---|---|
| 4th Occupant Folding Seat<br>4th Occupant<br>Fourth Occupant | EQUIPMENT | Yes |
| 4th Oxygen Mask | OXY | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Four | | |
| AC ESS FEED Auto Switching | ELEC | Yes |
| ACT<br>1 ACT<br>2 ACTs<br>ACT PUMP<br>ACT PUMP LO PR<br>ACT XFR FAULT<br>ACT1<br>ACT2<br>ACTs<br>FWD ACT<br>AFT1 ACT<br>AFT2 ACT | FUEL | No |
| 1 ADF<br>ADF 1<br>ADF1 | NAV | Yes |
| 2 ADFs<br>2 ADF<br>ADF1<br>ADF 1<br>ADF2<br>ADF 2<br>ADFs | NAV | No |
| ADS-B OUT | SURV | Yes |
| AFT Cargo Heating<br>AFT CRG HOT AIR<br>temperature selector<br>HOT AIR pb<br>AFT CRG HEAT<br>AFT CARGO HEAT<br>AFT CARGO DUCT OVHT<br>AFT Cargo heat controller | COND | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR | | |
| AFT Cargo Smoke Detector<br>SMOKE AFT CARGO SMOKE<br>SMOKE AFT CRG DET FAULT<br>AFT CRG DET<br>AFT CARGO SMOKE<br>AFT CRG DET FAULT | FIRE | Yes |
| AFT Cargo Ventilation<br>Cargo Ventilation<br>AFT ISOL VALVE<br>AFT CRG VENT<br>AFT CRG VENT FAULT<br>AFT Cargo isol valves<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD(AFT) CRG ISOL VALVE<br>FWD(AFT) CRG VENT FAULT<br>FWD(AFT) CRG VENT<br>Forward (aft) cargo isolation valves<br>isolation valves | VENT | No |
| Aileron Anti Droop | F/CTL | Yes |
| Air Conditioning System Controller (ACSC)<br>ACSC<br>ACSC 1<br>ACSC 2<br>Air Conditioning System Controllers | COND | Yes |
| AP/FD TCAS<br>AP/FD TCAS function | AUTO FLT | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ATSAW<br>ADS-B IN | SURV | No |
| Automatic FD Bar Engagement | AUTO FLT | Yes |
| Avail Indication During Engine Start<br>AVAIL Indication | ENG | Yes |
| Backup Navigation Function of the MCDU<br>BACK UP NAV | AUTO FLT | Yes |
| BARO/RADIO Instead of MDA/MDH/DH<br>BARO<br>BARO/RADIO | NAV | Yes |
| Brake Fans<br>Brake cooling fans<br>BRK FAN<br>Brake Fan<br>Brake fans 1, 2, 3 and 4<br>Brake fans 5, 6, 7 and 8 | BRAKE | Yes |
| Bulk Cargo Door<br>Bulk Cargo Compartment Door<br>Bulk Door | DOORS | Yes |
| BUSS<br>Backup Speed/Altitude Scale<br>Backup Speed Scale | NAV | Yes |
| Cargo ventilation system<br>Cargo isolation valves<br>Extraction fan | VENT | No |
| Center Fuel Tank Transfer Valves<br>Center Tank Transfer Valves<br>L CTR TK XFR valve<br>CTR TK XFR valve R | FUEL | No |
| Center Fuel Tank Pumps<br>CTR TK PUMP 1<br>CTR TK PUMP 2 | FUEL | Yes |
| Chemical Oxygen System 15 min | OXY | Yes |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Chemical Oxygen System<br>15 min | | |
| CIDS-SDF<br>CIDS 1 SMOKE DETECT<br>Smoke Detection Function (SDF) | SMOKE | Yes |
| Cockpit Door Deadbolt<br>Deadbolt | EQUIPMENT | No |
| Cockpit Door Escape Panel | DOOR | Yes |
| Cockpit Fixed Second Oxygen Bottle<br>Two | OXY | No |
| Cockpit Foot Heater | COND | No |
| Cockpit Foot Warmer<br>Foot Warmer System<br>Foot Warmer ON/OFF Control Switch | EQUIPMENT | Yes |
| Cockpit Power Outlet<br>Power Outlet | EQUIPMENT | Yes |
| COMMERCIAL pb<br>COMMERCIAL | ELEC | Yes |
| CVR Datalink Function | COM | No |
| CVR ERASE Function | COM | No |
| Data Loading Selector Unit<br>DLSU | DATA LOADING | No |
| DC BUS Entertainment<br>TR Entertainment<br>DC BUS Ent<br>DC BUS Entertainment<br>TR Ent<br>TR Ent. | ELEC | No |
| DDRMI<br>Digital Distance and Radio Magnetic Indicator | NAV | No |
| DECEL Message on the PFD<br>DECEL | EIS | Yes |
| Derated Takeoff | ENG | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| DERATE | | |
| Descent Profile Optimization<br>DPO | AUTO FLT | No |
| Display of Delta ISA<br>Delta ISA | EIS | Yes |
| Drain Mast | WATER | No |
| Dual Ice Detection System | ICE | No |
| Dual Navigation Lights | LIGHTS | Yes |
| Single Navigation Lights | LIGHTS | No |
| EGPWS | SURV | Yes |
| Electrical Alternate Braking | L/G | Yes |
| ELT sw | COM | Yes |
| Enhanced RTA<br>RTA MISSED | AUTO FLT | No |
| EVAC Panel<br>COMMAND PB (guarded)<br>COMMAND PB<br>Evacuation (EVAC) signalling<br>EVAC HORN<br>HORN SHUT OFF PB<br>CAPT and PURS/CAPT sw | COM | Yes |
| Expedite function<br>EXP CLB<br>EXP DES<br>EXPED pb | AUTO FLT | Yes |
| Extended Flex Takeoff | ENG | No |
| External Ice Detector Light<br>ICE IND | ICE | Yes |
| FANS A+<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS A+B<br>DCDU | FANS | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| ATC MSG pb | | |
| FANS B<br>DCDU<br>ATC MSG pb | FANS | No |
| FANS B+<br>DCDU<br>ATC MSG pb | FANS | Yes |
| FANS C<br>DCDU<br>ATC MSG pb | FANS | No |
| Fan Speed Controller (FSC)<br>Two Operating Speeds | VENT | Yes |
| Fire Extinguishing in the AFT Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fire Extinguishing in the FWD Cargo<br>SMOKE FWD(AFT) CRG BTL 1(2) FAULT<br>Forward (aft) cargo fire extinguishing | FIRE | Yes |
| Fixed Cabin Gaseous Oxygen System | OXY | No |
| FLS<br>F-G/S<br>F-G/S BASED ON ISA<br>F-G/S-F-LOC<br>F-G/S-LOC<br>F-LOC<br>F-LOC*/F-LOC<br>FLS 1<br>FLS 2<br>FLS function<br>NO FLS FOR THIS APPR | AUTO FLT | No |
| FLS/FINAL APP - Coexistence | AUTO FLT | No |
| FMS Crossload | AUTO FLT | Yes |
| FTIS | FUEL | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Fuel Leak Detection | FUEL | Yes |
| Fuel Tank Overflow Alert | FUEL | No |
| FWD Cargo Heating<br>Temperature Selector<br>FWD(AFT) CARGO DUCT OVHT<br>FWD(AFT) CRG HEAT<br>FWD(AFT) CRG HEAT FAULT<br>FWD CRG HEAT<br>Cargo Heat<br>Cargo Temperature Regulation<br>CRG HEAT<br>Forward (aft) cargo heat controller<br>HOT AIR<br>Fwd cargo heat controller | COND | No |
| FWD Cargo Smoke Detector<br>SMOKE FWD CARGO SMOKE<br>FWD CARGO SMOKE<br>SMOKE FWD CRG DET FAULT<br>FWD CRG DET | FIRE | Yes |
| FWD Cargo Ventilation<br>FWD Cargo Outlet Isolation Valve<br>Cargo Ventilation<br>FWD Isol Valve<br>FWD CRG VENT<br>FWD CARGO ISOL VALVE<br>Forward (aft) cargo isolation valves<br>isolation valves<br>Fwd cargo isol valves | VENT | No |
| Galley Bus Automatic Shedding<br>Galley Load Automatic Shedding | ELEC | No |
| GAPCU<br>Ground and Auxiliary Power Control Unit | ELEC | Yes |
| Gaseous Oxygen Generators in lavatories | OXY | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| Gaseous Generators | | |
| GLS<br>GLS Autoland<br>GLS1<br>GLS2 | AUTO FLT | No |
| GPS<br>FM/GPS POS DISAGREE<br>GPS 1(2) FAULT<br>GPS 1<br>GPS 2<br>GPS 1+2 | NAV | Yes |
| GPS PRIMARY Function<br>GPS PRIMARY | NAV | Yes |
| GSM Onboard | COM | No |
| HF Datalink<br>HF 1(2) DATA FAULT<br>HF DATA LINK | COM | No |
| HF System<br>HF<br>HF1<br>HF2 | COM | No |
| HI ALT pb<br>Operation on High Altitude Airfields<br>HI ALT LANDING pb-sw<br>HI ALT LANDING pb-sw | OXY | No |
| HUD | SURV | No |
| IRS Alignment Based on GPS Position | NAV | Yes |
| ISIS | NAV | Yes |
| ITP<br>ATSA ITP<br>ITP TRAFFIC LIST page<br>IN TRAIL PROCEDURE<br>IN TRAIL PROCEDURE page | SURV | No |

Printouts are for information only!



| Item | System | Installed |
|---|---|---|
| LAF | F/CTL | No |
| LAT DEV SCALE pb<br>L/DEV deviation scale | NAV | No |
| LOC B/C<br>LOC B/C* | AUTO FLT | No |
| Logo Light<br>LOGO<br>Logo Lights | LIGHTS | Yes |
| Man-made Obstacle Function | SURV | Yes |
| Manual Flush Control | WATER | No |
| Manual Shutoff Valves | WATER | Yes |
| Metric Altitude Indications on the PFD | EIS | Yes |
| MLS<br>MLS1<br>MLS2 | AUTO FLT | No |
| MORA<br>Minimum Off Route Altitude (MORA) | AUTO FLT | No |
| NAV Mode automatically Engaged (Armed) in<br>Go-Around | AUTO FLT | Yes |
| OEB Reminder | EIS | Yes |
| Optional Applications:<br>DCL<br>OCL<br>D-ATIS | FANS | No |
| 2 Pairs of Overwing Emergency Exit<br>Overwing Escape Route<br>FWD EMER EXIT | DOORS | Yes |
| Parking Brake Monitoring<br>PARK BRK FAULT | BRAKE | No |
| Pax Oxygen Discharge Indicator | OXY | No |
| Predictive GPWS | SURV | Yes |
| Printer Function in FMS<br>PRINT FUNCTION | AUTO FLT | Yes |

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| Item | System | Installed |
|---|---|---|
| PRINTER NOT AVAILABLE | | |
| Push to Level Off | AUTO FLT | Yes |
| PWS<br>Windshear DET<br>WINDSHEAR DETECTION<br>PRED W/S DET FAULT<br>W/S AHEAD<br>WINDSHEAR AHEAD<br>Windshear<br>PRED W/S DET<br>predictive windshear system<br>PWS SCAN | SURV | Yes |
| QAR | RECORDING | No |
| QFE Baro Setting<br>QFE OPTION | NAV | No |
| RAAS | SURV | No |
| Rain Repellent System<br>Rain Repellent<br>RAIN RPLNT pb<br>RAIN RPLNT | RAIN | Yes |
| RMP 3 | COM | Yes |
| RMP Load Function | COM | No |
| RNP pb | NAV | No |
| ROW/ROPS<br>ROW/ROP<br>ROW | SURV | No |
| RPCU | CAB PR | Yes |
| SBAS | NAV | No |
| SDCU<br>Smoke Detection Control Unit SDCU | SMOKE | No |
| Second Fire Extinguishing Bottle | FIRE | No |
| SLS | AUTO FLT | No |
| Soft go-around | ENG | No |

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| Item | System | Installed |
|---|---|---|
| GA SOFT | | |
| Steep Approach Capability<br>STEEP APPR | NAV | No |
| SYNCHRO AVIONICS | Information | Yes |
| T2CAS | SURV | No |
| T3CAS | SURV | No |
| Tail Strike Pitch Limit Indicator<br>Tailstrike Pitch Limit Indicator | EIS | Yes |
| Temperature Control Panel | COND | Yes |
| Toilet Servicing Door | WATER | No |
| Thrust Bump | ENG | No |
| TPIS<br>TYRE LO PR | WHEEL | No |
| Two Weather Radar Systems | SURV | No |
| HZD switch ON<br>Weather Hazard Prediction Function<br>WX+T+H<br>WX+T+HZD | SURV | No |
| Weight and Balance System (WBS) | EIS | No |
| Wing Leading Edge Ventilation Intake | VENT | No |
| Wiper Intermittent Position<br>Intermittent Sweep Function<br>Intermittent Sweeping | RAIN | No |

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EFB Library-Paper-Manual Correlation ..... C
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TDU General Description ..... K
TAB General Description ..... L

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## FOREWORD

Ident.: 0-10-00000189.0000001 / 28 JUN 2022
**Applicable to: ALL**

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

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

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

Therefore there is one OM-B for each fleet operated by the CLH. In this way each part B supplements the "Operations Manual, Part A" which contains the general policies for the flight operations of the LUFTHANSA Cityline Airline.

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

The purposes of the OM-B are:

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

– To standardize terminology and behavioural patterns.

– To provide rapid access to reference procedures.

– To provide reference material for self-teaching.

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

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

## OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJJ)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ**

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

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

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### Airplane Fight Manual Reference

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

### AFM Supplement

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

### EASA ORO.MLR.100 Part B Compliance

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

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

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

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| Chap | Sec | Item | Title | PRIOR APP. | Operator OM Page |
|---|---|---|---|---|---|
| | | d | for aeroplanes, exceeding structural limits such as overweight landing | | Refer to 8.3.15.2 Overweight Landing<br>Refer to 3 MISC OVERWEIGHT LDG<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC Overweight Landing |
| | | e | lightning strikes | | Refer to 8.1.10 Categories of Complaints |
| | | f | distress communications and alerting ATC to emergencies | | Refer to OM-A 12.12 Distress and Urgency Signals |
| | | g | engine/burner failure | | Refer to 3 ENG<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-ENG |
| | | h | system failures | | Refer to 3 Abnormal and Emergency Procedures |
| | | i | guidance for diversion in case of serious technical failure | | Refer to OM-A 2.3.6.5 Diversion of Flight<br>Refer to FCTM-PR-NP-SOP-CRUISE |
| | | j | ground proximity warning | | Refer to 3 SURV |
| | | k | ACAS / TCAS / AVAD | | Refer to 3 SURV |
| | | l | windshear | | Refer to 3 SURV |
| | | m | emergency landing/ditching | | Refer to 3 ENG<br>Refer to 3 MISC<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC-Emer Landing |
| | | n | for aeroplanes, departure contingency procedures | | Refer to TOPA. |

## AIRWORTHINESS STANDARD COMPLIANCE

### AIRLINE OPERATION CONTROL APPLICATIONS

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

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

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**AUTO FLIGHT SYSTEM**

Flight Management System

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

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

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

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

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

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

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

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

– FAA Advisory Circular 20-129 for baro VNAV

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

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

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

RNP 10 oceanic/remote area operations are approved:

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

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

Flight Guidance System

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

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

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

**BOARDCONNECT**

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

**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

The airworthiness approval is based on the assumption that:

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

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

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

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

**FANS - ATC DATALINK APPLICATION SYSTEM**

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

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

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

– The Air Traffic Control (ATC) environment and procedures

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

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

**KA SATCOM SYSTEM**

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

This technical approval does not constitute an operational approval.

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**MODE S - ADS-B OUT ENHANCED SURVEILLANCE**

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

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

**MODE S - EHS ENHANCED SURVEILLANCE**

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

**NAVIGATION PERFORMANCE**

- **With GPS PRIMARY:**

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

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

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

- **Without GPS PRIMARY:**

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

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

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### REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

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

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

### WEATHER RADAR

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

## NOISE LEVELS

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

## OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJM, -AIJN)**
**Applicable to: D-AIJM, D-AIJN**

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

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

### Airplane Fight Manual Reference

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

### AFM Supplement

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |

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| Supplement | Description | Reference | Date |
|---|---|---|---|
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

**EASA ORO.MLR.100 Part B Compliance**

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

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

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

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| Chap | Sec | Item | Title | PRIOR APP. | Operator OM Page |
|---|---|---|---|---|---|
| | | k | ACAS / TCAS / AVAD | | Refer to 3 SURV |
| | | l | windshear | | Refer to 3 SURV |
| | | m | emergency landing/ditching | | Refer to 3 ENG<br>Refer to 3 MISC<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC-Emer Landing |
| | | n | for aeroplanes, departure contingency procedures | | Refer to TOPA. |

## AIRWORTHINESS STANDARD COMPLIANCE

### AIRLINE OPERATION CONTROL APPLICATIONS

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

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

### AUTO FLIGHT SYSTEM

Flight Management System

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

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

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

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– FAA AC 90-105 for:
  - RNP1 operations in Terminal area with or without RF leg
  - RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment
  - RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

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

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)
– FAA Advisory Circular 20-129 for baro VNAV
– FAA Advisory Circular 90-100A for terminal and en route RNAV operations
– FAA Order 8400.33 for RNP 4 in oceanic and remote area
– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

  RNP 10 oceanic/remote area operations are approved:
  - With GPS PRIMARY
  - Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

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

Flight Guidance System

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

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

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

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**BOARDCONNECT**

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

**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

The airworthiness approval is based on the assumption that:

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

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

**FANS - ATC DATALINK APPLICATION SYSTEM**

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

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

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

– The Air Traffic Control (ATC) environment and procedures

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

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

**KA SATCOM SYSTEM**

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

This technical approval does not constitute an operational approval.

**MODE S - ADS-B OUT ENHANCED SURVEILLANCE**

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

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

**MODE S - EHS ENHANCED SURVEILLANCE**

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

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**NAVIGATION PERFORMANCE**

- **With GPS PRIMARY:**

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

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

- **Without GPS PRIMARY:**

**REDUCED VERTICAL SEPARATION MINIMUM (RVSM)**

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

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

**WEATHER RADAR**

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

**NOISE LEVELS**

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

## OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0000300 / 28 JUN 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

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

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

**Airplane Fight Manual Reference**

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

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### AFM Supplement

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

### EASA ORO.MLR.100 Part B Compliance

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

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

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

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| Chap | Sec | Item | Title | PRIOR APP. | Operator OM Page |
|---|---|---|---|---|---|
| | | f | distress communications and alerting ATC to emergencies | | Refer to OM-A 12.12 Distress and Urgency Signals |
| | | g | engine/burner failure | | Refer to 3 ENG<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-ENG |
| | | h | system failures | | Refer to 3 Abnormal and Emergency Procedures |
| | | i | guidance for diversion in case of serious technical failure | | Refer to OM-A 2.3.6.5 Diversion of Flight<br>Refer to FCTM-PR-NP-SOP-CRUISE |
| | | j | ground proximity warning | | Refer to 3 SURV |
| | | k | ACAS / TCAS / AVAD | | Refer to 3 SURV |
| | | l | windshear | | Refer to 3 SURV |
| | | m | emergency landing/ditching | | Refer to 3 ENG<br>Refer to 3 MISC<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC-Emer Landing |
| | | n | for aeroplanes, departure contingency procedures | | Refer to TOPA. |

## AIRWORTHINESS STANDARD COMPLIANCE

### AIRLINE OPERATION CONTROL APPLICATIONS

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

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

### AUTO FLIGHT SYSTEM

Flight Management System

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

– IRS position and GPS update, or

– IRS position and radio navaid update, or

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– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

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

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

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

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

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

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

– FAA Advisory Circular 20-129 for baro VNAV

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

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

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

  RNP 10 oceanic/remote area operations are approved:

  • With GPS PRIMARY

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

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

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Flight Guidance System

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

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

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

**BOARDCONNECT**

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

**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

The airworthiness approval is based on the assumption that:

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

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

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**FANS - ATC DATALINK APPLICATION SYSTEM**

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

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

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

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

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

**KA SATCOM SYSTEM**

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

This technical approval does not constitute an operational approval.

**MODE S - ADS-B OUT ENHANCED SURVEILLANCE**

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

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**MODE S - EHS ENHANCED SURVEILLANCE**

**NAVIGATION PERFORMANCE**

- **With GPS PRIMARY:**

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

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

- **Without GPS PRIMARY:**

**REDUCED VERTICAL SEPARATION MINIMUM (RVSM)**

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

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

**NOISE LEVELS**

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

## OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0000400 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

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

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

**Airplane Fight Manual Reference**

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

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### AFM Supplement

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

### EASA ORO.MLR.100 Part B Compliance

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

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

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

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| Chap | Sec | Item | Title | PRIOR APP. | Operator OM Page |
|---|---|---|---|---|---|
| | | f | distress communications and alerting ATC to emergencies | | Refer to OM-A 12.12 Distress and Urgency Signals |
| | | g | engine/burner failure | | Refer to 3 ENG<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-ENG |
| | | h | system failures | | Refer to 3 Abnormal and Emergency Procedures |
| | | i | guidance for diversion in case of serious technical failure | | Refer to OM-A 2.3.6.5 Diversion of Flight<br>Refer to FCTM-PR-NP-SOP-CRUISE |
| | | j | ground proximity warning | | Refer to 3 SURV |
| | | k | ACAS / TCAS / AVAD | | Refer to 3 SURV |
| | | l | windshear | | Refer to 3 SURV |
| | | m | emergency landing/ditching | | Refer to 3 ENG<br>Refer to 3 MISC<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC-Emer Landing |
| | | n | for aeroplanes, departure contingency procedures | | Refer to TOPA. |

## AIRWORTHINESS STANDARD COMPLIANCE

### ATC CONTROLLER PILOT DATA LINK COMMUNICATION

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

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

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

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

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## AUTO FLIGHT SYSTEM

Flight Management System

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

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

– FAA Advisory Circular 20-129 for baro VNAV

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

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

RNP 10 oceanic/remote area operations are approved provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

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

Flight Guidance System

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

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

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

## BOARDCONNECT

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

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**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

The airworthiness approval is based on the assumption that:

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

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

**KA SATCOM SYSTEM**

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

This technical approval does not constitute an operational approval.

**MODE S - EHS ENHANCED SURVEILLANCE**

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

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

**REDUCED VERTICAL SEPARATION MINIMUM (RVSM)**

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

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

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## NOISE LEVELS

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

## OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0000500 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN**

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

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

### Airplane Fight Manual Reference

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

### AFM Supplement

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

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## EASA ORO.MLR.100 Part B Compliance

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

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

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

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| Chap | Sec | Item | Title | PRIOR APP. | Operator OM Page |
|---|---|---|---|---|---|
| | | | | | Refer to FCTM-PR-AEP-MISC-Emer Landing |
| | | n | for aeroplanes, departure contingency procedures | | Refer to TOPA. |

## AIRWORTHINESS STANDARD COMPLIANCE

### ATC CONTROLLER PILOT DATA LINK COMMUNICATION

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

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

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

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

### AUTO FLIGHT SYSTEM

Flight Management System

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

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

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

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– FAA AC 90-105 for:
  - RNP1 operations in Terminal area with or without RF leg
  - RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment
  - RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

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

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)
– FAA Advisory Circular 20-129 for baro VNAV
– FAA Advisory Circular 90-100A for terminal and en route RNAV operations
– FAA Order 8400.33 for RNP 4 in oceanic and remote area
– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

  RNP 10 oceanic/remote area operations are approved:
  - With GPS PRIMARY
  - Without GPS PRIMARY (GPS deselected or inoperative), provided time limitations in IRS only navigation, acceptable to the operational authorities, are established.

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

Flight Guidance System

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

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

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

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**BOARDCONNECT**

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

**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

The airworthiness approval is based on the assumption that:

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

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

**KA SATCOM SYSTEM**

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

This technical approval does not constitute an operational approval.

**MODE S - ADS-B OUT ENHANCED SURVEILLANCE**

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

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**MODE S - EHS ENHANCED SURVEILLANCE**

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

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

**NAVIGATION PERFORMANCE**

- **With GPS PRIMARY:**

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

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

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

- **Without GPS PRIMARY:**

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

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

**REDUCED VERTICAL SEPARATION MINIMUM (RVSM)**

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

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

**NOISE LEVELS**

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

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# OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0000600 / 28 JUN 2022
**Criteria: A319 (-AIBM, -AIBQ)**
**Applicable to: D-AIBM, D-AIBQ**

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

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

### Airplane Fight Manual Reference

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

### AFM Supplement

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

### EASA ORO.MLR.100 Part B Compliance

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

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

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

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

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## AIRWORTHINESS STANDARD COMPLIANCE

### AIRLINE OPERATION CONTROL APPLICATIONS

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

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

### AUTO FLIGHT SYSTEM

Flight Management System

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

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

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

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

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

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

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

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

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

RNP 10 oceanic/remote area operations are approved:

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

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

Flight Guidance System

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

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

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

**BOARDCONNECT**

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

**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

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The airworthiness approval is based on the assumption that:

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

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

**FANS - ATC DATALINK APPLICATION SYSTEM**

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

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

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

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

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

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### KA SATCOM SYSTEM

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

This technical approval does not constitute an operational approval.

### MODE S - ADS-B OUT ENHANCED SURVEILLANCE

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

### MODE S - EHS ENHANCED SURVEILLANCE

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

### NAVIGATION PERFORMANCE

- **With GPS PRIMARY:**

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

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

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

- **Without GPS PRIMARY:**

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

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

### REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

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

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

**NOISE LEVELS**

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

## OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0000700 / 28 JUN 2022
**Criteria: A320 (-AIQW, -AIZA)**
**Applicable to: D-AIQW, D-AIZA**

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

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

**Airplane Fight Manual Reference**

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

**AFM Supplement**

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

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## EASA ORO.MLR.100 Part B Compliance

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

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

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

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| Chap | Sec | Item | Title | PRIOR APP. | Operator OM Page |
|---|---|---|---|---|---|
| | | | | | Refer to FCTM-PR-AEP-MISC-Emer Landing |
| | | n | for aeroplanes, departure contingency procedures | | Refer to TOPA. |

## AIRWORTHINESS STANDARD COMPLIANCE

### AIRLINE OPERATION CONTROL APPLICATIONS

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

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

### AUTO FLIGHT SYSTEM

Flight Management System

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

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

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

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

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

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

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

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

– FAA Advisory Circular 20-129 for baro VNAV

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

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

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

RNP 10 oceanic/remote area operations are approved:

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

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

Flight Guidance System

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

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

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

**BOARDCONNECT**

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

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**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

The airworthiness approval is based on the assumption that:

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

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

**FANS - ATC DATALINK APPLICATION SYSTEM**

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

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

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

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

Note: *a. Voice communication remains the primary means of communication.*
*b. The CPDLC is only available when there is a VDL Mode 2 (VHF Data Link Mode 2) coverage.*

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

**KA SATCOM SYSTEM**

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

This technical approval does not constitute an operational approval.

**MODE S - ADS-B OUT ENHANCED SURVEILLANCE**

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

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

**MODE S - EHS ENHANCED SURVEILLANCE**

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

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**NAVIGATION PERFORMANCE**

- **With GPS PRIMARY:**

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

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

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

- **Without GPS PRIMARY:**

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

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

**REDUCED VERTICAL SEPARATION MINIMUM (RVSM)**

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

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

**NOISE LEVELS**

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

## OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0000800 / 28 JUN 2022
**Criteria: A321 (-AEUC)**
**Applicable to: D-AEUC**

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

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

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### Airplane Fight Manual Reference

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

### AFM Supplement

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

### EASA ORO.MLR.100 Part B Compliance

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

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

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

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| Chap | Sec | Item | Title | PRIOR APP. | Operator OM Page |
|---|---|---|---|---|---|
| | | d | for aeroplanes, exceeding structural limits such as overweight landing | | Refer to 8.3.15.2 Overweight Landing<br>Refer to 3 MISC OVERWEIGHT LDG<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC Overweight Landing |
| | | e | lightning strikes | | Refer to 8.1.10 Categories of Complaints |
| | | f | distress communications and alerting ATC to emergencies | | Refer to OM-A 12.12 Distress and Urgency Signals |
| | | g | engine/burner failure | | Refer to 3 ENG<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-ENG |
| | | h | system failures | | Refer to 3 Abnormal and Emergency Procedures |
| | | i | guidance for diversion in case of serious technical failure | | Refer to OM-A 2.3.6.5 Diversion of Flight<br>Refer to FCTM-PR-NP-SOP-CRUISE |
| | | j | ground proximity warning | | Refer to 3 SURV |
| | | k | ACAS / TCAS / AVAD | | Refer to 3 SURV |
| | | l | windshear | | Refer to 3 SURV |
| | | m | emergency landing/ditching | | Refer to 3 ENG<br>Refer to 3 MISC<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC-Emer Landing |
| | | n | for aeroplanes, departure contingency procedures | | Refer to TOPA. |

## AIRWORTHINESS STANDARD COMPLIANCE

### AIRLINE OPERATION CONTROL APPLICATIONS

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

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

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**AUTO FLIGHT SYSTEM**

Flight Management System

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

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

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

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

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

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

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

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

– FAA Advisory Circular 20-129 for baro VNAV

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

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

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

RNP 10 oceanic/remote area operations are approved:

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

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

Flight Guidance System

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

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

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

**BOARDCONNECT**

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

**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

The airworthiness approval is based on the assumption that:

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

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

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

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

**FANS - ATC DATALINK APPLICATION SYSTEM**

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

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

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

– The Air Traffic Control (ATC) environment and procedures

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

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

**KA SATCOM SYSTEM**

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

This technical approval does not constitute an operational approval.

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**MODE S - ADS-B OUT ENHANCED SURVEILLANCE**

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

**MODE S - EHS ENHANCED SURVEILLANCE**

**NAVIGATION PERFORMANCE**

- **With GPS PRIMARY:**

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

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

- **Without GPS PRIMARY:**

**REDUCED VERTICAL SEPARATION MINIMUM (RVSM)**

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

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

**NOISE LEVELS**

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

## OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0000900 / 28 JUN 2022
**Criteria: A319 (-AIBK, -AIBL, -AIBN, -AIBP)**
**Applicable to: D-AIBK, D-AIBL, D-AIBN, D-AIBP**

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

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

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### Airplane Fight Manual Reference

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

### AFM Supplement

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

### EASA ORO.MLR.100 Part B Compliance

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

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

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

Printouts are for information only!



| Chap | Sec | Item | Title | PRIOR APP. | Operator OM Page |
|---|---|---|---|---|---|
| | | d | for aeroplanes, exceeding structural limits such as overweight landing | | Refer to 8.3.15.2 Overweight Landing<br>Refer to 3 MISC OVERWEIGHT LDG<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC Overweight Landing |
| | | e | lightning strikes | | Refer to 8.1.10 Categories of Complaints |
| | | f | distress communications and alerting ATC to emergencies | | Refer to OM-A 12.12 Distress and Urgency Signals |
| | | g | engine/burner failure | | Refer to 3 ENG<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-ENG |
| | | h | system failures | | Refer to 3 Abnormal and Emergency Procedures |
| | | i | guidance for diversion in case of serious technical failure | | Refer to OM-A 2.3.6.5 Diversion of Flight<br>Refer to FCTM-PR-NP-SOP-CRUISE |
| | | j | ground proximity warning | | Refer to 3 SURV |
| | | k | ACAS / TCAS / AVAD | | Refer to 3 SURV |
| | | l | windshear | | Refer to 3 SURV |
| | | m | emergency landing/ditching | | Refer to 3 ENG<br>Refer to 3 MISC<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC-Emer Landing |
| | | n | for aeroplanes, departure contingency procedures | | Refer to TOPA. |

## AIRWORTHINESS STANDARD COMPLIANCE

### AIRLINE OPERATION CONTROL APPLICATIONS

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

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

Printouts are for information only!



**AUTO FLIGHT SYSTEM**

Flight Management System

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

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

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

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

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

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

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

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

– FAA Advisory Circular 20-129 for baro VNAV

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

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

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

RNP 10 oceanic/remote area operations are approved:

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

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

Flight Guidance System

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

– JAR 25

– ACJ 25.1329 for automatic flight system

– JAR AWO Subpart 1 - Automatic landing systems

– JAR AWO Subpart 2 - Category 2 operations

– JAR AWO Subpart 3 - Category 3 operations.

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

**BOARDCONNECT**

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

**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

The airworthiness approval is based on the assumption that:

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

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

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

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

**FANS - ATC DATALINK APPLICATION SYSTEM**

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

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

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

– The Air Traffic Control (ATC) environment and procedures

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

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

**KA SATCOM SYSTEM**

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

This technical approval does not constitute an operational approval.

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**MODE S - ADS-B OUT ENHANCED SURVEILLANCE**

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

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

**MODE S - EHS ENHANCED SURVEILLANCE**

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

**NAVIGATION PERFORMANCE**

- **With GPS PRIMARY:**

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

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

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

- **Without GPS PRIMARY:**

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

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

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### REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

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

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

### NOISE LEVELS

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

## OM-B CERTIFICATION BASIS

Ident.: 0-10-00000190.0001000 / 28 JUN 2022
**Criteria: A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ**

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

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

### Airplane Fight Manual Reference

| AFM | Description | Approval Reference | Approved By | Approval Date |
|---|---|---|---|---|
| A319/A320/A321 | Approved Flight Manual | 10083427 | EASA | 2023 12 05 |

### AFM Supplement

| Supplement | Description | Reference | Date |
|---|---|---|---|
| STC TA0668<br>FAA STC ST01432LA | Airworks Cockpit Door Surveillance System (CDSS) | | 28 AUG 2003 |
| EASA STC 10049061 | Installation of a Class II Electronic Flight Bag (EFB) | 10049061 | 08 MAY 2015 |
| Doc.-No. A-33–04/4621–AFM | Photoluminenscent Emergency Floor Path Marking System | 01/01 | 04 APR 2017 |
| EASA STC 10053544<br>EASA.A.064 | TCAS Change 7.1 | 10053544 | 04 JUN 2015 |
| A-00–16/39–AFM | BoardConnect | 01/03 | 31 OCT 16 |
| A-00–16/45–AFM | Ka Satcom System | 03/00 | 27 OCT 16 |
| EASA STC 10063638<br>EASA.A.064 | ADS-B Out Activation | 10063638 | 06 NOV 17 |

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| Supplement | Description | Reference | Date |
|---|---|---|---|
| A–34–05/260–AFM | Mode S Transponder for (EHS) Enhanced Surveillance | 27/05 | 27 JUN 05 |

**EASA ORO.MLR.100 Part B Compliance**

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

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

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

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| Chap | Sec | Item | Title | PRIOR APP. | Operator OM Page |
|---|---|---|---|---|---|
| | | | | | Refer to 3 MISC<br>Refer to eQRH<br>Refer to FCTM-PR-AEP-MISC-Emer Landing |
| | | n | for aeroplanes, departure contingency procedures | | Refer to TOPA. |

## AIRWORTHINESS STANDARD COMPLIANCE

### AIRLINE OPERATION CONTROL APPLICATIONS

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

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

### AUTO FLIGHT SYSTEM

Flight Management System

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

– IRS position and GPS update, or

– IRS position and radio navaid update, or

– IRS position only.

The FMGS also complies with the airworthiness part of:

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

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

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

– FAA AC 90-105 for:

  • RNP1 operations in Terminal area with or without RF leg

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- RNP APCH operations with or without APV BARO-VNAV Operations in final approach segment
- RNP APCH operations with or without RF leg capability in the initial, the intermediate and the missed approach segments.

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

– JAA TGL 10 for Precision RNAV (compliance with paragraph 8.2 has not been demonstrated)
– FAA Advisory Circular 20-129 for baro VNAV
– FAA Advisory Circular 90-100A for terminal and en route RNAV operations
– FAA Order 8400.33 for RNP 4 in oceanic and remote area
– FAA Order 8400.12A for RNP 10 in oceanic and remote area.

RNP 10 oceanic/remote area operations are approved:

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

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

Flight Guidance System

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

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

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

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**BOARDCONNECT**

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

**ELECTRONIC FLIGHT BAG - CLASS 2**

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

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

The airworthiness approval is based on the assumption that:

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

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

**FANS - ATC DATALINK APPLICATION SYSTEM**

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

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

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

– The Air Traffic Control (ATC) environment and procedures

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

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

**INERTIAL REFERENCE SYSTEM (IRS)**

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

**KA SATCOM SYSTEM**

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

This technical approval does not constitute an operational approval.

**MODE S - ADS-B OUT ENHANCED SURVEILLANCE**

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

**MODE S - EHS ENHANCED SURVEILLANCE**

**NAVIGATION PERFORMANCE**

- **With GPS PRIMARY:**

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

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

- **Without GPS PRIMARY:**

**REDUCED VERTICAL SEPARATION MINIMUM (RVSM)**

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

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

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**NOISE LEVELS**

## EFB LIBRARY-PAPER-MANUAL CORRELATION

Ident.: 0-10-00000191.0000001 / 28 JUN 2022
**Applicable to: ALL**

Within Lufthansa the "Operations Manual, Part B" (OM-B) is available on the EFB Library.

The Quick Reference Handbook (QRH) is the only part of the OM-B, which is still available on board as a paper version. In case of a difference in the information between the electronic and the paper version (due to different distribution processes), the electronic documentation on board is defined as the "Master" document.

## ARRANGEMENT OF INFORMATION

Ident.: 0-10-00000192.0000001 / 28 JUN 2022
**Applicable to: ALL**

### OM-B BREAKDOWN AND CHAPTER DESIGNATION

The structure of the Operations Manual Part B is equivalent to the "EASA Regulations Breakdown AMC3 ORO.MLR.100" and consists of the following chapters:

| OM-B Chapters | Designation |
|---|---|
| 0 | GENERAL INFORMATION AND UNITS OF MEASUREMENT |
| 1 | LIMITATIONS |
| 2 | NORMAL PROCEDURES |
| 3 | ABNORMAL AND EMERGENCY PROCEDURES |
| 4 | PERFORMANCE |
| 5 | FLIGHT PLANNING |
| 6 | MASS AND BALANCE |
| 7 | LOADING |
| 8 | CDL |
| 9 | MEL |
| 10 | SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN |
| 11 | EMERGENCY EVACUATION AND FIRE FIGHTING PROCEDURES |
| 12 | AIRCRAFT SYSTEMS |

The Operations Manual Part B is fitted with an introductory chapter called INT. This chapter contains all the information required for presentation of the revision information of the current revision as well as a revision history of a time period of six month.

### SUPPLEMENTED PUBLICATIONS

The Operations Manual Part B is supplemented by a QUICK REFERENCE HANDBOOK (QRH).

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# CONTENT OF OM-B CHAPTERS

Ident.: 0-10-00000193.0000001 / 28 JUN 2022
**Applicable to: ALL**

## CHAPTER 0 - GENERAL INFORMATION AND UNITS OF MEASUREMENT

General Information and Units of Measurement is repeated in all folders designated "OM-B" in order to provide an overview on the whole Operations Manual Part B even to holders of specific folders only.

## CHAPTER 1 - LIMITATIONS

Chapter 1 contains certification and company introduced limitations governing operation of the airplane. Only those limitations of interest to the flight crew will be given.

## CHAPTER 2 - NORMAL PROCEDURES

### STANDARD OPERATING PROCEDURES

This subchapter contains detailed procedures for conducting a normal flight with all airplane systems operational. Procedures are listed by phase of flight, starting with flight preparation and exterior safety inspection and extending through postflight duties at destination.

Line items define the steps to be accomplished during each phase of flight and are expanded to define the action required to perform the step.

### SUPPLEMENTARY PROCEDURES

This subchapter contains basic procedures which are either not related to a specific phase of flight or are not performed as routine daily procedures.

### SYSTEM RELATED PROCEDURES

This subchapter contains dedicated information for the use of the more complex systems during the different flight phases.

### SPECIAL OPERATIONS

This subchapter may contain performance information and procedures for non-standard flight operations due to aircraft systems, runway contamination and special environmental conditions.

### TASK SHARING

This subchapter contains a summary of the Standard Operating Procedures without expanded texts.

### NORMAL AND EXPANDED CHECKLIST

This subchapter contains a reproduction of the Normal Checklist and an Expanded Checklist with further clarifying information.

## CHAPTER 3 - ABNORMAL AND EMERGENCY PROCEDURES

This subchapter contains all procedures which can be related to foreseeable non-normal situations. The procedures are presented in expanded form which describes in detail how and why the procedure-steps

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are accomplished. The procedures are arranged in same sequence and with same title as used in the QRH (Quick Reference Handbook).

This subchapter also contains illustrations depict a typical flight path and the actions required at various points in those flight paths for a selection of abnormal procedures. Illustrations include speed schedules and flaps, landing gear, thrust setting or other control settings used during each operation.

*Note: Although the VO 965/2012 AIR OPS title suggests a differentiation between Abnormal and Emergency Procedures, this philosophy has not been adopted by the operator. Instead it has been agreed to maintain the VO 965/2012 AIR OPS title for this chapter but, for practical reasons, to make no distinction between both categories inside this chapter.*

**CHAPTER 4 - PERFORMANCE**

Chapter 4 is broken down into seven subchapters as follows:

**CHAPTER 4-1 - GENERAL**

This subchapter contains general performance information, definitions and conversions.

**CHAPTER 4-2 - TAKEOFF PERFORMANCE**

This subchapter contains takeoff performance information regarding takeoff thrust ratings, takeoff distances, takeoff flight paths in case of an engine failure and the description of the EFB Performance Application to determine takeoff data.

**CHAPTER 4-3 - INFLIGHT PERFORMANCE**

This subchapter contains climb, cruise, holding and descent performance data as well as altitude selection charts.

**CHAPTER 4-4 - LANDING PERFORMANCE**

This subchapter contains landing performance information regarding go-around limitations, landing distance requirements and landing speeds.

**CHAPTER 4-5 - ONE ENGINE OUT PERFORMANCE**

This subchapter contains data regarding altitude capability and descent strategies in case of one engine inoperative.

**CHAPTER 4-6 - NOT APPLICABLE**

**CHAPTER 4-7 - SPECIAL OPERATIONS PERFORMANCE**

This subchapter contains performance information and procedures for non-standard flight operations due to aircraft systems and runway contamination.

**CHAPTER 5 - FLIGHT PLANNING**

This chapter contains all necessary information for inflight, pre-flight and alternate planning.

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**CHAPTER 6 - MASS AND BALANCE**

This chapter contains weight limitations and CG limits.

*Note: Although the EASA regulation title suggests the use of the term "mass", related texts in the OM-B will apply the familiar designation "weight" instead.*

**CHAPTER 7 - LOADING**

This chapter contains loading limitations and fuel loading information including procedures.

**CHAPTER 8 - CDL**

This chapter contains the Configuration Deviation List (CDL) together with operational and maintenance information.

**CHAPTER 9 - MEL**

This chapter contains the Minimum Equipment List (MEL) together with operational and maintenance information.

**CHAPTER 10 - SURVIVAL AND EMERGENCY EQUIPMENT INCLUDING OXYGEN**

This chapter contains Survival and Emergency Equipment and Oxygen.

**CHAPTER 11 - EMERGENCY EVACUATION PROCEDURES**

This chapter contains Instructions and Preparation of the Emergency Evacuation Procedures and Fire Fighting.

**CHAPTER 12 - AIRPLANE SYSTEMS**

This chapter contains all the "need to know" material for a flight crew to conduct a safe and economic flight according to the established procedures in the other chapters of OM-B and in OM-A.

When several layouts are possible for the same cockpit interface (e.g. when the position of the ON/OFF label of a switch changes depending on the aircraft configuration), the OM-B may describe only one typical layout.

## CONTENT OF QUICK REFERENCE HANDBOOK (QRH)

Ident.: 0-10-00012932.0000001 / 24 APR 2024
**Applicable to: ALL**

**QRH - QUICK REFERENCE HANDBOOK**

The QRH is intended for quick reference assistance in line service and training.

**PAPER BOOKLET (PQRH) AND QRH PRESENTED ON ELECTRONIC DEVICE (SUBCHAPTER OF OM-B)**

– “Operational Information” and specific “Abnormal and Emergency Procedures” are listed.

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– To provide easy and rapid access to desired information, the Paper Quick Reference Handbook is a small booklet, bound so that it will lay flat when opened to any page.

**EQRH PRESENTED ON EFB**

– "Checklists" are listed.

– "OEBs" are listed.

– "Abnormal Procedures" are listed.

## MODIFICATIONS AFFECTING CONTENT OF THE OM-B

Ident.: 0-10-00000195.0000001 / 28 JUN 2022
**Applicable to: ALL**

Whenever an airplane modification affects a content of the OM-B, this is reflected in the respective OM-B chapters, for example as temporary information marked with an effectivity label to show pre- and post-Mod status.

To allow the flight crew to determine the actual modification status of the particular airplane, the "Additional Crew Items", which are content of the Hold Item List (HIL), containing operational relevant modifications which have been incorporated on the particular airplane as follows (example):

**"FWS - ATQC V5 INSTALLED EO (362794)"**

The content of "Additional Crew Items" published in the HIL, is sorted by ATA chapter numbers and will be updated by maintenance.

*Note:* *Modifications which appear in OM-B, but are not yet incorporated on any airplane of the fleet are not listed in the "Additional Crew Items".*

## DEFINITIONS

Ident.: 0-10-00000196.0000001 / 28 JUN 2022
**Applicable to: ALL**

Whenever used in the OM-B, the terms "Warning", "Caution", and "Note" are defined as follows:

| | |
|---|---|
| **WARNING** | Operating procedures, techniques, etc. which may result in personal injury or loss of life if not followed. |

| | |
|---|---|
| **CAUTION** | Operating procedures, techniques, etc. which may result in damage to equipment if not followed. |

– *Note:* *Operating procedures, techniques, etc.* considered essential to emphasize.
*Information contained in notes may also be safety related.*

The symbol " ⋖ " indicates that a paragraph or an illustration is applicable only if the related optional equipment is installed.

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## EFFECTIVITY STATEMENT

„Typical“: This effectivity statement will be used to indicate, that a paragraph or graphic reflects the standard configuration, whereby the actual configuration might slightly be different.

## INFORMATION TYPE AND LAYERS

Ident.: 0-10-00000197.0000001 / 28 JUN 2022
**Applicable to: ALL**

The OM-B has technical information that may be used for:

– Flight crew operations in flight, or on ground

– Airlines operations on ground

– Training.

To take the above-noted objectives into account, the OM-B is organized in three layers as follows:

– Layer 1: "Need to know"

  Layer 1 presents information that is necessary in the cockpit.

– Layer 2: "Nice to know"

  Layer 2 presents information that is used as a reference, in order to fully understand the logic of the aircraft and pilot interfaces.

– Layer 3: Detailed information

  Layer 3 provides more detailed explanations, that are not necessarily needed in flight.

*Note:* *The following examples show the visual characteristics of each kind of layer:*

| | |
|---|---|
| EXAMPLE | - Text in layer 1<br><br>Layer 1 is the default layer. No symbology when not following layer 2 or layer 3 information. |
| EXAMPLE | - Text in layer 2 |
| EXAMPLE | - Text in layer 3 |
| EXAMPLE | - Text in layer 1 (as this text follows a text in layer 2 or 3) |

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# OEB GENERAL DESCRIPTION

Ident.: 0-10-A-00000198.0000001 / 28 JUN 2022
**Applicable to: ALL**

## DEFINITION

An Operations Engineering Bulletin is published to inform Operators of any deviations from initial design objectives that have a significant operational impact. An OEB provides the Operators with technical information and temporary operational procedures that take into account these deviations.

An OEB:

- Is temporary and usually focuses on one operational subject only
- Is included in the OEB section of the QRH so that the flight crew can easily access it
- At any time during the flight, if the OEB conditions are applicable, the flight crew must apply the operational procedure(s) that is in the QRH OEB section.

Ident.: 0-10-A-00000199.0000001 / 28 JUN 2022
**Applicable to: ALL**

## TYPE OF OEB

OEBs can either be red or white, depending on their level of priority.

- RED OEBs are published to indicate that non-compliance with the recommended procedures may have a significant impact on the safe operation of the aircraft. The Operators shall provide all flight crews with these OEBs or their content without delay.
- WHITE OEBs are published to indicate that non-compliance with the recommended procedures may have a significant impact on aircraft operation. Airbus recommends that the Operators apply these OEBs within 30 days from the date of publication of these OEBs.

Airbus recommends that all operators rapidly incorporate the corrective Service Bulletins that cancel the OEB when they become available.

Ident.: 0-10-A-00000200.0000001 / 28 JUN 2022
**Applicable to: ALL**

## OEB CONTENT AND MANAGEMENT

### OEB IN THE QRH

Each OEB includes all of the following items:

- The title of the OEB PROC

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– The “ECAM ENTRY" field:

  This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/ caution.

  The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the "ECAM ENTRY" field and must apply the QRH’s OEB procedure instead.

– The OEB operational procedure(s) that the flight crew must apply

– The technical explanation of the deviation from the initial design objectives.

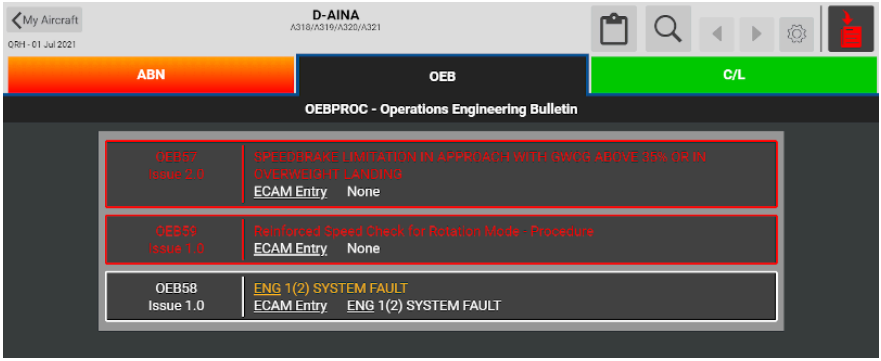
**OEB IMMEDIATE ACTIONS**

OEB Immediate Actions are actions that the flight crew must memorize, in order to be able to rapidly apply them, without referring the OEB.

OEB Immediate Actions are surrounded by a box in the OEB procedure, in order to enable the flight crew to easily identify them and are preceded by the phrase ‘IMMEDIATELY APPLY’.

**QRH LIST OF EFFECTIVE OEBS**

The LEOEB enables the flight crew to identify all the OEBs that are applicable to one specific aircraft.




The QRH LEOEB includes:

– The "Identification" field that identifies the OEB number and its issue number. The identification number and title of red OEBs are in red font in the eQRH. The identification number and title of white OEBs are in white font in the eQRH. This identification field enables the flight crew to easily identify the applicable OEBs before flight.

  *Note:* *OEBs are listed in numerical order and red OEBs are displayed before white OEBs.*

– The "Title" field provides the OEB title and the "ECAM Entry" part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

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| | |
|---|---|
| **CAUTION** | When Airbus provides the Operator with the LEOEB, the information "ECAM Entry " does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator's maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft.<br>It is the Operator's responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs. |

## TDU GENERAL DESCRIPTION

Ident.: 0-10-00000201.0000001 / 28 JUN 2022
**Applicable to: ALL**

A TDU in the FCOM informs the flight crew about a temporary change in a normal Standard Operating Procedure, Advisory or Limitations. The TDU contains the reason for change in order to better understand and memorize this temporary change.

The TDU contains several indications:

– The date of application of the new or revised content

– The reason for change explains why the section is updated with a short general description of the malfunction

– The yellow dash line indicates the affected documentary unit

– When applicable, the arrow link provides a link to the previous content.

## TAB GENERAL DESCRIPTION

Ident.: 0-10-00000202.0000001 / 28 JUN 2022
**Applicable to: ALL**

A TAB is a description of a system behavior that temporarily deviates from the intended system design and that the flight crew can notice.

The TAB enables the flight crew to better recognize, understand and if applicable, react to the abnormal system behavior in order to avoid any undue operational delay.

When applicable, temporary abnormal behaviors are described in the related section of the Aircraft System in a dedicated product folder identified as "Temporary Abnormal Behaviors".

Each TAB contains a description of the malfunction with alternative instruction called "Operational recommendation" (if applicable).

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Units Conversion Table ..... A

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## UNITS CONVERSION TABLE

Ident.: 0-20-00000203.0000001 / 28 JUN 2022
**Applicable to: ALL**

| | METRIC → US | US → METRIC |
|---|---|---|
| LENGTH | 1 millimeter (mm) = 0.0394 inch (in) | 1 inch (in) = 25.4 millimeter (mm) |
| | 1 meter (m) = 3.281 feet (ft) | 1 foot (ft) = 0.3048 meter (m) |
| | 1 meter (m) = 1.094 yard (yd) | 1 yard (yd) = 0.914 meter (m) |
| | 1 kilometer (km) = 0.540 nautical mile (nm) | 1 nautical mile (nm) = 1.852 kilometer (km) |
| SPEED | 1 meter/second (m/s) = 3.281 feet/second (ft/s) | 1 foot/second (ft/s) = 0.3048 meter/second (m/s) |
| | 1 kilometer/hour (km/h) = 0.540 knot (kt) | 1 knot (kt) = 1.852 kilometer/hour (km/h) |
| WEIGHT | 1 gram (g) = 0.353 ounce (oz) | 1 ouce (oz) = 28.35 grams (g) |
| | 1 kilogram (kg) = 2.2046 pounds (lb) | 1 pound (lb) = 0.4536 kilogram (kg) |
| | 1 ton (t) = 2 204.6 pounds (lb) | 1 pound (lb) = 0.0004536 ton (t) |
| FORCE | 1 Newton (N) = 0.2248 pounds (lb) | 1 pound (lb) = 4.448 Newtons (N) |
| | 1 deca Newton (daN) = 2.248 pounds (lb) | 1 pound (lb) = 0.4448 deca Newton (daN) |
| PRESSURE | 1 BAR = 14.505 pounds per square inch (PSI) | 1 pound per square inch (PSI) = 0.0689 bar |
| | 1 millibar (mbar) = 1 hpa = 0.0145 PSI | 1 PSI = 68.92 millibars (mbar) = 68.92 hpa |
| VOLUME | 1 liter (l) = 0.2642 U.S. Gallons | 1 US Gallon = 3.785 liters (l) |
| | 1 cubic meter ($m^3$) = 264.2 U.S. Gallons | 1 US Gallon = 0.003785 cubic meter ($m^3$) |
| | 1 liter (l) = 1.0568 Qt | 1 Qt = 0.94625 liter (l) |
| | 1 cubic meter ($m^3$) = 1056.8 Qt | 1 Qt = 0.000946 cubic meter ($m^3$) |
| MOMENTUM | 1 meter × deca Newton (daNm) = 88.50 pound × inch (in lb) | 1 pound × inch (in lb) = 0.0113 meter × deca Newton (daNm) |
| TEMPERATURE | t (°C) = 5/9 {t (°F) - 32} | t (°F) = t (°C) × 1.8 + 32 |

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Abbreviations - A ..... A
Abbreviations - B ..... B
Abbreviations - C ..... C
Abbreviations - D ..... D
Abbreviations - E ..... E
Abbreviations - F ..... F
Abbreviations - G ..... G
Abbreviations - H ..... H
Abbreviations - I ..... I
Abbreviations - J ..... J
Abbreviations - K ..... K
Abbreviations - L ..... L
Abbreviations - M ..... M
Abbreviations - N ..... N
Abbreviations - O ..... O
Abbreviations - P ..... P
Abbreviations - Q ..... Q
Abbreviations - R ..... R
Abbreviations - S ..... S
Abbreviations - T ..... T
Abbreviations - U ..... U
Abbreviations - V ..... V
Abbreviations - W ..... W
Abbreviations - X/ Y/ Z ..... X
Symbols ..... Y

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## ABBREVIATIONS - A

Ident.: 0-30-00009046.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| a | Speed of Sound |
| A | Ampere, Air, Alternate, Amber, Area, Autotune, Above (altitude) |
| A623 | ARINC 623 format for FANS A+ |
| AA | Airworthiness Authorities, Air-To-Air |
| AAIM | Aircraft Autonomous Integrity Monitoring |
| a.a.l. | above aerodrome level |
| AAL | Above Aerordrome Level |
| AAP | Additional Attendant Panel |
| AAPS | Ambient Absolute Pressure Sensor |
| AAR | Air to Air Refueling |
| AARA | Air to Air Refueling Area |
| AAT | Aircraft Allocation Table |
| A > B | A greater than B |
| A ≥ B | A greater than or equal to B |
| A < B | A smaller than B |
| A ≤ B | A smaller than or equal to B |
| ABB | Abbreviation |
| ABBR | Abbreviation |
| ABCU | Alternate Braking Control Unit |
| ABDC | Avionics Broadcast Data Collector |
| ABI | Advanced Boundary Information |
| ABM | Abeam |
| ABN | Abnormal |
| ABNORM | Abnormal |
| ABN PROC | Abnormal Procedure |
| ABP | Abled Body Passenger |
| A/BRK | Auto Brake |
| ABS | Auto Brake System |
| ABSELV | Alternate Brake Selector Valve |
| ABSORB | Absorber |
| ABV | Above |

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| Abbreviation | Term |
|---|---|
| ABS VAL | Absolute Value |
| AC | Alternating Current, Advisory Circular, Air Conditioning, Aircraft |
| A/C | Aircraft, Air Conditioning |
| ACARS | Aircraft (ARINC) Communication Addressing and Reporting System |
| ACAS | Airborne Collision Avoidance System |
| ACC | Active Clearance Control, Acceleration, Aft Cargo Compartment, Area Control Centre |
| ACCEL | Acceleration, Accelerate |
| ACCELMTR | Accelerometer |
| ACESS | Advanced Cabin Entertainment Service System |
| ACCU | Accumulator |
| ACCUR | Accuracy |
| ACD | Additional Control Device, Airworthiness Compliance Document |
| ACF | Approvals and Certificates Folder |
| ACFT | Aircraft |
| ACG | Aircraft Center of Gravity |
| ACH | Aircraft change |
| ACID | Aircraft Identifier |
| ACK | Acknowledge |
| ACL | ATC Clearance |
| ACM | Air Cooling Machine, Air Cycle Machine, Aircraft Configuration Matrix, Aircraft Conversion Manual, ATC Communications Management (service), Additional Crew Member |
| ACMF | Aircraft Condition Monitoring Function |
| ACMP | AC Motor Driven Demand Pump |
| ACMS | Aircraft Condition Monitoring System |
| ACN | Aircraft Classification Number, Aircraft Customer Number |
| ACO | Automatic Call Out |
| A/COLL | Anti-Collision |
| ACP | Audio Control Panel (Cockpit), Area Call Panel (Cabin) |
| ACQ | Acquire, Acquisition Mode |
| ACQN | Acquisition |
| ACR | Avionics Communication Router |
| ACS | Access, Air Conditioning System |
| ACSC | Air Conditioning System Controller |
| ACT | Additional Center Tank, Active |
| ACTVT | Activate |

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| Abbreviation | Term |
|---|---|
| ACU | Air Cooling Unit, Airshow Control Unit, Antenna Coupler Unit |
| ACUTE | AIRBUS Cockpit Universal Thrust Emulator |
| AD | Airworthiness Directive, Aerodrome |
| A/D | Analog/Digital |
| ADAC | Advise acceptance |
| ADAR | Advise arrival |
| ADB | Airport Data Base, Area Distribution Box |
| ADC | Air Data Computer |
| ADCU | Automatic Deployment Control Unit |
| ADD | Additional |
| ADDA | Advise on arrival |
| ADF | Automatic Direction Finder |
| ADG | Air Driven Generator |
| ADI | Attitude Director Indicator ADS Air Data System |
| ADIRS | Air Data Inertial Reference System |
| ADIRU | Air Data/Inertial Reference Unit |
| ADJ | Adjust |
| ADK | Activate/ Dialing Key |
| ADL | Automatic Data Loading, Airborne Data Loader |
| ADLU | Airborne Data Loading Unit |
| ADM | Air Data Module |
| ADOM | Approved Deviation to OSD-MMEL |
| ADP | Air Driven Pump |
| ADR | Air Data Reference, ACARS Defect Report |
| ADS | Air Data System, Automatic Dependent Surveillance |
| ADS-B | Automatic Dependent Surveillance-Broadcast |
| ADS-C | Automatic Dependent Surveillance-Contract |
| ADSP | Automatic Dependent Surveillance Panel (an ICAO group) |
| ADT | Approved Departure Time, Autonomous Distress Tracking |
| ADV | Advisory |
| ADx | Primary (AD1) or Secondary (AD2) ADF radio |
| AE | Audio Entertainment |
| AEA | Association of European Airlines |
| AEEC | Airlines Electronic Engineering Committee |

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| Abbreviation | Term |
|---|---|
| AEM | Audio Entertainment Multiplexer |
| AeMC | Aeromedical Centre |
| AEO | All Engine Operative |
| AERO | Aviation Route Weather Control |
| AES | Automatic Extension System, Airborne Earth Station |
| AESS | Aircraft Environment Surveillance System |
| AESU | Aircraft Environment Surveillance Unit |
| AETR | Audio Entertainment Tape Reproducer |
| AEVC | Avionic Equipment Ventilation Computer |
| AF | DME Arc to Fixed Waypoint, Audio Frequency, Initial Approach Fix |
| A/F | Auto Flight |
| AFCS | Automatic Flight Control System |
| AFD | Autopilot Flight Director |
| AFDS | Autopilot Flight Director System |
| AFDX | Avionics Full Duplex Switched Ethernet |
| AFE | Altitude above the Field Elevation |
| AFGS | Automatic Flight Guidance System |
| AFIS | Airline in Flight Information System |
| A.FLOOR | Alpha Floor |
| AFM | Aircraft Flight Manual |
| AFMR | Airframer |
| AFN | ATS Facilities Notification |
| AFOLTS | Automatic Fire Overheat Logic Test System |
| AFS | Automatic Flight System |
| AFT | Rear part |
| AFTN | Aeronautical Fixed Telecommunication Network |
| AG | Air to Ground |
| A/G | Air to Ground |
| AGB | Accessory Gearbox |
| AGC | Automatic Gain Control |
| AGFS | Arbeits Gemeinschaft Flight Standards |
| AGL | Above Ground Level |
| AGP | Alternate Gauging Processor |
| AGS | Air Generation System |

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| Abbreviation | Term |
|---|---|
| AGT | Auto Ground Transfer, Travel Agent |
| AGU | Air Generation Unit |
| AGW | Actual Gross Weight |
| AH | Ampere Hour |
| AHP | Anti Hijacking Panel |
| AHR | Attitude and Heading Reference System |
| AHRS | Attitude and Heading Reference System |
| AI | Airborne Interception (radar), Analog Input |
| A/I | Anti-Ice |
| A.ICE | Anti-ice, Anti-icing |
| A-ICE | Anti-ice, Anti-icing |
| AICU | Anti-Ice Control Unit |
| AID | Aircraft Interface Device |
| AIDC | ATC Inter-centre Data Communications |
| AIDS | Aircraft Integrated Data System |
| AIL | Aileron |
| AIP | Additional Indication Panel, Attendant Indication Panel, Aeronautical Information Publication |
| AIR | Aircraft Inspection Report |
| AIRAC | Aeronautical Information Regulation And Control |
| AIRB | Airborne |
| AIR COND | Air Conditioning |
| AIRE | Atlantic Interoperability initiative to Reduce Emissions |
| AIREP | Special Air Report of Braking Action |
| AIRMAN | AIRcraft Maintenance ANalysis |
| AIS | Aeronautical Information Service |
| AIU | Audio Interface Unit |
| AIV | ACM Isolating Valve |
| AJ | Anti Jam |
| AKK | Abfertigungskonzept Kont |
| A/L | Airline |
| ALC | Amber Landing Concept |
| ALD | Actual Landing Distance |
| ALF | Aft Looking Forward |
| ALI | Airworthiness Limitations Items |

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| Abbreviation | Term |
|---|---|
| ALIGN | Alignment |
| ALLA | ATN Lower Layer Access (part of the PETAL-II Front-End Processor architecture) |
| ALL ENG FF | All Engine Fuel Flow |
| ALPHA (α) | Angle of Attack |
| ALT | Altitude |
| ALT* | Altitude Capture Mode |
| ALT CRZ | Altitude Hold of the Cruise Flight Level |
| ALT CRZ* | Altitude Capture of the Cruise Flight Level |
| ALT CST | Altitude Constraint Hold Mode |
| ALT CST* | Altitude Constraint Capture Mode |
| ALT RPTG | Altitude Reporting |
| ALTM | Altimeter |
| ALTN | Alternate, Alternative |
| ALTRV | Altitude Reservation |
| ALTSM | Altimeter Setting Monitor |
| AM | Amplitude Modulation |
| AMAGAS | Aircraft Malfunction And Ground Action System |
| AMB | Ambient |
| AMC | Acceptable Means of Compliance, ATC Microphone Check (service) |
| AMCLD | Active Matrix Liquid Crystal Display |
| AME | Areomedical Examiner |
| AMI | Airline Modifiable Information |
| AMM | Aircraft Maintenance Manual, Airport Moving Map |
| AMOC | Alternative Method of Compliance |
| AMP | Ampere, Amplifier |
| AMPL | Amplifier |
| AMS | Aircraft Management System |
| AMSL | Above Mean Sea Level |
| AMU | Audio Management Unit |
| A/N | Alphanumeric |
| ANC | Acoustic Noise Control, Active Noise Control |
| ANN | Annunciator |
| ANP | Actual Navigation Performance |
| ANS | Airport Navigation System |

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| Abbreviation | Term |
|---|---|
| ANSA | At Nearest Suitable Airport |
| ANSOG | Airplane Network Security Operator Guidance |
| ANSP | Air Navigation System Provider |
| ANSU | Aircraft Network Server Unit |
| ANT | Antenna |
| AO | Analog Output |
| AOA | Angle Of Attack |
| AOC | Airline Operational Control, Airline Operational Communications, Air Operator Certificate |
| AOD | Audio On Demand |
| AOG | Aircraft On Ground |
| AOIP | ACARS Over Internet Protocol |
| AOLF | Available Off-Load Fuel |
| AOM | Aircraft Operating Manual |
| AOS | Airline Operational Support |
| AOT | All Operator Telex, Alert Operators Transmission |
| AP | Autopilot |
| A/P | Autopilot, Airport |
| APB | Auxiliary Power Breaker |
| APCH | Approach |
| APD | Approach Progress Display |
| APF | Airline Policy File, Aft Pylon Fairing |
| AP/FD | Autopilot/ Flight Director |
| API | Application Program Interface |
| APL | Airplane |
| APM | Airplane Personality Module |
| APP | Approach, Accident Prevention and Flight Safety Programme |
| APPL | Application |
| APPR | Approach |
| APPROX | Approximately |
| APPSM | Approach Stabilization Monitor |
| APPU | Asymmetry Position Pick Off Unit |
| APT | Alternate Pressure Transmitter |
| APV | Approach Procedure with Vertical guidance |
| APU | Auxiliary Power Unit |

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| Abbreviation | Term |
|---|---|
| APS | Auxiliary Power Supply |
| AR | As Required, Authorization Required |
| A/R | Audio Reproducer |
| ARC | Air Refueling Computer, Arc to Fix/Radius to Fix, Automatic Rollout Control |
| ARCTM | Air Refueling Combined Tasking Message |
| ARINC | Aeronautical Radio Incorporated |
| ARM | Airworthiness Review Meeting |
| ARN | Aircraft Registration Number |
| ARND | Around |
| ARNK | Arrival unknown |
| ARO | Air Refueling Operator |
| ARP | Air Report Message, Aerospace Recommended Practices |
| ARPT | Airport |
| ARR | Arrival, Arriving |
| ARS | Auto Retraction System |
| ARU | Aircraft Router Unit |
| ARV | Alternate Refill Valves |
| AS | Airspeed |
| A/S | Airspeed |
| ASA | All Speed Aileron, Autoland Status Annunciation |
| ASAP | As Soon As Possible |
| ASC | Airplane System Code |
| ASCII | American Standard Code for Information Interchange |
| ASCTU | Air Supply Control and Test Unit |
| ASD | Accelerate Stop Distance |
| ASDA | Accelerate Stop Distance Available |
| ASDAR | Aircraft to Satellite Data Relay System |
| ASE | Application Service Element |
| ASELV | Alternate Selector Valve |
| ASI | Air Speed Indicator |
| A/SKID | Anti-Skid |
| A-SKID | Anti-Skid |
| ASM | Aircraft Schematics Manual, Adhoc Schedule Message |
| ASN.1 | Abstract Syntax Notation One, an international standard for specifying data |

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| Abbreviation | Term |
|---|---|
| ASP | Audio Selector Panel |
| ASPSU | Autonomous Standby Power Supply Unit |
| ASR | Airport Surveillance Radar |
| ASSY | Assembly |
| A/STAB | Auto Stabilizer |
| ASTU | Automatic Stabilizer Trim Unit |
| ASU | Air Supply Unit |
| ASV | Alternate Servo Valve |
| ASYM | Asymmetrical |
| AT | Auto Thrust, Auto Throttle, Air Transport |
| A/T | Adjustment/Test, Auto Throttle |
| ATA | Air Transport Association of America, Active Turbulence Alleviation, Actual Time of Arrival |
| ATC | Air Traffic Control |
| ATCC | Air Traffic Control Center |
| ATCCOM | Air Traffic Control Communication |
| ATCO | Air Traffic Control Officer |
| ATD | Actual Time of Departure |
| ATE | Automatic Test Equipment |
| ATHR | Autothrust |
| A/THR | Autothrust |
| ATIS | Automatic Terminal Information Service, Airbus Technical Information System |
| ATK | Along Track Distance |
| ATLAS | Abbreviated Test Language for Avionics (All) Systems |
| ATM | Air Traffic Management |
| ATN | Aeronautical Telecommunication Network |
| ATNP | Aeronautical Telecommunications Network Panel |
| ATNSI | ATN Systems Incorporated |
| ATO | Air Tasking Order |
| ATP | Allied Tactical Publication |
| ATPL | Airline Transport Pilot Licence |
| ATQC | Airbus Temporary Quick Change |
| ATR | Audio Tape Reproducer |
| ATS | Air Traffic Service, Auto Thrust/ Throttle System |
| ATSAW | Airborne Traffic Situational Awareness |

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| Abbreviation | Term |
|---|---|
| ATSMP | Air Traffic Services Message Processor |
| ATSP | Air Traffic Service Provider |
| ATSU | Air Traffic Service Unit, |
| ATT | Attitude |
| ATTND | Attendant |
| AUTO | Automatic |
| AUTO BRK | Autobrake |
| AUTO LAND | Automatic Landing |
| AUX | Auxiliary |
| AVAIL | Available, Availability |
| AV | Altitude Valve |
| AVG | Average |
| AVNCS | Avionics |
| AVOD | Audio/Video on Demand |
| AVS | Avionics Ventilation System |
| AVSAT | Aviation Satellite System |
| AVM | Airborne Vibration System |
| AVML | Vegetarian Meal - Asiatic |
| AWM | Aircraft Wiring Manual |
| AWO | All Weather Operation |
| AWRF | Appropriate Weather Report and Forecast |
| AWY | Airway |
| AY | Lateral Acceleration |
| AZ | Vertical Acceleration, Azimuth |
| AZFW | Actual Zero Fuel Weight |
| AZIM | Azimuth |

## ABBREVIATIONS - B

Ident.: 0-30-00009047.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| B | Blue |
| BA | Broadband Antenna |
| BACF | Braking Action Computation Function |

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| Abbreviation | Term |
|---|---|
| BACV | Buffer Air Check Valve |
| BAL | Balance |
| BARO | Barometric |
| BASOV | Buffer Air Shut Off Valve |
| BAT | Battery (Electrical) |
| BATAP | A protocol used by ground systems to access the SITA network |
| BB | Broad Band |
| B/B | Back-Beam |
| BBAND | Broadband |
| BBML | Baby Meal |
| BBRG | Ball Bearing |
| BC | Business Class, Broadband Controller |
| B/C | Back Course, Business Class |
| BCC | Bulk Cargo Compartment, Bleed Control Computer |
| BCD | Binary Coded Decimal |
| BCDS | Bite Centralized Data System |
| BCF | Brake Cooling Fan |
| BCL | Battery Charge Limit |
| BCM | Backup Control Module |
| BCN | Beacon |
| BCRC | Bulk Crew Rest Compartment |
| B/CRS | Back Course |
| BCS | Brake Control System, Block Check Sum |
| BCU | Brake Control Unit, Bus Control Unit |
| B/D | Bottom of Descent |
| B-DAP | Broadcast Downlink of Airborne Parameters |
| BDLI | Bundesverband der Deutschen Luft- und Raumfahrt Industrie |
| BEA | Bureau Enquete Accidents |
| BFE | Buyer Furnished Equipment |
| BFO | Beat Frequency Oscillator |
| BGM | Boarding Music |
| BH | Block Hours |
| BI | Basic Index |
| BIT | Built In Test |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| BITE | Built-in Test Equipment |
| BIU | Bite Interface Unit |
| BKUP | Backup |
| BLD | Bleed |
| BLG | Body Landing Gear |
| BLK | Black, Block |
| BLND | Blind passenger |
| BLV | Bleed Valve |
| BLW | Below |
| BM | Beam, Bending Moment |
| BMC | Bleed Monitoring Computer |
| BMCP | Boarding Music Control Panel |
| BMV | Brake Metering Valve, Bundesministerium für Verkehr |
| BNR | Binary Numerical Representation |
| BOP | Booking Survey Passenger |
| BOV | Bias Out of View |
| BPCU | Bus Power Control Unit |
| BPPU | Backup Position Pick-Off-Unit |
| BPS | Bleed Pressure Sensor, Backup Power Supply, Bits Per Second |
| BRG | Bearing |
| BRK | Brake |
| BRKR | Breaker |
| BRT | Bright, Brightness |
| BSCS | Brake and Steering Control System |
| BSCT | Bassinet/baby basket |
| BSCU | Brake and Steering Control Unit |
| BSU | Beam Steering Unit |
| BSV | Brake Shuttle Valve, Burner Staging Valve |
| BTAC | Belly Taxi Aid Camera |
| BTB | Bus Tie Breaker |
| BTC | Bus Tie Contactor |
| BTL | Bottle |
| BTMS | Brake Temperature Monitoring System |
| BTMU | Brake Temperature Monitoring Unit |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| BTN | Button |
| BTS | Brake Temperature Sensor, Base Transceiver Station |
| BTV | Brake To Vacate |
| BUS | Busbar |
| BUSS | Back Up Speed Scale |
| BW | Back Course Marker |
| BWS | Body Wheel Steering |
| BYDU | Back up Yaw Damper Unit |

## ABBREVIATIONS - C

Ident.: 0-30-00009048.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| C | Celsius, Centigrade, Close, Cyan, Cold |
| CA | Cabin Attendant |
| C/A | Cabin Attendant |
| C of A | Certificate of Airworthiness |
| CAA | Civil Aviation Authority |
| CAB | Cabin |
| CADC | Central Air Data Computer |
| CAL | Calibration |
| CAM | Cabin Area Microphone, Cabin Assignment Module, Corrective Action Monitoring |
| CAMO | Continuing Airworthiness Management Organization |
| CAN | Controller Area Network |
| CANC | Cancellation |
| CAO | Cargo Aircraft Only (Dangerous Goods) |
| CAP | Capable, Controller Access Parameters |
| CAPT | Captain, Capture |
| CAR | Civil Aviation Requirements |
| CARP | Calculated Air Release Point |
| CAS | Calibrated Air Speed, Computed Air Speed, Calculated Air Speed, Cabin Attendant Seat, Collision Avoidance System |
| CAT | Category, Clear Air Turbulence |
| CAUT | Caution |
| C/A | Coarse Acquisition |

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| Abbreviation | Term |
|---|---|
| CB | Circuit Breaker |
| C/B | Circuit Breaker |
| CBBG | Cabin Baggage |
| CBMF | Circuit-Breaker Monitoring Function |
| CBT | Computer Based Training |
| CBMS | Circuit Breaker Monitoring System |
| CBMU | Circuit Breaker Monitoring Unit |
| CBV | Cross Bleed Valve |
| CC | Cabin Crew |
| CC1 | Cabin Crew 1 |
| CCA | Central Control Actuator |
| CCB | Cabin Crew Bulletin<br>Cargo Control Box |
| CCC | Crew Coordination Concept |
| CCCV | Core Compartment Cooling Valve |
| CCD | Cursor Control Device |
| CCDA | Cabin Crew Digital Assistant |
| CCH | Crew Change |
| CCL | CIDS Caution Light<br>Cargo Compartment Light |
| C/CL | Business Class |
| CCM | Cabin Configuration Module |
| CCOM | Cabin Crew Operating Manual |
| CCQ | Cross Crew Qualification |
| CCR | Credit Card Reader |
| CCRC | Cabin Crew Rest Compartment |
| CCRM | Cabin Crew Rest Module |
| CCS | Cabin Communication System, Cabin Connectivity System |
| CCTM | Cabin Configuration Test Module |
| CCTV | Closed Circuit Television |
| CCW | Counter Clockwise |
| CD | Compact Disc, Drag Coefficient |
| CDA | Continuous Descent Approach, Departure Clearance Acceptance Message, Current Data Authority |
| CDAS | Cargo Door Actuation System |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| CDAM | Centralized Data Acquisition Module |
| CDFA | Continuous descent final approach |
| CDI | Coursed Deviation Indicator |
| CDL | Configuration Deviation List |
| CDLCU | Cockpit Door Lock Control Unit |
| CDLS | Cockpit Door Locking System |
| CDO | Continuous Descent Operations |
| CDP | Compressor Discharge Pressure |
| CDR | Compact Disc Reproducer |
| CDS | Control and Display System |
| CDSS | Cockpit Door Surveillance System |
| CDU | Control and Display Unit |
| CEC | Center Equipment Center |
| CECAM | Centralized Cabin Monitoring |
| CELLI | Ceiling Emergency LED Light |
| CER | Cabin Electronics Rack |
| CF | Cost of Fuel, Final Approach Course to Fix |
| CFDIU | Centralized Fault Data Interface Unit |
| CFDS | Centralized Fault Display System |
| CFG | Configuration |
| CFIT | Controlled Flight Into Terrain |
| CFM | Cubic Feet Per Minute |
| CFMU | Centralized Flow Management Unit |
| CFO | Company FMS Overlay |
| CFP | Computerized Flight Plan |
| CFR | Code of Federal Regulations |
| CFRP | Carbon Fibre Reinforced Plastic |
| CFY | Clarify your message not understood |
| CG | Center of Gravity |
| CGCC | Center of Gravity control Computer |
| CH | Channel |
| CHA | Channel |
| CHAN | Channel |
| CHD | Child |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| CHG | Change |
| CHI | Computer Human Interface |
| CHK | Check |
| CHM | Chime |
| CHR | Chronometer |
| CHRG | Charge |
| CHRO | Chronometer |
| CI | Cost Index |
| CIC | Cabin Interphone Controller |
| CIDS | Cabin Intercommunication Data System |
| CIDS-SDF | Cabin Intercommunication Data System - Smoke Detection Function |
| CIH | Cabin Interphone Handset |
| CIN | Change Indication Number |
| CINS | Cabin Information Network System |
| CINS | Cabin Information Network System |
| CIS | Cabin Interphone System, Commonwealth of Independent States |
| CIT | Compressor Inlet Temperature |
| CIU | Control Indicator Unit |
| CIWS | Central Instrument Warning System |
| CK | Check |
| CKD | Checked |
| CKPT | Cockpit |
| CKT | Circuit |
| CL | Coefficient of Lift, Climb Detent on Thrust Levers, Climb, Clutch, Center Line, Check List, Close |
| C/L | Check List |
| CLA | Oceanic Clearance Readback |
| CLB | Climb, Cabin Log Book |
| CLD | Closed |
| CLG | Ceiling, Center Landing Gear |
| CLK | Clock |
| CLNG | Ceiling |
| CLR | Clear |
| CLR ALT | Clearance Altitude |
| CLS | Cargo Loading System |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| CLSD | Closed |
| CLSG | Closing |
| CLX | Oceanic Clearance |
| CM | Centimeter, Cell Modem, Crew Member, Context Management |
| C/M | Crew Member |
| CM1 | Crew Member (left seat pilot) |
| CM2 | Crew Member (right seat pilot) |
| CM3 | Crew Member (any person on the observer seat) |
| CMA | Canadian Marconi (Avionics) |
| CMB | (Radio Frequency) Combiner |
| CMC | Central Maintenance Computer |
| CMD | Command |
| CMF | Centralized Maintenance Function |
| CMI | Cabin Management Interface |
| CML | Consumable Material List |
| CMPTR | Computer |
| CMS | Constant Mach Segment, Cabin Management System, Centralized Maintenance System |
| CMT | Cabin Management Terminal |
| CMU | Communications Management Unit |
| CMV | Concentrator and Multiplexer for Video, Converted Meterological Visibility |
| CMx | Primary (CM1) or Secondary (CM2) COM radio |
| CNL | Cancellation |
| CNS | Communication, Navigation and Surveillance |
| CNTL | Control |
| CNTOR | Contactor |
| CNTR | Counter |
| CNX | Cancelled |
| CO | Company |
| COAT | Corrected outside air temperature |
| COC | Cabin Operational Center, Customer Originated Changes, Cockpit (crew) |
| COL | Column |
| COM | Communication, Command |
| COMM | Communication |
| COMMS | Communication Radios |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| COMP | Compartment, Compensator |
| COMPT | Compartment |
| CON | Max Continuous |
| CONC | Concentrator, Concerning |
| COND | Condition, Conditioned, Conditioning |
| CONF | Configuration, Conference Call on Handset |
| CONFIG | Configuration |
| CONT | Continued, Control |
| CONV | Converter |
| CONX | Connect, -ing, -ion, -ed |
| COOL | Cooling |
| COORD | Coordinate |
| COP | Crew Operating Procedure |
| COR | Correction to prvious |
| CORR | Correct |
| CO RTE | Company Route |
| COTS | Commercial Off-the -Shelf |
| COUR | Courier |
| COWL | Cowling |
| CP | Control Panel, Crew Panel, Center of Pressure, Captain |
| CPA | Closest Point of Approach |
| CPC | Cabin Pressure Controller |
| CPCS | Cabin Pressure Control System |
| CPCU | Cabin Pressure Control Unit |
| CPDLC | Controller-Pilot Datalink Communication |
| C-PED | Controlled Portable Electronic Device |
| CPFSK | Continuous Phase Frequency Shift Key |
| CPIOM | Core Processing Input/ Output Module |
| CPL | Couple |
| CPS | Compass |
| CPT | Captain |
| CPTR | Computer |
| CPNY | Company |
| CPU | Central Processing Unit |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| CR | Cruise, Change Request |
| CRA | Crew Remote Access |
| CRC | Continuous Repetitive Chime, Crew Rest Compartment, Central Radio Control, Cruise Relief Copilot |
| CRDC | Common Remote Data Concentrator |
| CRG | Cargo |
| CRM | Crew Resource Management |
| CRP | Computed Air Release Point |
| CRS | Course, Certificate of Release to Service |
| CRSD | Crew Rest Smoke Detection |
| CRT | Cathode Ray Tube |
| CRU | Central Refrigeration Unit, Card Reader Unit |
| CRZ | Cruise |
| CS | Certification Specifications |
| C/S | Call Sign |
| CS 25 | On Certification Specifications, including Airworthiness Codes and acceptable means of Compliance, for large Aeroplanes (CS-25) |
| C/SA | Business Class when Seat Available |
| CSCU | Cargo Smoke Control Unit |
| CSD | Constant Speed Drive |
| CS-E | Certification Specifications for Engines |
| CSEU | Control System Electronics Unit |
| CSM/G | Constant Speed Motor/ Generator |
| CSN | Catalog Sequence Number |
| CSP | Cockpit Smartphone |
| CSR | Confidential Safety Report |
| CSS | Cockpit Safety Survay |
| CST | Cabin Service Trainer<br>Constraint |
| CSTR | Constraint |
| CSU | Cassette Stowage Unit, Command Sensor Unit |
| CT | Cost of Time, Crew Terminal |
| CTA | Control Area |
| CTC | Common Trajectory Coordination |
| CTK | Center Tank |
| CTL | Control |

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| Abbreviation | Term |
|---|---|
| CTLR | Controller |
| CTOT | Coordinated Take Off Time (Slot) |
| CTR | Center |
| CTS | Contact, -ed, -ing |
| CTU | Cabin Telecommunication Unit |
| CU | Control Unit |
| CUDU | Current Unbalance Detection Unit |
| CV | Check Valve |
| CVMS | Cabin Video Monitoring System |
| CVR | Cockpit Voice Recorder |
| CVRS | Cockpit Voice Recorder System |
| CVSS | Cockpit Video Surveillance System |
| CW | Clockwise |
| C&W | Caution and Warning |
| CWLU | Cabin Wireless LAN Units |
| CWS | Central Warning System, Cabin Work Station, Crew Work Station, Control Wheel Steering |
| CWT | Center Wing Tank |
| CWY | Clearway |
| Cx | COM radio (primary: CM1, secondary: CM2) |
| CXX | Cancellation of flight (internal) |
| CY | Cycle |
| CYL | Cylinder |

## ABBREVIATIONS - D

Ident.: 0-30-00009049.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| D | Drag |
| DA | Decision Altitude, Drift Angle |
| D/A | Digital to Analog |
| DAA | Digital Analog Adapter |
| DAC | Digital Audio Control |
| DADC | Digital Air Data Computer |
| DAF | Damping Augmentation Function |

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| Abbreviation | Term |
|---|---|
| daN | DecaNewton (Load) |
| DAP | Downlink Airborne Parameters |
| DAR | Digital ACMS Recorder, Digital AIDS Recorder |
| DASM | Doors Actuators Symmetry Monitoring |
| D-ATIS | Datalink Automatic Terminal Information Service |
| dB | Decibel |
| DB | Decibel, Data Base |
| D-BIT | Delivery Confirmation Bit |
| DBML | Diabetic Meal |
| DBUS | Digital Backup Speed |
| DC | Direct Current |
| DCAS | Digital Controlled Audio System |
| DCC | Digital Cockpit Controller |
| DCDR | Decoder |
| DCDU | Datalink Control and Display Unit |
| DCIR | DC-Isolation Relay |
| DCL | Departure Clearance, Digital Cabin Logbook |
| DCMS | Door Control and Monitoring System |
| DCR | Dock-on Crew Rest<br>Digital Crew Report (dCR) |
| DCT | Direct To |
| DCV | Directional Control Valve<br>Double Check Valve |
| DD | Driftdown, DME/DME |
| D/D | Engine Out Drift Down Point |
| DDD | Decompression Deceleration Device |
| DDG | Dispatch Deviations Guide |
| DDRMI | Digital Distance and Radio Magnetic Indication |
| DEAF | Deaf-mute passenger |
| DEC | Declination |
| DECEL | Decelerate, Deceleration Point |
| DED | Dedicated, Directorate of EATCHIP Development |
| DEF | Definition |
| DEG | Degree |

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| Abbreviation | Term |
|---|---|
| DEL | Delay Message, Delete |
| DELTA P (ΔP) | Differential Pressure |
| DEM | Demand |
| DEP | Departure |
| DEPA | Deportee with escort |
| DEPO | Deportee |
| DEPS | Door Emergency Power Supply |
| DEPT | Department, Departure |
| DES | Descend, Descent, Destination |
| DEST | Destination |
| DET | Detection, Detector |
| DEU | Decoder/ Encoder Unit |
| DEV | Deviation |
| DF | Direction Finding, Direct to Fix |
| DFA | Delayed Flap Approach |
| DFDAC | Digital Flight Data Acquisition Card |
| DFDAU | Digital Flight Data Acquisition Unit |
| DFDR | Digital Flight Data Recorder |
| DFT | Drift |
| DG | Directional GYRO |
| DGNSS | Differential Global Navigation Satellite System |
| DGAC | Direction Generale de l'Aviation Civile |
| DGR | Dangerous Goods Regulations |
| DH | Decision Height, Dead-heading |
| DI | Deicing, Data Input, Discrete Input |
| DIA | Diameter |
| DIFF | Differential |
| DIM | Dimming, Dimension |
| DIP | Diplexer |
| DIR | Direction, Direct, Director |
| DIR TO | Direct to |
| DIS | Distance |
| DISA | Deviation from ISA law |
| DISC | Disconnection, Disconnect, Disconnected |

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| Abbreviation | Term |
|---|---|
| DISCON | (Route) Discontinuity |
| DISCH | Discharge |
| DISPL | Display |
| DIST | Distance |
| DISTR | Distribution |
| DITCH | Ditching |
| DITS | Digital Information Transfer System |
| DIU | Digital Interface Unit |
| DIV | Diversion |
| DL | Downlink |
| DLAP | Data Link Application Processor |
| DLCM | Data Loading Configuration Manager |
| DLCS | Data Loading Configuration System |
| DLI | Dead Load Index |
| DLIC | Data Link Initiation Capability |
| DLK | Data Link |
| DLP | Data Loader Panel (SATCOM) |
| DLR | Deutsches Zentrum für Luft und Raumfahrt |
| DLRB | Data Loading Routing Box |
| DLS | Direct Link Service |
| DLSU | Data Loading Selector Unit |
| DLU | Data Loader Unit |
| DLY | Delay |
| DM | Display Module, Dispatch Message |
| DMC | Display Management Computer |
| DME | Distance Measuring Equipment |
| DMI | Deferred Maintenance Items |
| DMU | Data Management Unit |
| DN | Down |
| DNTKFX | Down Track Fix |
| DO | Discrete Output |
| DOC | Direct Operating Cost |
| DOCG | Dry Operating Center of Gravity |
| DOD | Department of Defence |

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| Abbreviation | Term |
|---|---|
| DOI | Dry Operating Index |
| DOLLI | Dome LED Light |
| DOP | Dilution of Precision |
| DOW | Dry Operating Weight |
| DP | Decision Point, Delta Pressure, Divergence Point |
| DPCU | Digital Passenger Control Unit |
| DPI | Differential Pressure Indicator |
| DPO | Descent Profile Optimization |
| DPNA | Disabled Passenger Needing Assistance |
| DQR | Data Quality Requirements |
| DRMI | Distance Radio Magnetic Indicator |
| DSCS | Door Slide Control System |
| DSDL | Dedicated Serial Datalink |
| DSIP | Door/Slide Indication Panel |
| DSMCU | Door and Slides Control Unit |
| DSMS | Doors and Slides Management System |
| DSP | Display Select Panel |
| DSPL | Display |
| DSR | Display System Replacement |
| DSRTK | Desired Track |
| DSU | Data Server Unit |
| DT | Distress Tracking |
| DTD | Document Type Definition |
| DTE | Data Terminal Equipment |
| DTG | Distance to Go |
| DTMF | Dual Tone Multi Frequency |
| DTO | Derated Take-off Thrust, Direct To |
| DTR | Data Transceiver and Router (Broadband System) |
| DTRA | Transition Distance |
| DTW | Distance to Waypoint |
| DU | Display Unit, Documentary Unit |
| DVD | Digital Versatile Disc |
| DVO | Durchführungsverordnung |
| DWD | Deutscher Wetterdienst |

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| Abbreviation | Term |
|---|---|
| DY | Day |

## ABBREVIATIONS - E

Ident.: 0-30-00009050.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| E | East |
| EADI | Electronic Attitude Director Indicator |
| EADS | European Union Aeronautic Defence and Space Company |
| EAROM | Electrically Alterable Read Only Memory |
| EAS | Equivalent Airspeed, Elevator Autopilot Servo |
| EASA | European Aviation Safety Agency |
| EAT | Expected Approach Time, Estimated Arrival Time |
| EATCHIP | European Air Traffic Control Harmonization and Integration Programme |
| EATMS | European Air Traffic Management System |
| EBAS | Engine Bleed Air System |
| EBCU | Emergency Brake Control Unit |
| EBHA | Electrical Backup Hydraulic Actuator |
| EBPTU | Emergency Brake Pedal Transmitter Unit |
| EC | Engine Control, Executive Controller |
| E/C | Economy Class |
| ECAM | Electronic Centralized Aircraft Monitoring |
| ECAS | Emergency Crew Alerting System |
| ECB | Electronic Control Box |
| ECC | Economic Cruise |
| ECL | Electronic Checklist |
| ECLS | Electrical Cargo Loading System |
| ECM | Engine Condition Monitoring |
| ECMU | Elec Contactor and Management Unit |
| ECO | Electrical Connection Box |
| ECON | Economy, Economic |
| ECP | ECAM Control Panel |
| ECS | Environmental Control System |
| ECU | Electronic Control Unit |

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| Abbreviation | Term |
|---|---|
| E/D | End of Descent |
| EDD | Electronic Data Display |
| EDHP | Engine Driven Hydraulic Pump |
| eDLRB | enhanced Data Loading Routing Box |
| EDP | Engine Driven Pump, Electronic Data Progressing (EDV) |
| EDT | Edit |
| E/E | Electronic Equipment |
| EEC | Engine Electronic Controller, Electronic Engine Control |
| EEPMS | Emergency Escape Path Marking System |
| EEPROM | Electronic Erasable Programmable Read Only Memory |
| EFA | Estimated Fuel at Arrival, Engine Failure Analysis |
| EFB | Electronic Flight Bag |
| EFB DS | Electronic Flight Bag Docking Station |
| EFB DU | Electronic Flight Bag Display Unit |
| EFB PU | Electronic Flight Bag Processing Unit |
| EFC | Elevator Feel Computer, Expect Further Clearance |
| EFCC | Electronic Flight Control Computer |
| EFCS | Electrical Flight Control System |
| EFCU | Electronic Flight Control Unit, Elevator Feel and Centering Unit |
| EFF | Electronic Flight Folder, Effective, Effectivity |
| EFIS | Electronic Flight Instrument System |
| eFLSCU | Enhanced Fuel Level Sensing Control Unit |
| EFOB | Estimated Fuel on Board |
| EFU | Elevator Feel Unit |
| e.g. | For Example (exempli gratia) |
| EGPWC | Enhanced Ground Warning Computer |
| EGPWS | Enhanced Ground Proximity Warning System |
| EGT | Exhaust Gas Temperature |
| EHA | Electro-Hydrostatic Actuator |
| EHCS | Electronic Handforce Control System |
| EHE | Estimated Horizontal Error |
| EHS | Enhanced Surveillance System |
| EHSI | Electronic Horizontal Situation Indicator |
| EHSV | Electrohydraulic Servo Valve |

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| Abbreviation | Term |
|---|---|
| EIC | Equipment in Compartment |
| EICAS | Engine Indication And Crew Alerting System |
| EICD | External Interface Control Document |
| EID | External Interface Definition |
| EIF | Engine Interface Function |
| EIPM | Engine Interface Power Management |
| EIS | Electronic Instruments System, Entry Into Service |
| EIU | Engine Interface Unit, EFIS/EICAS Interface Unit |
| EIVMU | Engine Interface and Vibration Monitoring Unit |
| ELAC | Elevator Aileron Computer |
| ELAN | Ethernet Local Area Network |
| ELAPS | Elapsed Time |
| ELCU | Electrical Load Control Unit |
| ELEC | Electric, Electrical, Electricity |
| ELEV | Elevation, Elevator |
| ELEVN | Elevation |
| ELMU | Electrical Load Management Unit |
| ELOFP | Electronic Operational Flight Plan |
| ELS | Electronic Library System |
| ELT | Emergency Locator Transmitter |
| ELT-DT | Emergency Locator Transmitter - Distress Tracking |
| ELV | Elevation |
| EMC | Electromagnetic Compatibility |
| EMCD | Electro-Magnetic Chip Detector<br>Electrical Master Chip Detector |
| EMCON | Emission Control |
| EMER | Emergency |
| EMFL | Edge Mounted Flooding Light |
| EMG | Emergency Message |
| EMI | Electromagnetic Interface |
| EMIG | Emigrant |
| EMM | Enterprise Mobility Management |
| EMP | Electric Motor Pump |
| EMU | Engine Monitoring Unit |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| EMWS | Electromechanical Window Shade |
| END | Endurance |
| ENG | Engine |
| ENGR | Engineer |
| ENMU | Electrical Network Management Units |
| ENR | En-Route |
| ENRT | En-route |
| ENT | Entry |
| ENTR | Entrance |
| EO | Engine Out, Engineering Order |
| EOBT | Estimated Off-Block Time |
| EOD | Explosive Ordnance Disposal, End of Descent |
| EOLIA | European pre-Operational data Link Applications |
| EOSID | Engine Out Standard Instrument Departure |
| EP | End Point |
| EPAC | EATCHIP Project Allocation Committee |
| EPC | External Power Contactor |
| EPGS | Electrical Power Generation System |
| EPM | Electronic Protection Measures |
| EPR | Engine Pressure Ratio, Exhaust Pressure Ratio |
| EPRD | EPR Descent |
| EPRL | EPR Latch/ Limit |
| EPROM | Erasable Programmable Read Only Memory |
| EPS | Executive Power System |
| EPSU | Emergency Power Supply Unit |
| EPU | Emergency Power Unit, Estimated Position Uncertainty |
| EQPT | Equipment |
| ER | Extended Range, Enroute Cruise |
| EROPS | Extended Range Operations |
| ERP | Eye Reference Point |
| ERR | Error |
| ESA | European Space Agency |
| ESAD | Equivalent Still Air Distance |
| ESAN | Emotional Support Animal |

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| Abbreviation | Term |
|---|---|
| ESC | Escape |
| ESCV | Eleventh Stage Cooling Valve |
| ESD | Electro Sensitive Device, Electro Static Discharge |
| ESF | Estimated Surface Friction |
| ESI | Engine Start Inhibited |
| ESS | Essential |
| ESSAI | Engine Stator Anti-Ice |
| EST | Estimated |
| ESV | Electrical Selector Valve |
| ET | Elapsed Time |
| ETA | Estimated Time of Arrival |
| ETACS | External and Taxiing Aid Camera System |
| ETC | ECAM Temporary Change |
| ETD | Estimated Time of Departure |
| ETE | Estimated Time En Route |
| ETH | Ethernet |
| ETOC | Enhanced Takeoff Configuration |
| eTLB | electronic Technical Log Book |
| ETOPS | Extended Range Twin Engine Aircraft Operations |
| ETP | Equal Time Point |
| ETT | Estimated Takeoff Time |
| ETRAC | Electrical Thrust Reverser Activation Controller |
| ETRAS | Electrical Thrust Reverser Activation System |
| EU OPS | Annex III to Council Regulation (EEC) N° 3922/91 as regards common technical Requirements and administrative Procedures applicable to commercial Transportation by Aeroplane |
| EVAC | Evacuate, Evacuation |
| EVMU | Engine Vibration Monitoring Unit |
| EW | Electronic Warfare |
| E/W | East/West |
| EWD | Engine and Warning Display |
| E/WD | Engine/ Warning Display |
| EWS | Electrical Window Shade, Electronic Warning System |
| EXC | Excitation |
| EXCESS | Excessive |
| EXCHG | Exchange |

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| Abbreviation | Term |
|---|---|
| EXEC | Execute |
| EXP | Expansion |
| EXT | External Generator, External, Extend |
| EXTN | Extension |
| EXTING | Extinguish |
| EXTRACT | Extraction |

## ABBREVIATIONS - F

Ident.: 0-30-00009051.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| F | Minimum Flap Retract Speed, Fuel, Fahrenheit |
| FA | Final Approach, Fix to an Altitude |
| F/A | First Aid |
| FAA | Federal Aviation Administration |
| F-APP | FLS Approach |
| FAC | Flight Augmentation Computer |
| FADEC | Full Authority Digital Engine Control |
| FAF | Final Approach Fix |
| FAFEP | FANS-1/A Front-End Processer |
| FAIL | Failure, Failed |
| FAIR | Fairing |
| FAK | First Aid Kit |
| FAM | First Aid Manual |
| FAME | Fatty Acid Methyl Ester |
| FAMV | Fan Air Modulation Valve |
| FANS | Future Air Navigation System |
| FAP | Final Approach Point, Flight Attendant Panel, Forward Attendant Panel |
| FAR | Federal Aviation Regulations |
| FAS | Final Approach Segment |
| FAV | Fan Air Valve |
| FAWP | Final Approach Waypoint |
| FBGT | Flight Blocked for Group |
| FBT | Flugbetriebsterminal |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| FBW | Fly By Wire |
| FC | First Class, Flight Cycle |
| F/C | Flight Crew, First Class |
| FCC | Forward Cargo Compartment, Flight Control Computer |
| FCDC | Flight Control Data Concentrator |
| FCE | Flight Control Electronics |
| FCEU | Flight Control Electronics Unit |
| FCGU | Flight Control and Guidance Unit |
| F/CL | First Class |
| FCMA | FANS Central Monitoring Agency |
| FCMC | Fuel Control and Monitoring Computer |
| FCOM | Flight Crew Operating Manual<br>(here: OM-B) |
| FCPC | Flight Control Primary Computer |
| FCPI | Flight Control Position Indication |
| FCR | Flight Crew Report |
| FCRC | Flight Crew Rest Compartment |
| F/CTL | Flight Control |
| FCTM | Flight Crew Techniques Manual |
| FCU | Flight Control Unit, Fuel Control Unit, Flush Control Unit, Flap Control Unit |
| FCUB | Flight Control Unit Backup |
| FCV | Flow Control Valve |
| FD | Flight Director, Flight Disposition Message |
| F/D | Flight Director |
| FDAC | Full Digital AGU Controller |
| FDAU | Flight Data Acquisition Unit |
| FDB | Floor Disconnect Box |
| FDBK | Feedback |
| FDCP | Flight Deck Control Panel |
| FDDU | Floppy Disc Drive Unit |
| FDE | Failure Detection and Exclusion |
| FDEP | Flight Data Entry Panel |
| FDH | Flight Deck Handset |
| FDIMU | Flight Data Interface and Management Unit |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| FDIU | Flight Data Interface Unit |
| FDM | Flight Data Message, Flight Data Monitoring |
| FDP | Flight Data Processing, Final Descent Point |
| FDPS | Flight Data Processing System |
| FDR | Flight Data Recorder |
| FDRS | Flight Data Recording System |
| FDS | Flight Director System |
| FDT | Flight Duty Time |
| FDU | Fire Detection Unit, Flap Drive Unit |
| FE | Flight Envelope |
| F/E | Flight Engineer |
| FES | Fire Extinguishing System |
| FEXT | Fire Extinguisher |
| FF | Fast Forward, Fuel Flow, Ferry Flight, Final Fix |
| FFCC | Forward Facing Crew Concept |
| FFCM | Free Fall Control Module |
| FFK | Front panel Function Key |
| FFRATS | Full Flight Regime Autothrottle System |
| FFU | Flight Follow-Up |
| FG | Flight Guidance, Gross Thrust |
| FGC | Flight Guidance Computer |
| FGS | Flight Guidance System |
| F-G/S | FLS Guide Slope, FLS Guide Slope Track Mode |
| F-G/S* | FLS Guide Slope Capture Mode |
| FHA | Functional Hazard Assessment |
| FH | Flight Hours |
| FI | Flight Identifier |
| FID | Flight Identification |
| FIDS | Fault Isolation and Detection System |
| FIG | Figure |
| FIM | Fault Isolation Manual |
| FIN | Functional Identification Number |
| FIR | Flight Information Region |
| FIS | Flight Information Servive |

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| Abbreviation | Term |
|---|---|
| FIX | Fixed |
| FL | Flight Level, Fluid, Flight |
| FLAK | Fly Away Kit |
| FLC | Feel and Limitation Computer |
| FLCH | Flight Level Change |
| FLD | Factored Landing Distance, Field |
| FLE | Fixed Leading Edge |
| FLEX | Flexible |
| FLIS | Floor Level Indication System |
| F-LOC | FLS Localizer, FLS Localizer Track Mode |
| F-LOC* | FLS Localizer Capture Mode |
| FLP | Flap |
| FLRE | Flare |
| FLRF | Flap Load Relief Function |
| FLRS | Flap Load Relief System |
| FLS | FMS Landing System |
| FLT | Flight |
| FLTA | Forward Looking Terrain Avoidance |
| FLUOR | Fluorescent |
| FLX | Flexible |
| FLXTO | Flexible Takeoff |
| FLX TO | Flexible Takeoff |
| FM | Flight Management, Frequency Modulation, Flight Manual |
| FMA | Flight Mode Annunciator, Fuselage Mounted Antenna |
| FMC | Flight Management Computer |
| FMCS | Flight Management Computer System (FMC and CDU) |
| FMEA | Failure Mode Effects Analysis |
| FMGC | Flight Management and Guidance Computer |
| FMGEC | Flight Management Guidance Envelope Computer |
| FMGES | Flight Management Guidance Envelope System |
| FMGS | Flight Management and Guidance System |
| FMS | Flight Management System (FMCS and AFS sensors) |
| FMU | Fuel Metering Unit, Flight Management Unit |
| FMV | Fuel Metering Valve |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| FN | Net Thrust |
| FO | Fully Open, First Officer |
| F/O | First Officer |
| FOB | Fuel On Board |
| FOC | Flight Operation Center |
| FOCT | Flight Operation Consultation Tool |
| FOD | Foreign Object Debris, Foreign Object Damage |
| FODA | Flight Operations Data Analysis |
| FOEB | Flight Operations Evaluation Board |
| FOHE | Fuel Oil Heat Exchanger |
| FOM | Flight Operations Manual, Figure Of Merit |
| FOMAX | Flight Operations Maintenance Exchanger |
| FOO | Flight Operations Officer |
| FOR | Fuel Onload Rate |
| FOS | Fuel Operator's Station |
| FOSP | Flight Operation Standard Package |
| FPA | Flight Path Angle |
| FPAC | Flight Path Acceleration |
| FPD | Flight Path Director |
| FPEEPMS | Floor Proximity Emergency Escape Path Marking System |
| FPF | Fuel Penalty Factor |
| F-PLN | Flight Plan |
| FPM | Feet per Minute |
| FPMU | Fuel Properties Measurement Unit |
| FPPU | Feedback Position Pick-off Unit |
| FPT | Flight Path Target |
| FPU | Floating Point Unit |
| FPV | Flight Path Vector |
| FQ | Fuel Quantity |
| FQDC | Fuel Quantity Data Concentrator |
| FQI | Fuel Quantity Indicating |
| FQIS | Fuel Quantity Indicating System |
| FQMS | Fuel Quantity and Management System |
| FQU | Fuel Quantity Unit |

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| Abbreviation | Term |
|---|---|
| FR | Flight Report, Ram Drag, From |
| FRAG | Fragile baggage |
| FRC | Flight Plan (Route) Conformance (service) |
| FRP | Function Recovery Procedure |
| FRQ | Frequency |
| FREQ | Frequency |
| FRM | Fault Reporting Manual |
| FRT | Front |
| FRV | Fuel Return Valve |
| FS | Full Size (trolley) |
| F/S | Fast/ Slow |
| FSB | Fasten Seat Belt, Flight Standardization Board, Flugsicherheitsbegleiter |
| FSD | Full Scale Deflection |
| FSM | Flight Safety Manual, Flight System Message, Logical Response, Fault System Management, Flight System Message |
| FSMC | Fuel System Management Card |
| FSN | Fleet Serial Number |
| FSOV | Fire Shut-Off Valve |
| FSV | Fuel Shutoff Valve |
| FT | Foot, Feet |
| FTAC | Fin Taxi Aid Camera |
| FTB | Flugtauglichkeitsbescheinigung |
| FTE | Fixed Trailing Edge |
| FTG | Fitting |
| FT/MN | Feet per Minute |
| FTO | Flexible Take-Off Thrust |
| FTIS | Fuel Tank Inerting System |
| FTL | Frequent Traveller |
| FTP | File Transfer Protocol |
| FTSP | Floor Temperature Setting Panel |
| FU | Fuel Used, Feedback Unit |
| FVD | Flugbetriebsleiter vom Dienst |
| FWC | Flight Warning Computer |
| FWD | Forward |
| FWF | Flight Warning Function |

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| Abbreviation | Term |
|---|---|
| FWS | Flight Warning System |
| FWSOV | Firewall Shutoff Valve |
| FZFG | Freezing Fog |

## ABBREVIATIONS - G

Ident.: 0-30-00009052.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| G | Green, Gyro, Earth Acceleration |
| G5 | Galley 5 |
| GA | Go-Around |
| G/A | Ground to Air, Go-Around |
| gal | Gallon |
| GALY | Galley |
| GAN | Global Area Network |
| GAPCU | Ground and Auxiliary Power Control Unit |
| GA TRK | Go-Around Track Mode |
| GATT | General Agreement on Tariffs and Trade |
| GB | Generator Breaker |
| GBAS | Ground-Based Augmentation System |
| GBCT | Ground Brake Cooling Time |
| GCA | Ground Controlled Approach |
| GCAS | Ground Collision Avoidance System |
| GCB | Generator Control Breaker |
| GCS | Global Communication Suite (Panasonic FlyNet system), Ground Clutter Suppression |
| GCU | Ground Control Unit, Generator Control Unit |
| GD | Green Dot, Guard |
| GDO | Ground Door Opening |
| GDOP | Geometric Dilution of Precision |
| GDOT | Green Dot |
| GE | General Electric |
| GEM | Ground - based Engine Monitoring |
| GEN | Generator |
| GenDec | General Declaration |

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| Abbreviation | Term |
|---|---|
| GEQ | Greater Than or Equal To |
| GES | Ground Earth Station |
| GGPCU | Generator and Ground Power Control Unit |
| GHP | Ground Handling Procedure |
| GLA | Gust Load Alleviation |
| GLARE | Glass Fibre Aluminium Reinforced Laminate |
| GLC | Generator Line Contactor |
| GLONASS | Global Navigation Satellite System (Russian) |
| GLS | GBAS Landing System, GNSS Landing System |
| GLSSU | GPS Landing System Sensor Unit |
| GMT | Greenwich Mean Time |
| GND | Ground |
| GNS | Global Navigation System |
| GNSS | Global Navigation Satellite System |
| GOM | Ground Operations Manual |
| GOP | Green Operating Procedures |
| GP | Glide Path, General Prupose |
| GPCU | Ground Power Control Unit |
| GPI | Ground Point of Intercept |
| GPIAL | GPS Position Integrity Alert Limit |
| GPIRS | GPS IRS |
| GPM | Gallons Per Minute |
| GPRS | General Packet Radio Service |
| GPS | Global Positioning System |
| GPSSU | Global Positioning System Sensor Unit |
| GPST | Group Seat request |
| GPU | Ground Power Unit |
| GPWS | Ground Proximity Warning System |
| GRF | Global Reporting Format for runway surface conditions |
| GRND | Ground |
| GRP | Geographic Reference Point |
| GRPS | Passenger travelling together |
| GRS | Gust Response Suppression System |
| GRU | Ground Refrigeration Unit |

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| Abbreviation | Term |
|---|---|
| GRVTY | Gravity |
| GS | Ground Speed |
| G/S | Glide Slope |
| G/S* | Glide Slope Capture Mode |
| GSE | Ground Support Equipment |
| GSM | Global System for Mobile Communication |
| GT | Greater Than |
| GUI | Graphical User Interface |
| GW | Gross Weight |
| GWCG | Gross Weight Center of Gravity |
| GWDU | Galley Waste Disposal Unit |
| GWT | Gross Weight |

## ABBREVIATIONS - H

Ident.: 0-30-00009053.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| H | Hour, Hot |
| HA | Holding Pattern to an Altitude Termination |
| HAA | Height Above Airport |
| HARP | High Altitude Release Point |
| HAT | Height Above Terrain |
| Hb | Hämoglobin |
| HBC | High Bandwidth Connectivity |
| HCF | Heading Control Function |
| HCS | Host Computer System |
| HCU | Hydraulic Control Unit, Head-Up Combiner Unit |
| HDG | Heading |
| HDG/S | Heading Select |
| HDG/SEL | Heading Select |
| HDL | Handle |
| HDOP | Horizontal Dilution of Precision |
| HEATG | Heating |
| HESU | Head-End Server Unit |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| HF | High Frequency, Human Factor, Hold to Fix |
| HFDL | HF Data Link |
| HFOM | Horizontal Figure Of Merit |
| HG | Mercury |
| HGA | High Gain Antenna |
| HH | Hour (entry format) |
| HHLD | Heading Hold |
| HI | High |
| HID | High Intensity Discharge, Host Interface Device |
| HIL | Hold Item List |
| HIMC | Hydraulic Interface Module Card |
| HL | High Level |
| HLD | Hold |
| HOR | Hold Open Rod, Horizontal |
| HORIZ | Horizontal |
| HORZ | Horizon |
| HOT | Hold over time |
| HM | Holding Pattern with a Manual Termination |
| HMI | Human-Machine Interface |
| HMU | Hydromechanical Metering Unit, Hydro Mechanical Unit |
| HOLD | Holding |
| HOR | Horizontal |
| HOT | High Oil Temperature, Hold Over Time |
| HP | High Pressure |
| HPA | High Power Amplifier, Hecto Pascal |
| HPC | High Pressure Compressor |
| hPFD | Harmonized Primary Flight Display |
| HPSOV | High Pressure Shutoff Valve |
| HPT | High Pressure Turbine |
| HPTC | High Pressure Turbine Clearance |
| HPTCC | High Pressure Turbine Clearance Control |
| HPU | Head-Up Projection Unit |
| HPV | High Pressure Valve |
| HQMU | Hydraulic Quantity Monitor Unit |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| HR | Hour |
| HS | High Speed, Handset |
| HSD | High Speed Data |
| HSDU | High Speed Data Unit |
| HSEL | Heading Select |
| HSF | Horizontal Stabilizer Fuel |
| HSI | Horizontal Situation Indicator |
| HSMU | Hydraulic System Monitoring Unit |
| HST | Horizontal Stabilizer Tank |
| HSU | High Speed Data Unit |
| HT | Heigt |
| HTG | Heating |
| HTML | Hyper Text Mark-up Language |
| HTP | Horizontal Tail Plane (Stabilizer) |
| HTR | Heater |
| HTTP | Hyper Text Transfer Protocol |
| HUD | Head-Up Display |
| HUDC | Head-Up Display Computer |
| HV | High Voltage |
| HW | Hardware |
| HX | Cancelled Flight Plan |
| HYB | Hybrid |
| HYD | Hydraulic |
| HYDIM | Hydraulic Interface Module |
| HYQUIM | Hydraulic Quantity Interface Module |
| HZ | Hertz |

## ABBREVIATIONS - I

Ident.: 0-30-00009054.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| I | Inertial |
| IAC | Instrument Approach Chart |
| IAE | International Aero Engines |

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| Abbreviation | Term |
|---|---|
| IAF | Initial Approach Fix |
| IAGOS | In-service Aircraft for a Global Observing System |
| IAS | Indicated Airspeed |
| IATA | International Air Transport Association |
| IBIT | Initiated Built-in Test |
| IBLC | Inter-Bus Line Contactor |
| IC | Integrated Circuit, Initial Climb |
| ICA | Instructions for Continued Airworthiness |
| ICAO | International Civil Aviation Organization |
| ICD | Interface Control Unit |
| IceAcc | Ice Accretion |
| ICU | Interface Control Unit |
| ID | Identity, Identification |
| IDENT | Identification, Identifier, Identify |
| IDG | Integrated Drive Generator |
| IDS | Integrated Display System |
| IDT | Identifier |
| IDU | Integrated Display Unit |
| IEEE | Institute of Electrical and Electronics Engineers |
| IF | Intermediate Frequency, Intermediate Fix |
| IFE | In-Flight Entertainment |
| IFEC | In Flight Entertainment Center |
| IFGS | Integrated Flight Guidance System |
| IFF | Identification Friend or Foe |
| IFMC | Integrated Flight Management Computer |
| IFPA | In-Flight Performance Application |
| IFR | Instrument Flight Rules |
| IFTB | Inflight Turnback |
| IFUN | If Unable |
| IGCC | Integrated Ground Cockpit Communication |
| IGN | Ignition |
| IGS | Instrument Guidance System |
| IGV | Inlet Guide Vane |
| ILD | In-Flight Landing Distance |

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| Abbreviation | Term |
|---|---|
| ILF | Integrated Loading Facilities |
| ILFLE | Integrated Loading Facilities Loading Equipment |
| ILS | Instrument Landing System (LOC and G/S) |
| ILS PRM Approach | ILS Precision Runway Monitoring Approach |
| IM | Inner Marker |
| IMA | Integrated Modular Avionics |
| IMC | Instrument Meteorological Conditions, Increment |
| IMM | Immediate |
| IMN | Indicated Mach Number |
| IN | Inch |
| INACT | Inactive |
| INAD | Inadmissible passenger: not permitted to enter a country |
| INB | Inbound |
| IN-BND | In-Bound |
| INBO | Inboard |
| INCR | Increase, Increment |
| INCREM | Increment |
| IND | Indication |
| INFO | Information |
| INH | Inhibit |
| IN HG | Inches Of Mercury |
| INHI | Inhibit |
| INIT | Initial(ization) |
| INMARSAT | International Maritime Satellite |
| INOP | Inoperative |
| INR | Inner |
| INS | Inertial Navigation System |
| INSP | Inspection |
| INST | Instrument |
| INT | Interphone, Internal, Integrated, Interior, Integrity |
| INTC | Intercept Course |
| INTCP | Intercept |
| INTENS | Intensity |
| INTPH | Interphone |

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| Abbreviation | Term |
|---|---|
| INV | Inverter |
| I/O | Input/ Output |
| IOM | Input/ Output Module |
| IP | Intermediate Pressure, Internet Protocol, Identification Point, Interface Panel |
| I/P | Interception Point, Intercept Profile |
| IPC | Illustrated Parts Catalog, Intermediate Pressure Check-valve |
| IPCU | Ice Protection Control Unit |
| IPPU | Instrumentation Position Pick-off Unit |
| IPRAM | Integrated Prerecorded Announcement Module |
| IR | Inertial Reference, Infrared |
| IRMP | Inertial Reference Mode Panel |
| IRS | Inertial Reference System |
| IRU | Inertial Reference Unit |
| ISA | International Standard Atmosphere |
| ISB | Inspection Service Bulletin |
| ISDU | Inertial System Display Unit |
| ISDN | Integrated Services Digital Network |
| ISI | In-Service Information |
| ISIS | Integrated Standby Instrument System |
| ISLN | Isolation |
| ISO | International Standardization Organization |
| ISOL | Isolation |
| ISOS | International SOS |
| ISPSS | In-Seat Power Supply System |
| ISPSU | In-Seat Power Supply Unit |
| ITP | In-Trail Procedure |
| ITU | Telecommunication Union |
| IVS | Inertial Vertical Speed, Individual Video System |
| IWT | Inner Wing Tank |

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## ABBREVIATIONS - J

Ident.: 0-30-00009055.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| JAA | Joint Aviation Authorities |
| JAM | Jammed, Jamming |
| JAR | Joint Aviation Requirements |
| JB | Junction Box |
| JETT | Jettison |
| JFGW | Jettison Final Gross Weight |
| JTSN | Jettison |

## ABBREVIATIONS - K

Ident.: 0-30-00009056.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| K | Degrees Kelvin |
| KANDU | Ka Network Data Unit |
| KBD | Keyboard |
| KCCU | Keyboard and Cursor Control Unit |
| KG | Kilogram |
| KHZ | Kilohertz |
| KIAS | Knots Indicated Airspeed |
| KL | Confirmed from waiting list |
| KOZ | Keep Out Zone |
| KP | Kilopond |
| KRFU | Ku-/ Ka-Band Radio Frequency Unit |
| KRUG | Krueger |
| KSML | Kosher meal |
| KT | Knot(s) |
| KV | Kilo Volt |
| KVA | Kilovolt Ampere |
| KVARS | Kilovars |
| KVS | Factor =V2:VS (divided by) |
| KW | Kilowatt |

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## ABBREVIATIONS - L

Ident.: 0-30-00009057.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| L | Left, Lift, Liter, Length |
| LAC | Local Area Controller |
| LAF | Load Alleviation Function |
| LAL | Loading Area Light |
| LAN | Local Area Network |
| LAND | Landing |
| LAND ANSA | Land At Nearest Suitable Airport |
| LAND ASAP | Land As Soon As Possible |
| LAPA | EFB Landing Performance Application |
| LAS | Lateral Autopilot Servo |
| LAT | Latitude, Lateral |
| LAV | Lavatory |
| LB | Pounds |
| LBA | Luftfahrt-Bundesamt |
| LC | Line Contactor |
| LCD | Liquid Crystal Display |
| LCG | Landing Center of Gravity |
| LCN | Load Classification Number |
| LD | Lower Deck, Left Display, Load, Landing Distance |
| LDA | Localizer Directional Aid, Landing Distance Available |
| LDC | Local Door Controller |
| LDCC | Lower Deck Cargo Compartment |
| LDCG | Landing Center of Gravity |
| LDCRC | Lower Deck Crew Rest Compartment |
| L/DEV | Lateral Deviation |
| LDF | Lower Deck Facilities |
| LDG | Landing |
| LD LAV | Lower Deck Lavatory |
| LDM | Load Data Message |
| LD-MCR | Lower Deck - Mobile Crew Rest |
| LDR | Light Detect Resistor |

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| Abbreviation | Term |
|---|---|
| LDS | Laptop Docking Station |
| LE | Leading Edge, Lock Entry |
| LED | Light Emitting Diode |
| LEFDU | Leading Edge Flap Drive Unit |
| LEHGS | Local Electro-Hydraulic Generation System |
| LEOEB | List of Effective Operations Engineering Bulletins |
| LEP | List of Effective Pages |
| LEQ | Less Than or Equal To |
| LF | Low Frequency, Left Front |
| L/G | Landing Gear |
| LGCIS | Landing Gear Control Indication System |
| LGCIU | Landing Gear Control Interface Unit |
| LGERS | Landing Gear Extension and Retraction System |
| LGPIU | L/G Position Indicator Unit |
| LGW | Landing Gross Weight |
| LH | Left Hand |
| L/H | Left Hand |
| LHT | Lufthansa Technik |
| LIB | Library |
| LILAW | Loaded Index at Landing Weight |
| LIM | Limit, Limitation, Limiting, Limiter |
| LIS | Localizer Inertial Smoothing |
| LITOW | Loaded Index at Takeoff Weight |
| LK | Lock |
| LL | Latitude/Longitude, Low Level |
| LLS | Left Line Select Key |
| LL WAS | Low Level Windshear Alert System |
| LL XING | Latitude/Longitude Crossing |
| LLZ | Localizer (ICAO abbreviation) |
| LMC | Last Minute Change |
| LMF | Local Maintenance Function |
| LMM | Localizer Middle Marker |
| LMT | Local Mean Time |
| LNAV | Lateral NAVigation |

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| Abbreviation | Term |
|---|---|
| LNG | Long |
| LO | Low |
| LoA | List of Authorized Aerodromes |
| LOC | Localizer, Localizer Track Mode |
| LOC B/C | Localizer Back Course Track Mode |
| LOC B/C* | Localizer Back Course Capture Mode |
| LOC* | Localizer Capture Mode |
| LOGO | Logogram |
| LOM | List Of Modifications, Localizer Outer Marker |
| LONG | Longitude |
| LOP | Low Oil Pressure |
| LOSA | Line Operations Safety Audit |
| LOUT | Lowest Operational Use Temperature |
| LP | Low Pressure, Localizer Precision approach, Localizer Performance |
| LPC | Low Pressure Compressor |
| LPM | Liters Per Minute |
| LPT | Low Pressure Turbine |
| LPTCC | Low Pressure Turbine Clearance Control |
| LPV | Localizer Performance with Vertical guidance |
| LRBL | Least Risk Bomb Location |
| LRC | Long Range Cruise |
| LRCS | Long-Range Communication System |
| LRCU | Landing & Rollout Control Unit |
| LRM | Line Replaceable Module |
| LRRA | Low Range Radio Altimeter |
| LRU | Line Replaceable Unit |
| LS | Landing System, Low Speed, Loudspeaker |
| LSB | Lower Side Band |
| LSD | Load Sheet Data |
| LSELV | Locking Selector Valve |
| LSF | Load Sheet Final |
| LSK | Line Selection Key |
| LSP | Limit Selector Panel |
| LSPB | Line Selector Push Button |

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| Abbreviation | Term |
|---|---|
| LSR | Load Sheet Request |
| LSU | Lavatory Service Unit |
| LT | Light |
| LTD | Limited |
| LTE | Long Term Evolution |
| LTM | Livestock Transportation Manual |
| LTS | Lower Than Standard (for ILS Approaches), Load and Trim Sheet |
| LVDT | Linear Variable Differential Transducer |
| LVL | Level |
| LVO | Low Visibility Operation |
| LVP | Low Visibility Procedure |
| LVR | Lever |
| LVTO | Low Visibility Take-off |
| LW | Landing Weight |
| LWR | Lower |

## ABBREVIATIONS - M

Ident.: 0-30-00009058.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| m | Maintenance Procedure required, Mass Flow, Meter |
| M | Mach Number, Manual Tune, Meter |
| M2L | Name of Main Deck Door 2 Left |
| M3R | Name of Main Deck Door 3 Right |
| MA | Message Assurance |
| M/A | Missed Approach |
| MABH | Minimum Approach Breakoff Height |
| MAC | Mean Aerodynamic Chord |
| MACTOW | MAC % at TOW (TOMAC) |
| MADAP | Maastricht Automatic Data Processing and Display system |
| MAG | Magnetic |
| MAG DEC | Magnetic Declination |
| MAG VAR | Magnetic Variation |
| MAHP | Missed Approach Holding Point |

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| Abbreviation | Term |
|---|---|
| MAINT | Maintenance |
| MALTOW | Maximum Weight for T/O (performance limited) |
| MALW | Maximum Allowable Landing Weight |
| MAN | Manual |
| MAP | Missed Approach Point, Missed Approach Procedure |
| MARSA | Military Assumes Responsibility for Separation of Aircraft |
| MASI | Mach and Airspeed Indicator |
| MASPS | Minimum Aircraft System Performance Standards |
| MATOW *(1)* | Maximum Allowable Take-Off Weight |
| MAWEA | Modular Avionics & Warning Electronics Assembly |
| MAX | Maximum |
| MAX CLB | Maximum Climb |
| MAX DES | Maximum Descent |
| MAX END | Maximum Endurance |
| MB | Millibar |
| MC | Master Caution, Master Change, Main Cabin |
| MCC | Maintenance Control Center, Multi Crew Concept |
| MCD | Magnetic Chip Detector |
| MCDL | Master Configuration Deviation List<br>(here: CDL) |
| MCDU | Multipurpose Control and Display Unit |
| MCL | Maximum Climb Thrust |
| M/CL | Economy Class |
| MCO | Miscellaneous charges order |
| MCP | Maximum Continuous Power, Mode Control Panel |
| MCPU | Motor Control and Protection Unit |
| MCR | Maximum Cruise Thrust, Mobile Crew Rest |
| MCRIT | Critical Mach Number |
| MCS | Mission Computer System, Multi-Channel Satellite |
| MCT | Maximum Continuous Thrust |
| MCU | Modular Concept Unit |
| MD | Main Deck, Design Dive Speed (Mach) |
| MDA | Minimum Decision Altitude |
| MDCC | Main Deck Cargo Compartment |

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| Abbreviation | Term |
|---|---|
| MDCD | Main Deck Cargo Door |
| MDCLS | Main Deck Cargo Loading System |
| MDDU | Multifunction Disk Drive Unit |
| MDH | Minimum Descent Height |
| MDI | Minimum Departure Interval |
| MEA | Minimum Enroute Altitude |
| MECH | Mechanic, mechanical, Mechanism |
| MEC | Main Engine Control, Main Equipment Center |
| MED | Medium |
| MEDA | Medical case |
| MEL | Minimum Equipment List |
| MEM | Memory |
| MET | Meteorological |
| METAR | Meteorological Airport Report |
| METOTS | Modified Engine Take-off Thrust Setting |
| MEW | Manufacturer's Empty Weight, Mean Effective Wind |
| MFA | Memorized Fault Annunciator |
| MFD | Multi Function Display |
| MFEP | Mode-S Front-End Processer |
| MFIF | Maximum Fuel in Flight |
| MFL | Maximum Flight Level |
| MFP | Multi Function Probe |
| MFRL | Multi-Functional Runway Light |
| MGA | Maximum Go-around Thrust, Minimum Safe Grid Altitude |
| MGMT | Management |
| MGRS | Military Grid Reference |
| MHA | Minimum Holding Altitude |
| MHZ | Megahertz |
| MI | Magnetic Indicator |
| MIC | Microphone |
| MID | Middle |
| MIDU | Multi-Input Interactive Display Unit |
| MIN | Minimum, Minute |
| MIP | Maintenance Information Printer, Manual Inflation Pushbutton |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| MISC | Miscellaneous |
| MIXIRS | Mixed IRS |
| MKR | Marker (radio) Beacon |
| MLA | Maneuver Load Alleviation |
| MLAW | Maximum Landing Alowable Weight |
| MLD | Minimum Landing Distance - Normal Operation |
| MLE | Maximum Landing Gear Extended Mach |
| MLG | Main Landing Gear |
| MLGB | Main Landing Gear Bay |
| MLI | Magnetic Level Indicator |
| MLO | Maximum Landing Gear Operating Mach |
| MLS | Microwave Landing System |
| MLW | Maximum (design) Landing Weight |
| MM | Middle Marker, Minutes (entry format), Maintenance Manual |
| MMEL | Master Minimum Equipment List<br>(here: MEL) |
| MMI | Man Machine Interface |
| MMO | Maximum Mach Operating Speed |
| MMR | Multi-Mode Receiver |
| MN | Minute, Mach Number, Main |
| MNPS | Minimum Navigation Performance Specification |
| MOC | Medical Operations Center |
| MOD | Modular, Modified, Modification |
| MODMAN | Modem Manager |
| MON | Monitor |
| MOPS | Minimum Operational Performance Standards |
| MORA | Minimum Off Route Altitude |
| MOT | Motor |
| MP-FAP | Multi Purpose Flight Attendant Panel |
| MPH | Miles Per Hour |
| MPL | Mission Planning Laptop |
| MPLD | Maximum payload |
| MPU | Main Processor Unit |
| MRA | Minimum Reception Altitude |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| MRC | Maximum Range Cruise |
| MRIU | Maintenance and Recording Interface Unit |
| MRK | Mark |
| MRO | Maintenance, Repair and Overhaul Organisation |
| MRP | Map Reference Point |
| MRT | Manual Release Tool |
| MRTT | Multi Role Tanker Transport |
| MRVA | Minimum Radar Vectoring Altitude |
| MS | Maintenance Schedule |
| MSA | Minimum Safe/Sector Altitude |
| MSC | Management Safety Control Board |
| MSCN | Misconnect, -ed, -ion |
| MSG | Message |
| MSL | Mean Sea Level |
| MSLA | Mean Sea Level Altitude |
| MSLW | Maximum Structural Landing Weight |
| MSN | Manufacturer Serial Number |
| MSU | Media Server Unit, Mode Selector Unit (IRS) |
| MSTOW | Maximum Structural Takeoff Weight |
| MTBF | Mean Time Between Failure |
| MTBUR | Mean Time Between Unscheduled Removal |
| MTCA | Minimum Terrain Clearance Altitude |
| MTE | Manual Test Equipment |
| MTG | Miles To Go |
| MTO | Maximum Takeoff Thrust |
| MTOW | Maximum (design) Takeoff Weight |
| MTP | Maintenance and Test Panel |
| MTXW | Maximum Taxi Weight |
| MU | Management Unit |
| MUDM | Maintenance User Data Module |
| MUH | Minimum Use Height |
| MUX | Multiplexer |
| MW | Master Warning |
| MWP | Manual Warning Panel |

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| Abbreviation | Term |
|---|---|
| MWS | Master Warning System |
| MZFCG | Minimum Zero Fuel Center of Gravity |
| MZFW | Maximum (design) Zero Fuel Weight |

*(1) MATOW . . . . . The Lower value of MTOW or PTOW*

## ABBREVIATIONS - N

Ident.: 0-30-00009059.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| n | Load Factor |
| N | Newton, Normal, North |
| N1 | Engine Fan Speed, Low Pressure Rotor Speed |
| N2 | Engine Intermediate/High Pressure Rotor Speed |
| N3 | Engine High Pressure Rotor Speed |
| N/A | Not Applicable |
| NAA | National Aviation Authority |
| NAC | Nacelle |
| NACA | National Advisory Committee for Aeronautics |
| NADIN | National Airspace Data Interchange Network |
| NADP | Noise Abatement Departure Procedure |
| NAI | Nacelle Anti-Ice |
| NAIF | NSS ACR Instrumentation Function |
| NAM | Nautical Air Mile |
| NAR | New arrival information |
| NASA | National Aeronautics and Space Administration |
| NAT | North Atlantic |
| NAT-HLA | North Atlantic High Level Airspace |
| NATS | North American Telephone System |
| NAV | Navigation |
| NAVAID | Navigation Aid (VOR/ DME) |
| NAV AIDS | Navigation Aids |
| NavKit | Navigation box on board an aeroplane, containing all flight relevant documentation |
| NBF | Network BITE Function |
| NBPT | No Break Power Transfer |
| NBPTU | Normal Brake Pedal Transmitter Unit |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| NBR | Number |
| NBSELV | Normal Brake Selector Valve |
| NCD | Non Computed Data |
| NCL | Normal Checklist |
| NCU | Network Controller Unit |
| ND | Navigation Display |
| NDA | Next Data Authority |
| NDB | Non-Directional Beacon, Navigation Data Base |
| NDR | Nondirectional Radio Beacon |
| NEA | Nitrogen Enriched Air |
| NEAN | North European ADS-B Network |
| NEANS | North European ADS-B Network Server |
| NEAP | North European CNS/ATM Application Project |
| NEG | Negative |
| NEQ | Not Equal To |
| NEUT | Neutral |
| NFEP | NEAN Front-End Processor |
| NGC | Northrop Grumman Corporation |
| NIL | No items listed |
| NLG | Nose Landing Gear |
| NM | Nautical Mile |
| NNCL | Non-Normal Checklist |
| NN | Need |
| NO | Number |
| NOC | Network Operations Center |
| NOCN | No connection |
| NOOP | No operate, -ion |
| NORM | Normal |
| NOTAM | Notice to Airmen |
| NOTOC | Dangerous goods notification to commander |
| NOZ | Nozzle |
| N/P | Next Page |
| NPA | Non-Precision Approach, Notification of Proposed Amendment |
| NPN | Negative-Positive-Negative |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| NPRM | Notice of Proposed Rule Making |
| NPT | Normal Pressure Transmitter |
| NS | No Smoking |
| NSELV | Normal Selector Valve |
| NSS | Network Server System |
| NSV | Normal Servo Valve |
| NTAC | Nose Taxi Aid Camera |
| NTO | No Technical Objection |
| NTPD | Normal Temperature Pressure Dry |
| NTS | Non Textile Surface |
| NTSB | National Transportation Safety Board |
| NUA | Normal Uplock Actuator |
| NUM | Numerical |
| NVG | Night Vision Goggles |
| NVIS | Night Vision Imaging System |
| NVM | Non-Volatile Memory |
| NW | Nose Wheel |
| N/W | Nose Wheel |
| nWAP | (n-Standard) Wireless Access Point |
| NWS | Nose Wheel Steering |
| N/WS | Nose Wheel Steering |

## ABBREVIATIONS - O

Ident.: 0-30-00009060.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| o | (Crew) Operational Procedure |
| O | Open |
| O2 | Oxygen |
| OANS | Onboard Airport Navigation System |
| OAR | Operations Assistance Request |
| OAT | Outside Air Temperature |
| OBRM | Onboard Replaceable Module |
| OBS | Observer |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| OBSVR | Observer |
| OCA | Obstacle Clearance Altitude, Oceanic Control Area |
| OCC | Ozone Catalytic Converter, Operations Control Center |
| OCCI | Ozone Catalytic Command Indicator |
| OCCPD | Occupied |
| OCCV | Ozone Catalytic Converter Valve |
| OCED | Operator Customized ECAM Database |
| OCH | Obstacle Clearance Height |
| OCL | Oceanic Clearance |
| OCO | Operations Control Officer |
| ODID | Operational Display and Input Development |
| ODS | Operational input and Display System |
| ODT | Operational Requirements and Data Processing Team |
| OEB | Operations Engineering Bulletin |
| OEI | One Engine Inoperative |
| OEM | Original Equipment Manufacturer |
| OEU | Overhead Electronic Unit |
| OEW | Operational Empty Weight |
| OFF/R | Off/Reset |
| OFP | Operational Flight Plan |
| OFS | Offset |
| OFST | Offset |
| OFV | Outflow Valve |
| OGV | Outlet Guide Vane |
| OHDU | OverHeat Detection Unit |
| OHSC | Overhead Stowage Compartment |
| OIS | Onboard Information System, Electronic Flight Bag |
| OIT | Onboard Information Terminal, Operator Information Telex |
| OK | Correct |
| OL | Outboard Left |
| OLD | Operational Landing Distance |
| OLDI | On-Line Data Interchange |
| OM | Outer Marker, Operations Manual |
| OM-A | Operations Manual part A |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| OM-B | Operations Manual part B |
| OM-C | Operations Manual part C |
| OM-D | Operations Manual part D |
| OML | Operational Multicrew Limitation |
| OMS | Onboard Maintenance System |
| OMT | Onboard Maintenance Terminal |
| OMTS | Onboard Mobile Telephony System |
| OOOI | Out-Off-On-In |
| OP | Open, Operational |
| O/P | Output |
| OPC | Operational Program Configuration |
| OP CLB | Open Climb |
| OP DES | Open Descent |
| OPER | Operative |
| OPMS | Oleo Pressure Monitoring System |
| OPP | Opposite |
| OPR | ATM Operational Requirements, Operate |
| OPR/F | Operate with Flares |
| OPS | Operations |
| OPT | Optimum, Optional |
| OPTG | Operating |
| OPV | Overpressure Valve |
| OR | Outboard Right |
| ORIG | Origin |
| ORM | Onboard Replaceable Module |
| OS | Operating System |
| OSCU | Oxygen System Control Unit |
| OSD | Operational Suitability Data |
| OSS | Over Station Sensor |
| OTA | Over The Air |
| OTHS | Other service |
| OTS | Organized Track System, Other Than Standard |
| OUT | Outlet |
| OUTB | Outbound |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| OUT-BND | Out-Bound |
| OUTR | Outer |
| OVBD | Overboard |
| OVHD | Overhead |
| OVHT | Overheat |
| OVRD | Override |
| OVSPD | Overspeed |
| OW | Operational Weight |
| OWD | Open World Diode |
| OXY | Oxygen |

## ABBREVIATIONS - P

Ident.: 0-30-00009061.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| p | Air Pressure |
| P | Pressure |
| Pa | Pascal |
| PA | Passenger Address, Pressure Altitude |
| PAC | Passenger Address Controller, Path Attenuation Compensation |
| PACP | Prerecorded Announcement Control Panel |
| PADS | Pneumatic Air Distribution System |
| PALCS | Passenger Address Level Control Sensor |
| PAM | Aircrew Acknowledgement Message |
| PAPI | Precision Approach Path Indicator |
| PAR | Precision Approach Radar |
| PARK | Parking |
| PAS | Passenger Address System |
| PASS | Passenger |
| PAT | Primary Access Terminal |
| PAX | Passenger |
| PB | Place/ Bearing, Pushbutton |
| P/B | Pushbutton |
| PBD | Place/ Bearing/ Distance |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| PBCS | Performance Based Communication and Surveillance |
| PBE | Protective Breathing Equipment, Portable Breathing Equipment |
| PBN | Performance Based Navigation |
| PBPB | Place/Bearing-Place/Bearing |
| PBSELV | Parking Brake Selector Valve |
| PB-SW | Pushbutton-Switch |
| P/BSW | Pushbutton Switch |
| PCA | Power Control Actuator, Pre-Conditioned Air |
| PCAT | Precalculated airtime |
| PCB | Passenger Call Button |
| P-CLB | Profile Climb |
| PCI | Passenger Convenience Item |
| PCMCIA | Personal Computer Memory Card International Association |
| PCP | Power Control Panel, Power Control Package |
| PCS | Propulsion Control System |
| PCT | Probe Compensator and Temperature |
| PCU | Passenger Control Unit, Power Control Unit |
| PD | Place/ Distance |
| PDA | Premature Descent Alert |
| PDB | Performance Data Base |
| PDC | Pre-Departure Clearance |
| PDCS | Power Distribution Control System |
| P-DES | Profile Decent |
| PDF | Portable Document Format |
| PDI | Post Delivery Item |
| PDLCU | Privacy Door Lock Control Unit |
| PDLS | Privacy Door Lock System |
| PDU | Power Drive Unit, Pilot Display Unit |
| PDM | Possible duplicate message |
| PED | Portable Electronic Device, Pedestal |
| PEE | Position Estimation Error |
| PERF | Performance |
| PERS | Personal |
| PES | Passenger Entertainment System |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| PET | Point of Equal Time |
| PETC | Animal (pet) in cabin |
| PEW | Portable Equipment and Wireless |
| PF | Pilot Flying |
| PFC | Primary Flight Computer, Porous Friction Course |
| PFD | Primary Flight Display |
| PFQ | Preselected Fuel Quantity |
| PFR | Post Flight Report |
| PFTU | Pedal Feel and Trim Unit |
| PG | Page |
| PGE | Page |
| PHC | Probes Heat Computer |
| PIL | Passenger Information List |
| PIM | Programming and Indication Module |
| PIN PROG | Pin Programming |
| PIP | Product Improvement Package |
| PIREP | Pilot Report |
| PISA | Passenger Interface and Supply Adapter |
| PIT | Programmable Interrupt Timer |
| PLAW | Performance Limited Landing Weight |
| PLCRD | Placard |
| PLI | Pitch Limit Indicator |
| PLN | Plan (EFIS) |
| PLP | Primary Load Path |
| PLS | Primary Locking System, Pulse, Passenger Lighted Signs |
| PLU | Power Locking Unit |
| PM | Pilot Monitoring |
| PMA | Permanent Magnetic Alternator |
| PMAT | Portable Multipurpose Access Terminal |
| PMC | Power Management Control |
| PMG | Permanent Magnet Generator |
| PMI | Principal Maintenance Inspector |
| PMP | Pump |
| PMR | Performance and Maintenance Recorder |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| PMS | Performance Management System |
| PMUX | Propulsion Multiplex Unit (on Engine) |
| PMV | Pilot Metering Valve |
| PN | Part Number |
| P/N | Part Number |
| PND | Primary Navigation Display |
| PNEU | Pneumatic |
| PNL | Panel |
| PNP | Positive-Negative-Positive |
| POB | Power-Off Brake |
| POF | Phase of Flight |
| POS | Position |
| POST | Power on Self Test |
| PPD | Pilot Preferences Downlink (datalink service) |
| PPH | Pounds Per Hour |
| PPM | Parts per Million |
| PPOS | Present Position |
| P.POS | Present Position |
| PPU | Position Pickoff Unit |
| PR | Pressure |
| PRAM | Prerecorded Announcement and Music |
| PRED | Prediction |
| PREDEF | Predefined |
| PRED W/S | Predictive Windshear |
| PRESS | Pressure, Pressurization, Pressurize |
| PREV | Previous |
| PRIM | Primary Flight Control and Guidance Computer |
| PRIO | Priority |
| PRM | Precision Runway Monitor, Passenger with Reduced Mobility |
| PRN | Pseudo Range Number |
| PRNAV | Precision Area Navigation |
| PROC | Procedure |
| PROC T | Procedure Turn |
| PROF | Profile |

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| Abbreviation | Term |
|---|---|
| PROG | Program, Programming, Progress |
| PROM | Programmable Read Only Memory |
| PROT | Protection |
| PROTEC | Protection |
| PROX | Proximity |
| PRSOV | Pressure Regulating and Shutoff Valve |
| P/RST | Push To Reset |
| PRV | Pressure Regulation Valve |
| P/S | Pitot Static |
| PSCU | Proximity Switch Control Unit |
| PSEU | Proximity Switch Electronic Unit |
| PSI | Pound per Square Inch |
| PSIG | Pounds Per Square Inch Gage |
| PSIU | Passenger Service Information Unit |
| PSM | Power Supply Module |
| PSP | Pre-Selected Passenger |
| PSS | Passenger Services System |
| PSU | Passenger Service Unit |
| PTA | Passive Turbulence Alleviation |
| PT | Point |
| PT2 | Engine Inlet Pressure |
| PTC | Pack Temperature Controller, Patient Transport Compartment |
| PTH | Path |
| PTHR | Profile Thrust |
| PTLU | Pedal Travel Limiter Unit |
| PTOW | Performance (limited) Take-Off Weight |
| PTP | Programming and Test Panel |
| PTR | Printer, Push to Reset |
| PTT | Push-to-Talk, Push to Test |
| PTU | Power Transfer Unit |
| PU | Processing Unit |
| PURS | Purser |
| PV | Personalvertretung |
| PVC | Polyvinyl Chloride |

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| Abbreviation | Term |
|---|---|
| PVD | Paravisual Display |
| PVI | Para Visual Indicator |
| PW | Pratt & Whitney |
| PWCT | Passenger will contact |
| PWCU | Potable Water Control Unit |
| PWDP | Potable Water Drain Panel |
| PWIP | Potable Water Indication Panel |
| PWR | Power |
| PWS | Predictive Windshear, Portable Water System |
| PWSP | Potable Water Service Panel |

## ABBREVIATIONS - Q

Ident.: 0-30-00009062.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| QA | Quality Assurance |
| QAP | Quality Assurance Programme |
| QAR | Quick Access Recorder |
| QC | Quick Change |
| QCCU | Quantity Calculation and Control Unit |
| QD | Quick Donning |
| QDM | Magnetic bearing from aircraft to station |
| QDR | Magnetic bearing from station to aircraft |
| QFE | Field Elevation Atmospheric Pressure |
| QFU | Runway Heading |
| QNE | Sea Level Standard Atmosphere Pressure (1013 MB) |
| QNH | Sea Level Atmospheric Pressure |
| QRD | Quick Reference Data |
| QRH | Quick Reference Handbook |
| QT | Quart (US) |
| QTY | Quantity |

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## ABBREVIATIONS - R

Ident.: 0-30-00009063.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| R | Right, Rolling Resistance, Radius, Red, Release, Reset |
| RA | Resolution Advisory, Radio Altimeter, Radio Altitude |
| RAAS | Runway Awareness and Advisory System |
| RAD | Radio, Radial |
| RADALT | Radar Altitude |
| RAD/INT | Function on ACP in the Cockpit |
| RADVR | Random Access Digital Video Reproducer |
| RAI | Ram Air Inlet |
| RAIM | Receiver Autonomous Integrity Monitor |
| RALT | Radio Altimeter |
| RAM | Random Access Memory |
| RAO | Ram Air Outlet |
| RAP | Reclearance Airport |
| RAT | Ram Air Turbine, Ram Air Temperature |
| RATC | Remote ATC Box |
| R-ATSU | Receiving ATS unit |
| RC | Repetitive Chime |
| R/C | Rate of Climb |
| RCAM | Runway Condition Assessment Matrix |
| RCC | Remote Control Center |
| RCCB | Remote Control Circuit Breaker |
| RCD | Departure Clearance Request, Record |
| RCDR | Recorder |
| RCFM | Reconfirmed |
| RCL | Recall, Reclearance |
| RCLZFW | Reclearance Zero Fuel Weight |
| RCO | Remote Communications Outlet |
| RCP | Radio Control Panel, Required Communication Performance |
| RCR | Refueling Consumption Rate |
| RCS | Receiver Surveillance System |
| RCT | Rear Centre Tank |

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| Abbreviation | Term |
|---|---|
| RCU | Remote Control Unit |
| RCVR | Receiver |
| R/D | Rate of Descent |
| RDC | Remote Data Concentrator |
| RDDMI | Radio Digital Distance Magnetic Indicator |
| RDMI | Radio Distance Magnetic Indicator |
| RDY | Ready |
| REACT | Rain Echo Attenuation Compensation Technique |
| REAC W/S DET | Reactive Windshear Detection |
| REC | Recommended, (Flight) Recorder |
| RECIRC | Recirculate |
| RED | Reduction |
| REF | Reference, Refer |
| REFR | Reference |
| REG | Regulator |
| REGUL | Regulation |
| REL | Release, Relative |
| REPEL | Repellent |
| REQ | Request, Require, Required |
| RESEL | Reselect |
| RES | Reserve |
| RET | Retract, Return |
| REU | Remote Electronic Unit |
| REV | Reverse, Revise, Revision |
| REW | Rewind |
| RF | Radio Frequency |
| RFC | Radio Facility Chart |
| RFCF | Runway Field Clearance Floor |
| RFFS | Rescue and Fire Fighting Service |
| RFL | Refill, Requested Maximum Flight Level |
| RFTS | Request for Technical Support |
| RFU | Radio Frequency Unit |
| RGS | Remote Ground Station |
| RH | Right Hand |

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| Abbreviation | Term |
|---|---|
| R/H | Right Hand |
| RIB | Radio Interface Board |
| R/I | Radio/Inertial, Remove/Install |
| R/L | Reading Light |
| RLD | Required Landing Distance |
| RLSK | Right Line Select Key |
| RLY | Relay |
| RMI | Radio Magnetic Indicator |
| RMP | Radio Management Panel |
| RMS | Radio Management System |
| RMVD | Removed |
| RNAV | Area Navigation |
| RNG | Range |
| RNP | Required Navigation Performance |
| RO | Roll Out |
| ROC | Rate of Climb |
| ROD | Rate of Descent, Reliability Data on Demand |
| ROM | Read Only Memory |
| ROP | Runway Overrun Protection |
| ROPS | Runway Overrun Prevention System |
| ROT | Rotation |
| ROVC | Rate Of Vertical Change |
| ROW | Runway Overrun Warning |
| RP | Rear Panel |
| RPCP | Rollout Power Control Package |
| RPCU | Residual Pressure Control Unit, Rollout Power Control Unit |
| RPL | Repetitive Flight Plan |
| RPLNT | Repellent |
| RPLY | Replay |
| RPM | Revolution per Minute |
| RPTG | Reporting, Repeating |
| RPU | Receiver Processor Unit |
| RQRD | Required |
| RR | Reconfirmed |

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| Abbreviation | Term |
|---|---|
| RRT | Rerouting |
| RS | Reset Restore |
| RSP | Radio Support Panel, Required Surveillance Performance |
| RSS | Rear Secondary Structure, Receiver Surveillance System |
| RSSI | Receive Signal Strength Indicator |
| RST | Reset |
| RSV | Reserve |
| RSVR | Reservoir |
| R/T | Receiver-Transmitter, Radiotlephony |
| RTA | Required Time of Arrival |
| RTC | Real Time Clock |
| RTD | Required Time to Destination |
| RTE | Route |
| RTES | Remote Test Enable Switch |
| RTL | Rudder Travel Limiter |
| RTN | Return |
| RTO | Rejected Takeoff |
| RTOW | Regulatory Take-Off Weight |
| RTS | Return-To-Seat |
| RTU | Radar Transceiver Unit, Radio Tuning Unit |
| RUD | Rudder |
| RVC | Remote Volume Control |
| RV | (AAR) Rendezvous |
| RVCP | Rendezvous Control Point |
| RVCT | Rendezvous Control Time |
| RVDT | Rotary Variable Displacement Transducer |
| RVIP | Rendezvous Initial Point |
| RVR | Runway Visual Range |
| RVSM | Reduced Vertical Separation Minimum |
| RW | Right Wing |
| RWC | Runway Weight Chart |
| RWY | Runway, Runway Mode |
| RWYCC | Runway Condition Code |
| RWY TRK | Runway Track Mode |

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| Abbreviation | Term |
|---|---|
| RX | Receive |
| RZ | Return To Zero |

## ABBREVIATIONS - S

Ident.: 0-30-00009064.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| S | Minimum Slat Retract Speed, South, Second |
| SA | Special Authorization |
| SAAAR | Special Aircraft and Aircrew Authorization Required |
| SAL | System Address Label |
| SAR | Search and Rescue, Smart ACMS Recorder |
| SARPS | Standards and Recommended Practices |
| SAS | Satellite Access Station |
| SAT | Static Air Temperature, Satellite, Special Assistance Team |
| SATCOM | Satellite Communication |
| SATURN | Second generation Anti-jam Tactical UHF Radio for NATO |
| SAV | Starter Air Valve |
| SB | Service Bulletin, Standby |
| SBAS | Satellite Based Augmentation System |
| SBB | Swift BroadBand |
| SC | Single Chime |
| S/C | Step Climb |
| SCA/SVU | Split Control Unit/Servo Valve Assembly |
| SCCM | Senior Cabin Crew Member |
| SCD | Side Cargo Door |
| SCI | Secure Communication Interface |
| SCID | Signal Collection / Tail ID Cards |
| SCM | Spoiler Control Module |
| SCR | Smart Card Reader |
| SCRAD | Steering Committee for Research And Development |
| SCS | Steering Control System, Supplemental Cooling System |
| SCU | System Control Unit |
| SD | System Display |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| S/D | Step Descent, Shut Down |
| SDAC | System Data Acquisition Concentrator, System Data Analog Converter |
| SDCP | Smoke Detection Control Panel |
| SDCU | Smoke Detection Control Unit |
| SDF | Smoke Detection Function, Simplified Directional Facility |
| SDI | Source/Destination Identifier |
| SDL | Software Data Loader |
| SDM | Smart Display Unit |
| SDP | Smoke Detection Panel |
| SDRL | Supplier Data Requirements List |
| SDU | Satellite Data Unit |
| SEAT | Seat request |
| SEB | Seat Electronic Box |
| SEC | Secondary Flight Control Computer, Secondary Flight Plan, Spoiler Elevator Computer, Second |
| SECT | Section |
| SEL | Select, Selected, Selector, Selection |
| SELCAL | Selective Calling |
| SEN | Senator |
| SEND | Send Function on Handset |
| SENS | Sensitivity |
| SEPDC | Secondary Electrical Power Distribution Center |
| SET | Setting |
| SEU | Seat Electronic Unit |
| SERV | Service |
| SERV INT | Service Interphone |
| SEU | Seat Electronics Unit |
| S/F | Slats/Flaps |
| SFC | Specific Fuel Consumption |
| SFCC | Slat Flap Control Computer |
| SFD | Standby Flight Display |
| SFE | Seller Finished Equipment |
| SFI | Synthetic Flight Instructor |
| SFML | Seafood meal |
| SFO | Senior First Officier, SFO, SenFO |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| SFPI | Slats/Flaps Position Indicator |
| SG | Symbol Generator |
| SGML | Standard Generalized Markup Language |
| SGS | Saint-Gobain Sully |
| SHLD | Shield |
| SHT | Short |
| SI | Slip Indicator |
| SID | Standard Instrument Departure |
| SIGMET | Significant Meteorological Information |
| SIL | Service Information Letter |
| SIM | Simulation |
| SIRU | Secure Interface Router Unit |
| SIS | Service Interphone System |
| SITA | Societé Internationale de Telecommunication Aeronautics |
| SIU | Server Interface Unit |
| SLT | Slat |
| SL | Sea Level |
| SLP | Secondary Load Path |
| SLPR | Berth/bed in the cabin excl. Stretcher |
| SLS | Satellite Landing System, SBAS Landing System, SAFRAN Landing Systems |
| SLTA | Small Laser Transmitter Assembly |
| SMC | Stall Management Computer |
| SMI | Standard Message Identifier |
| SMS | Short Message Service |
| S/N | Serial Number |
| SND | Standby Navigation Display |
| SNGL | Single |
| SNR | Sensor |
| SNS | Standby Navigation System |
| SO | Second Officer |
| SOP | Standard Operating Procedure |
| SOV | Shut-off Valve |
| SP | Space, Sampling, Start Point, Symbol Generator |
| SPD | Speed |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| SPD BRK | Speedbrake |
| SPD LIM | Speed Limit |
| SPDB | Secondary Power Distribution Box |
| SPEC | Specification |
| SPECIF | Specification |
| SPLR | Spoiler |
| SPLY | Supply |
| SPM | Standard Practice Manual |
| SPS | Samples per Second |
| SPML | Special meal |
| SQL | Squelch |
| SQWK | Squawk |
| SR | Specific Range |
| S/R | Seat Row |
| SRA | Surveillance Radar Approach |
| SRE | Surveillance Radar Equipment |
| SRM | Stabilizer Trim/Rudder Ratio Modules |
| SRS | Speed Reference System |
| SRU | Shop Replaceable Unit |
| SS | Sky/Shading |
| SSA | Side Slip Angle |
| SSB | Single Side Band, Split System Breaker |
| SSC | Single Stroke Chime |
| SSCVR | Solid State Cockpit Voice Recorder |
| SSM | Sign Status Matrix |
| SSPC | Solid State Power Control |
| SSR | Secondary Surveillance Radar, Special service requirements |
| SSTP | Side Step (Approach) |
| SSV | Static Source Valve |
| STA | Station |
| STAB | Stabilizer |
| STABLA | Stab trim setting at ZFW |
| STABTO | Stab trim setting at TOW |
| STABZF | Stab trim setting at ZFW |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| STaMA | Standard Tanker Mission Avionics |
| STAP | Simple Text Avionics Protocol |
| STAR | Standard Terminal Arrival Route |
| STAT | Static, Status |
| STAT INV | Static Inverter |
| STBY | Standby |
| STC | Supplemental Type Certificate, Sensitivity Time Control |
| STCR | Stretcher passenger |
| STCM | Stabilizer Trim Control Module |
| STD | Standard, Scheduled Time of Departure |
| STEER | Steering |
| STL | System Torque Limiter |
| STRG | Steering |
| STS | Status |
| SUP | Supply |
| SUPPL | Supplementary |
| SURF | Surface |
| SURV | Surveillance, Surveillance System |
| SVCE | Service |
| SVCE INTPH | Service Interphone |
| sw | Switch |
| S/W | Software |
| SWC | Stall Warning Computer |
| SWMC | Stall Warning Management Computer |
| SWMM | Stall Warning Management Module |
| SWTG | Switching |
| SWY | Stopway |
| SYM | Symmetry |
| SYN | Synchronize |
| SYNC | Synchronization |
| SYNCHRO | Synchronization |
| SYS | System |

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## ABBREVIATIONS - T

Ident.: 0-30-00009065.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| T | Temperature, Thrust, Time, True, Turn, Total, Tons |
| TA | Traffic Advisory |
| TAB | Temporary Abnormal Behaviour |
| TAC | Taxiing Aid Camera |
| TACAN | Ultra-high Frequency Tactical Air Navigation Aid |
| TACH | Tachometer |
| TACS | Taxiing Aid Camera System |
| TACT | Tactical |
| TAD | Terrain Awareness and Display |
| TAF | Terminal Aerodrome Forecast |
| TAI | Thermal Anti-Ice |
| TA/RA | Traffic Advisory/ Resolution Advisory |
| TAS | True Air Speed |
| TASOV | Trim Air Shut-Off Valves |
| TASS | Temperature Assumed |
| TAT | Total Air Temperature |
| T-ATSU | Transferring ATS Unit |
| TAU | Estimated Time to Intercept |
| TAV | Trim Air Valve |
| TAWS | Terrain Awareness and Warning System |
| TBC | To Be Confirmed, To Be Continued |
| TBD | To Be Defined, To Be Determined, To Be Done, Time Between Decision |
| TBN | To Be Nominated |
| TBS | To Be Specified |
| TBV | Transient Bleed Valve, Turbine Bypass Valve |
| TC | Transfer Contactor, Tanker Commander, Tanker Configuration, Training Commander |
| T/C | Top of Climb, Tourist Class |
| TCA | Terminal Control Area, Turbine Cooling Air |
| TCAP | TCAS Alert Prevention, Tank Capacity |
| T2CAS | Traffic and Terrain Collision Avoidance System |
| T3CAS | Traffic and Terrain Collision Avoidance System |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| TCAS | Traffic Alert and Collision Avoidance System |
| TCC | Turbine Case Cooling, Thrust Control Computer |
| TCF | Terrain Clearance Floor, Trim/ Centering and Feel |
| TCM | Thrust Control Malfunction |
| TCMA | Thrust Control Malfunction Accommodation |
| TCP/IP | Transmission Control Protocol / Internet Protocol |
| TCS | Temperature Control System |
| TCU | Transport Cargo Unit |
| TCV | Temperature Control Valve |
| TD | Time Delay |
| T/D | Top of Descent, Touchdown |
| TDA | Tunnel Diode Amplifier |
| TDU | Temporary Documentary Unit |
| TDWR | Terminal Doppler Weather Radar |
| TDZ | Touchdown Zone |
| TE | Trailing Edge |
| TEF | Trailing Edge Flaps |
| TEI | Two Engines Inoperative, Text Element Identifier |
| TEL | Telephone |
| TEMP | Temperature |
| TERPS | United States Standard For Terminal Instrument Procedures |
| TERR | Terrain |
| TF | Track To Fix |
| TFC | Traffic |
| TFLEX | Flexible Temperature |
| TFR | Transfer |
| TFU | Technical Follow-up |
| TGL | Temporary Guidance Leaflet |
| TGT | Target |
| THR | Thrust, Throttle |
| THRSH | Threshold |
| THRT | Threat |
| THRU | Through |
| THS | Trimmable Horizontal Stabilizer |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| TIT | Turbine Inlet Temperature |
| TK | Tank, Track |
| TKE | Track Angle Error |
| TLA | Throttle/Thrust Lever Angle |
| TLB | Technical Log Book |
| TLM | Taxiway Landing Monitor |
| TLS | Tertiary Locking System |
| TLU | (Rudder) Travel Limiter Unit |
| TMA | Terminal Control Area |
| TMC | Thrust Management Computer |
| TMF | Thrust Management Function |
| TMLB | Technical and Maintenance Logbook |
| TMPY | Temporary |
| TMR | Timer |
| TMS | Thrust Management System |
| TMSP | Thrust Mode Select Panel |
| TNG | Training |
| TO | Takeoff |
| T/O | Takeoff |
| T.O. | Takeoff |
| TOBT | Target Off-Block Time |
| TOC | Table Of Contents, Top Of Climb |
| TOCG | Takeoff Center of Gravity |
| TOD | Takeoff Distance, Top Of Descent, Time Of Delivery |
| TODA | Takeoff Distance Available |
| TOF | Take Off Fuel |
| TOGA | Takeoff/ Go-Around |
| TOGW | Takeoff Gross Weight |
| TOL | Tolerance |
| TOM | Takeoff Monitoring |
| TOPA | EFB Takeoff Performance Application |
| TOR | Takeoff Run |
| TORA | Takeoff Run Available |
| TOW | Takeoff Weight |

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| Abbreviation | Term |
|---|---|
| T-P | Turning Point |
| T-PED | Transmitting Portable Electronic Device |
| TPI | Tire Pressure Indication (Labinal System) |
| TPIC | Tire Pressure Indicating Computer |
| TPIS | Tire Pressure Indicating System |
| TPR | Turbofan Power Ratio |
| TR | Transformer Rectifier, Temporary Revision, Turn Radius, Transmit/Receive |
| T/R | Thrust Reverser |
| T-R | Transmitter-Receiver |
| TRAF | Traffic |
| TRANS | Transition |
| TRANSF | Transfer |
| TRC | Thrust Rating Computer |
| TRE | Type Rating Examiner |
| TREF | Reference Temperature, Flat-Rating Temperature |
| TRGT | Target |
| TRK | Track (angle) |
| TROPO | Tropopause |
| TRP | Thrust Rating Panel |
| TRPU | Trust Reverser Power Unit |
| TRU | Transformer Rectifier Unit |
| TRV | Travel |
| TSD | Time Sequence Diagram |
| TSE | Total System Error |
| TSFC | Thrust Specific Fuel Consumption |
| TSM | Trouble Shooting Manual |
| TSP | Tank Signal Processor |
| TT | Trim Tank, Total Time |
| TTF | Trim Tank Fuel |
| TTG | Time to Go |
| TTL | Taxi, Takeoff and Landing |
| TTS | Time To Station |
| TU | Tapping Unit |
| TURB | Turbulence, Turbulent, Turbine |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| TURBL | Turbulence |
| TVMC | Minimum Control Speed Temperature |
| TVOR | Terminal VOR |
| TWC | Tailwind Component |
| TWDL | Two Way Data Link |
| TWLU | Terminal Wireless LAN Unit |
| TWOV | Transit without Visa |
| TWY | Taxiway |
| TX | Transmission, Transmit |
| TX1 | V/UHF1 Transmitting |
| TX2 | V/UHF2 Transmitting |
| TYP | Typical |

## ABBREVIATIONS - U

Ident.: 0-30-00009067.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| UAC | Upper Area Control Centre |
| UAT | Universal Access Transceiver |
| UCB | Unaccompanied Courier Baggage |
| UD | Upper Deck |
| U/D | Upper Deck |
| UDM | User Date Module |
| UFD | Unit Fault Data |
| UHF | Ultra High Frequency |
| UL | Uplink |
| ULB | Underwater Locator Beacon |
| ULC | Universal Logic Card |
| ULD | Unit Load Device |
| UM | Unaccompanied Minor |
| UMNR | Unaccompanied Minor |
| UMTS | Universal Mobile Telecommunications System |
| UND | Under |
| UNXP | Unexpected |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| UNLK | Unlock |
| UNLKD | Unlocked |
| UP | Upper |
| U/S | Unserviceable |
| USB | Universal Serial Bus, Upper Side Band |
| UTC | Universal Time Coordinated |
| UTM | Universal Transverse Mercator |
| UV | Ultraviolet |

## ABBREVIATIONS - V

Ident.: 0-30-00009068.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| V | Speed, Volt, Velocity |
| V1 | Takeoff Decision Speed, Critical Engine Failure Speed |
| V2 | Takeoff Safety Speed, Takeoff Climb Speed |
| VA | Design Maneuvering Speed, Verfahrensanweisung |
| VAA | Value Added Applications |
| VAC | Volts AC |
| VACBI | Video and Computer-Based Instruction |
| VAL | Value |
| VAPP | Approach Speed |
| VAR | Variation |
| VASI | Visual Approach Slope Indicator |
| VBV | Variable Bleed Valve, Variable Bypass Valve |
| VC | Ventilation Controller, Calibrated airspeed |
| VCC | Video Control Center |
| VCP | Video Cassette Player |
| VCR | Video Cassette Recorder |
| VCS | Ventilation Control System |
| VCU | Video Control Unit |
| VD | Vertical Display, Design Dive Speed, VOR/DME |
| VDAR | Virtual Digital ACMS Recorder |
| VDC | Volts DC |

Printouts are for information only!



| Abbreviation | Term |
|---|---|
| VDEV | Vertical Deviation |
| V/DEV | Vertical Deviation |
| VDL | VHF Datalink |
| VDU | Video Distribution Unit |
| VECT | Vector |
| VEF | Engine Failure Speed |
| VEL | Velocity |
| VENT | Ventilation |
| VERT | Vertical |
| VERT DEV | Vertical Deviation |
| VERT REV | Vertical Revision |
| VFE | Maximum Flap Extended Speed |
| VFEN | VFE Next |
| VFG | Variable Frequency Generator |
| VFOM | Vertical Figure Of Merit |
| VFR | Visual Flight Rules |
| VFTO | Velocity Final Takeoff (Final Takeoff Speed) |
| VG | Vortex Generator |
| VGML | Vegetarian meal - Vegan |
| VHCU | Versatile Heating Control Unit |
| VHDU | Versatile Heating Data Unit |
| VHF | Very High Frequency |
| VHS | Very High Speed |
| VHV | Very High Voltage |
| VIB | Vibration |
| VIC | Very Important Cargo |
| VIGV | Variable Inlet Guide Valve |
| VIP | Very important person |
| VIS | Visible |
| VIVG | Variable Stator Vanes |
| V/L | VOR / Localizer |
| VLE | Maximum Landing Gear Extended Speed |
| VLML | Vegetarian meal - Lacto-Ovo |
| VLO | Maximum Landing Gear Operating Speed |

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| Abbreviation | Term |
|---|---|
| VLOF | Lift-off Speed |
| VLR | Very Long Range |
| VLS | Lowest Selectable Speed, Lowest Safe Speed |
| VLV | Valve |
| VM | Maneuvering Speed |
| VMAX | Maximum Allowable Airspeed |
| VMAXOP | Maximum Operating Speed |
| VMAXTIRE | Maximum Tire Speed |
| VMBE | Maximum Brake Energy Speed |
| VMC | Visual Meteorological Conditions |
| VMCA | Minimum Control Speed in Flight |
| VMCG | Minimum Control Speed on Ground |
| VMCL | Minimum Control Speed for Landing |
| VMCL-2 | Minimum Control Speed for Landing with two engines inoperative |
| VMIN | Minimum Operating Speed |
| VMO | Maximum Operating Speed |
| VMU | Minimum Unstick Speed |
| VNAV | Vertical NAVigation |
| VOD | Video On Demand |
| VOL | Volume |
| VOLMET | Meteorological Information For Aircraft In Flight |
| VOR | VHF Omnidirectional Range |
| VOR-D | VOR-DME |
| VORTAC | Collocated VOR and TACAN beacon |
| VOX | Voice |
| VPN | Approach Procedure with Vertical Guidance |
| VQAR | Virtual Quick Access Recorder |
| VR | Rotation Speed |
| VRA | Rough Air Speed |
| VRCP | Voice Recorder Control Panel |
| VREF | Landing Reference Speed |
| VRRM | Voice Recorder Remote Microphone |
| VRU | Voice Recorder Unit |
| VS | Reference Stalling Speed |

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| Abbreviation | Term |
|---|---|
| V/S | Vertical Speed |
| VS1g | Stall Speed with a Load Factor of 1g |
| VSA | Visual Separation on Approach |
| VSC | Vacuum System Controller |
| VSCF | Variable Speed Constant Frequency |
| VSCU | Video System Control Unit |
| VSI | Vertical Speed Indicator |
| VSO | Volumetric Shutoff Valve |
| VSS | Stick Shaker Speed |
| VSSNG | Minimum Maneuver Margin Speed |
| VSV | Variable Stator Vane |
| VSW | Stall Warning Speed |
| VTAS | True Airspeed |
| VTGT | Target Speed |
| VTHR | Threshold Speed |
| VTO | Volumetric Topoff Level |
| VTP | Vertical Tail Plane |
| VTK | Vertical Track |
| VTR | Video Tape Reproducer, Variable Takeoff Rating |
| VU | Virtual Unit |
| VUN | Vulnerable Goods |
| VV | Velocity Vector |

## ABBREVIATIONS - W

Ident.: 0-30-00009069.0000001 / 14 DEC 2022
**Applicable to: ALL**

| Abbreviation | Term |
|---|---|
| W | White, West, Weight |
| WAB | Weight and Balance |
| WACO | Water Cooler |
| WADU | Weather Antenna Drive Unit |
| WAI | Wing Anti-Ice |
| WAP | Wireless Access Point |
| WARN | Warning |

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| Abbreviation | Term |
|---|---|
| WBA | Weight and Balance Application |
| WBBC | Weight and Ballance Backup Computer |
| WBC | Weight and Balance Computer |
| WBM | Weight and Balance Manual |
| WBS | Weight and Balance System |
| WCA | Wind Correction Angle |
| WC | Wind Component |
| WCHC | Wheelchair - C for cabin seat |
| WCHR | Wheelchair - R for ramp |
| WCHS | Wheelchair - S for steps |
| WD | Warning Display, Wind Direction |
| WDB | Wall Disconnect Box |
| WDO | Window |
| WEU | Warning Electronics Unit |
| WF | Fuel Consumption |
| WGD | Windshield Guidance Display |
| WGS | World Geodetic System |
| WGT | Weight |
| WHC | Window Heat Computer |
| WHL | Wheel |
| WHO | World Health Organisation |
| W-IFE | Wireless Inflight Entertainment |
| WiFi | Wireless Fidelity |
| WIPCU | Water Ice Protection Control Unit |
| WLAN | Wireless Local Area Network |
| WLDP | Warning Light Display Panel |
| WLG | Wing Landing Gear |
| WMFL | Wall Mounted Flood Light |
| WMS | Warning and Maintenance System |
| WNDW | Window |
| WOD | Word Of the DAY |
| WON | Wind On Nose |
| WOW | Weight On Wheels |
| WP | Waypoint Position |

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| Abbreviation | Term |
|---|---|
| WPR | Waypoint Position Reporting, Way Point Reporting |
| WPT | Waypoint |
| WQAR | Wireless Quick Access Recorder |
| WQAR/DAR | Wireless Quick Access Recorder and Digital ACMS Recorder |
| WR | Weighing Report, Weather Radar |
| WS | Wind Speed, Windshield |
| W/S | Windshear |
| WSHLD | Windshield |
| WT | Weight |
| WTB | Wing Tip Brake |
| WWP | Water Waste Page |
| WX | Weather Mode |
| WXR | Weather Radar |
| WXRT | Weather Radar Receiver / Transmitter Unit |
| WYPT | Waypoint |

## ABBREVIATIONS - X/ Y/ Z

Ident.: 0-30-00009070.0000001 / 14 DEC 2022
**Applicable to: ALL**

**X**

| Abbreviation | Term |
|---|---|
| X | Cross |
| XBAG | Excess Baggage |
| XCHECK | Crosscheck |
| XCVR | Transceiver |
| XDCR | Transducer |
| XFEED | Cross Feed |
| XFER | Transfer |
| XFMR | Transformer |
| XFR | Transfer |
| XING | Crossing |
| xLS | x Landing System (e.g. ILS, GLS,...) |
| XMIT | Transmit |
| XML | Extensible Markup Language |

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| Abbreviation | Term |
|---|---|
| XMT | Transmit |
| XMTR | Transmitter |
| XPC | External Power Contactor |
| XPDR | Transponder |
| XPNDR | Transponder |
| XTE | Extended Trailing Edge Point |
| XTK | Crosstrack |
| XX | Cancel confirmed |

**Y**

| Abbreviation | Term |
|---|---|
| Y | Yellow, Year |
| YC | Tourist Class, Economy Class |
| Y/C | Tourist Class, Economy Class |
| Y/CL | Tourist Class, Economy Class |
| Y/D | Yaw Damper |
| YDM | Yaw Damper Module |
| YDS | Yaw Damper System |
| YSM | Yaw Damper Stabilizer Module |

**Z**

| Abbreviation | Term |
|---|---|
| Z | Zone, Greenwich Mean Time, Zulu (UTC), Altitude |
| ZF | Zero Fuel |
| ZFCG | Zero Fuel Center of Gravity |
| ZFW | Zero Fuel Weight |
| ZFWCG | Zero Fuel Weight Center of Gravity |
| ZP | Pressure Altitude |
| ZPMU | Zone Pressure Monitor Unit |
| ZTC | Zone Temperature Controller |

**SYMBOLS**

| Abbreviation | Term |
|---|---|
| < | less than |
| > | more than |
| ≤ | less than or equal to |

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| Abbreviation | Term |
|---|---|
| ≥ | more than or equal to |
| = | equal to |

## SYMBOLS

Ident.: 0-30-00009130.0000001 / 14 DEC 2022
**Applicable to: ALL**

### SYMBOLS

| Abbreviation | Term |
|---|---|
| < | less than |
| > | more than |
| ≤ | less than or equal to |
| ≥ | more than or equal to |
| = | equal to |

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Airplane Codes ..... A

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# AIRPLANE CODES

Ident.: 0-40-00000228.0000001 / 14 MAY 2024
**Applicable to: ALL**

**A319-114**

| Registration | Serial Nbr | IPC Nbr |
|---|---|---|
| D-AILB | 00610 | 1202 |
| D-AILP | 00717 | 1213 |
| D-AILS | 00729 | 1215 |
| D-AILT | 00738 | 1216 |
| D-AILW | 00853 | 1218 |
| D-AILX | 00860 | 1219 |

**A319-114 (SIM)**

| Registration | Serial Nbr | IPC Nbr |
|---|---|---|
| D-AILY | 00875 | 1220 |

**A319-112**

| Registration | Serial Nbr | IPC Nbr |
|---|---|---|
| D-AIBK | 02131 | 1811 |
| D-AIBL | 02174 | 1812 |
| D-AIBM | 02262 | 1813 |
| D-AIBN | 02416 | 1814 |
| D-AIBP | 02547 | 1816 |
| D-AIBQ | 02652 | 1817 |

**A320-211 (SIM)**

| Registration | Serial Nbr | IPC Nbr |
|---|---|---|
| D-AIQS | 00401 | 1034 |
| D-AIQW | 01367 | 1037 |

**A320-214 (SIM)**

| Registration | Serial Nbr | IPC Nbr |
|---|---|---|
| D-AIZA | 04097 | 1038 |

**A320-271N**

| Registration | Serial Nbr | IPC Nbr |
|---|---|---|
| D-AIJH | 11150 | 1633 |
| D-AIJI | 11238 | 1634 |

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| Registration | Serial Nbr | IPC Nbr |
|---|---|---|
| D-AIJJ | 11299 | 1635 |
| D-AIJM | 11569 | 1638 |
| D-AIJN | 11672 | 1639 |

**A321-100 (SIM)**

| Registration | Serial Nbr | IPC Nbr |
|---|---|---|
| D-AIRN | 00560 | 1111 |

**A321-211**

| Registration | Serial Nbr | IPC Nbr |
|---|---|---|
| D-AEUA | 01988 | 1195 |
| D-AEUC | 03504 | 1196 |
| D-AEUI | 05126 | 1197 |
| D-AEUJ | 05133 | 1198 |

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**8-5 Preamble**

**8-21 AIR CONDITIONING**

**8-23 COMMUNICATION**

**8-25 EQUIPMENT**

**8-27 FLIGHT CONTROL**

**8-28 FUEL**

**8-30 ICE AND RAIN PROTECTION**

**8-32 LANDING GEAR**

**8-33 LIGHTS**

**8-49 APU**

**8-51 STRUCTURE**

**8-52 DOORS**

**8-53 FUSELAGE**

**8-54 NACELLE / PYLON**

**8-57 WINGS**

**8-71 POWER PLANT**

**8-78 EXHAUST**

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## 8-5-10 General

General ..... A

## 8-5-20 Limitations

Limitations ..... A

## 8-5-30 Performance

Performance ..... A

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## GENERAL

Ident.: 8-5-10-00002882.0000001 / 28 JUN 2022
**Applicable to: ALL**

The CONFIGURATION DEVIATION LIST (CDL) has the character of a supplement to OM-B chapter 1, "Limitations". Operation of the aircraft without certain secondary airframe and engine parts is possible as indicated in this Configuration Deviation List. Any part not included in this list must be considered as necessary.

It is important to repair the aircraft at the first airport where repairs or replacements may reasonably be made, since additional malfunctions may require the airplane to be taken out of service.

Maintenance Procedure

Letter (M) in the “PROCEDURE” column indicates that some maintenance action is necessary to permit flight with these parts missing.

It is the Operator's responsibility to:

– Define the task sharing between the flight and maintenance crews.

– Ensure that all maintenance procedures are performed.

When items require high-speed tape, the CDL dispatch conditions are assessed considering that the tape is in the correct position and in good condition. The Operator must use an appropriate process to ensure that the dispatch conditions are satisfied. The Operator must define this process in accordance with its specific operations.

*Note: Unless otherwise specified in the CDL item or the relevant AMM task, a visual inspection of the high-speed tape must be made at a regular interval that must not exceed 3 calendar days.*

The CDL maintenance procedures are published in the AMM. The CDL item number may be used to find the associated task in the AMM via the dedicated function of AirN@v.

Classification

In respect to their classification, all CDL items are important (I), unless marked as Handicap (H) or Minor (M).

*Note: The sign “-” in “NUMBER INSTALLED” column indicates that the quantity is variable.*
*The illustrations included in this Configuration Deviation List are given only for information to facilitate location of missing items and must not be considered as approved data.*
*Items numbering is used for item identification only. As a consequence it may appear some gaps in the item numbering sequence of a given aircraft.*

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# LIMITATIONS

Ident.: 8-5-20-00002883.0000001 / 28 JUN 2022
**Applicable to: ALL**

No more than one part of one system may be missing except if otherwise specified. Parts of different systems may be simultaneously missing, unless otherwise specified in this list.

When missing part introduces additional limitation(s), this limitation is indicated in the dispatch condition of the item of this list. This limitation comes in addition to the ones of the OM-B chapter 1 “LIMITATIONS”. This limitation must be clearly indicated by a placard on the pilot's instrument panel.

When an CDL dispatch condition refers to the MEL, the minimum number of equipment required for dispatch is the most limiting of the two documents.

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# PERFORMANCE

Ident.: 8-5-30-00002884.0000001 / 28 JUN 2022
**Applicable to: ALL**

Performance penalties are cumulative unless specific penalties for particular combinations of missing items are indicated.

These takeoff, en route and landing penalties apply to the most limiting corresponding weight.

If performance penalties are not indicated for removed items, no more than three of such items can be missing without taking further penalty. If more than three of such items are missing together, the following performance penalties are applicable per additional missing item:

– Takeoff and approach climb performance limiting weights are reduced by 50 kg (110 lb)

– En route performance limiting weight is reduced by 60 kg (132 lb) (i.e. corresponding to a 60 ft decrease of en-route net ceiling).

Printouts are for information only!



## 8-21-01 Ram Air Inlet Flap

21-01 Ram Air Inlet Flap ..... A
Illustration Ram Air Inlet Flap ..... B

## 8-21-02 Ram Air Outlet Flap

21-02 Ram Air Outlet Flap ..... A
Illustration Ram Air Outlet Flap ..... B

## 8-21-03 Ram Air Inlet Leading Edge

21-03 Ram Air Inlet Leading Edge ..... A
Illustration Ram Air Inlet Leading Edge ..... B

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| 21-01 | Ram Air Inlet Flap |
|---|---|

Ident.: 8-21-01-00002890.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

| 21-01<br>RAM AIR INLET FLAP | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 21-61-00-040-004*

All may be missing.

*Note:* 1. *May be combined with CDL item 21-02 (Refer to 8-21-02 Ram Air Outlet Flap).*
2. *System performance in heating mode may be decreased.*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable per missing inlet flap:

  – Takeoff and approach climb performance limiting weights are reduced by 127 kg (279 lb)

  – En-route performance limiting weight is reduced by 144 kg (317 lb)

  – Fuel consumption is increased by 0.32 %.

  When combined with CDL item 21-02 (*Refer to 8-21-02 Ram Air Outlet Flap*) of the same pack, the following performance penalties are applicable per affected pack:

  – Takeoff and approach climb performance limiting weights are reduced by 190 kg (418 lb)

  – En route performance limiting weight is reduced by 216 kg (476 lb)

  – Fuel consumption is increased by 0.47 %.

*Refer to 8-21-01 Illustration Ram Air Inlet Flap*

| 21-01 | Ram Air Inlet Flap |
|---|---|

Ident.: 8-21-01-00002890.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW, D-AIZA**

| 21-01<br>RAM AIR INLET FLAP | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 21-61-00-040-004*

All may be missing.

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*Note:* *System performance in heating mode will be decreased.*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable per missing flap:

  – Takeoff and approach climb performance limiting weights are reduced by 190 kg (418 lb)

  – En route performance limiting weight is reduced by 216 kg (476 lb)

  – Fuel consumption is increased by 0.53 %.

*Refer to 8-21-01 Illustration Ram Air Inlet Flap*

| 21-01 | Ram Air Inlet Flap |
|---|---|

Ident.: 8-21-01-00002890.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 21-01<br>RAM AIR INLET FLAP | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 21-61-00-040-004*

All may be missing.

*Note:* *System performance in heating mode will be decreased.*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable per missing flap:

  – Takeoff performance limiting weight is reduced by 143 kg (315 lb)

  – Approach climb limiting weight is reduced by 71 kg (157 lb)

  – En route performance limiting weight is reduced by 184 kg (406 lb)

  – Fuel consumption is increased by 0.32 %.

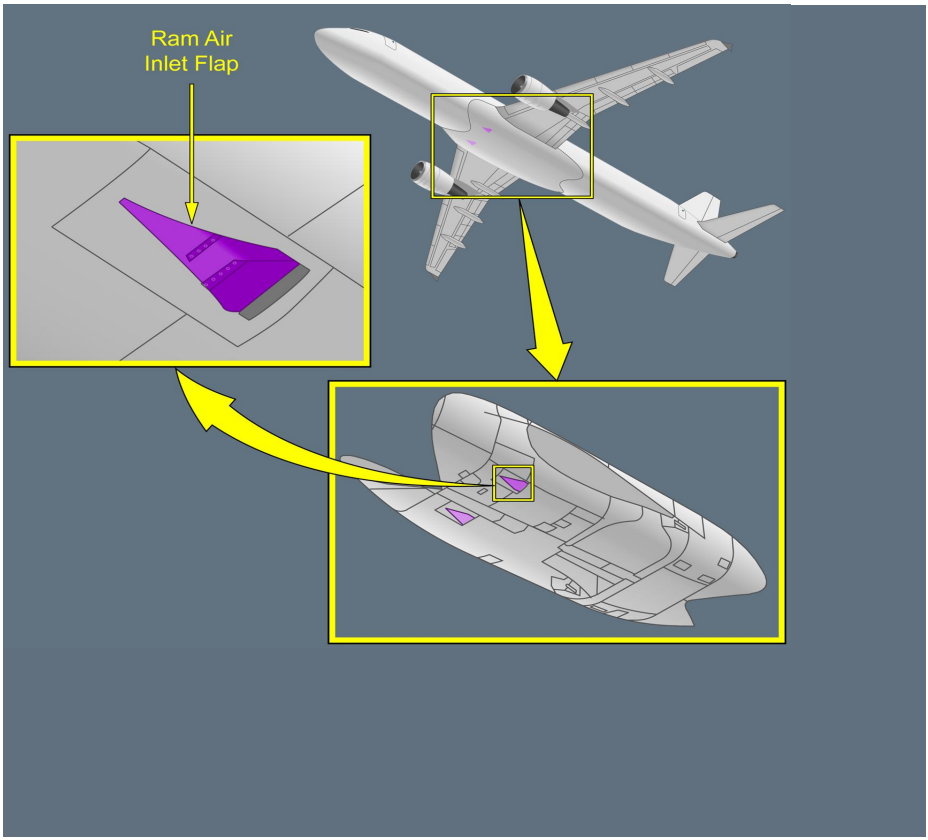
*Refer to 8-21-01 Illustration Ram Air Inlet Flap*

Printouts are for information only!



## ILLUSTRATION RAM AIR INLET FLAP

Ident.: 8-21-01-00002891.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions: *Refer to 8-21-01 Ram Air Inlet Flap*

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| 21-02 | Ram Air Outlet Flap |
|---|---|

Ident.: 8-21-02-00002892.0000001 / 23 FEB 2023
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

| 21-02<br>RAM AIR OUTLET FLAP | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 21-61-00-040-005*

All may be missing.

*Note:* 1. *May be combined with CDL item 21-01 (Refer to 8-21-01 Ram Air Inlet Flap).*
2. *System performance in heating mode may be decreased.*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  When combined with CDL item 21-01 (*Refer to 8-21-01 Ram Air Inlet Flap*) of the same pack, the following performance penalties are applicable per affected pack:

  – Takeoff and approach climb performance limiting weights are reduced by 190 kg (418 lb)

  – En route performance limiting weight is reduced by 216 kg (476 lb)

  – Fuel consumption is increased by 0.47 %.

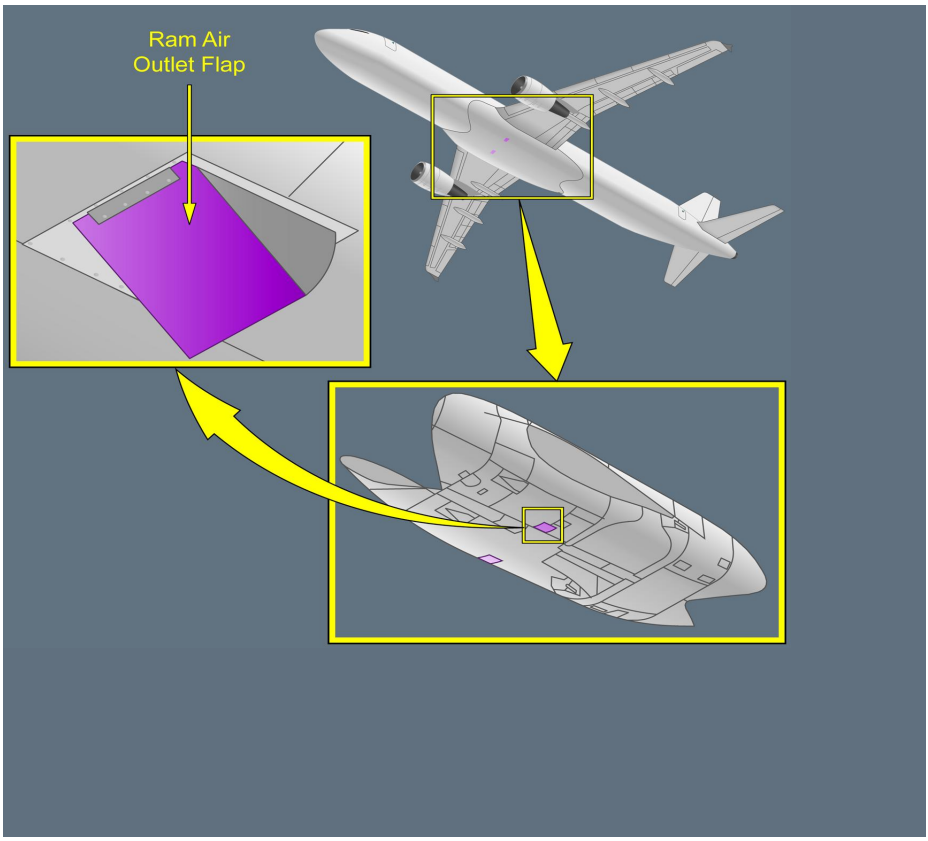
*Refer to 8-21-02 Illustration Ram Air Outlet Flap*

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## ILLUSTRATION RAM AIR OUTLET FLAP

Ident.: 8-21-02-00002893.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**




For dispatch conditions: *Refer to 8-21-02 Ram Air Outlet Flap*

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| 21-03 | Ram Air Inlet Leading Edge |
|---|---|

Ident.: 8-21-03-00002894.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 21-03<br>RAM AIR INLET LEADING EDGE | Quantity installed<br>2 |
|---|---|

One may be missing provided the associated pack is turned off (*Refer to 9-MI-21-52-01 Air Conditioning Pack*).

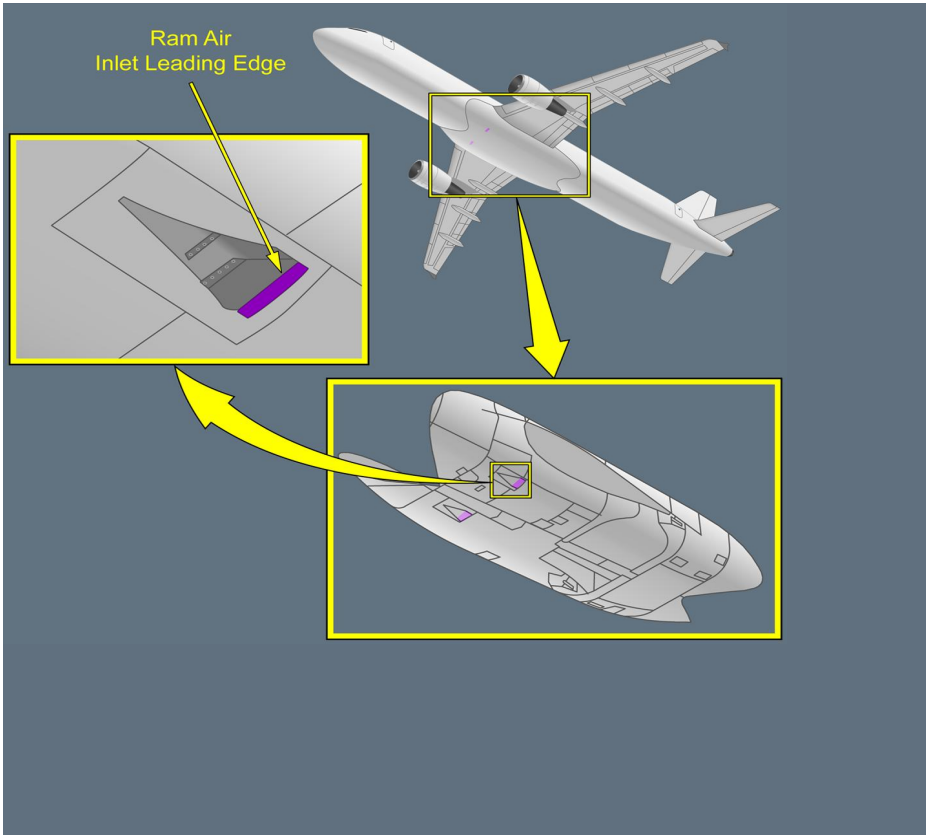
*Refer to 8-21-03 Illustration Ram Air Inlet Leading Edge*

Printouts are for information only!



## ILLUSTRATION RAM AIR INLET LEADING EDGE

Ident.: 8-21-03-00002895.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-21-03 Ram Air Inlet Leading Edge*

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## 8-23-01 Static Discharger

23-01 Static Discharger ..... A
Illustration Static Discharger ..... B

## 8-23-03 Interphone Jack Cover Spring

23-03 Interphone Jack Cover Spring ..... A
Illustration Interphone Jack Cover Spring ..... B

Printouts are for information only!



| 23-01 | Static Discharger |
|---|---|

Ident.: 8-23-01-00002896.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 23-01<br>STATIC DISCHARGER | Quantity installed<br>- |
|---|---|

20 % of static dischargers may be missing or inoperative on each the following areas:

– RIGHT wing

– LEFT wing

– Vertical stabilizer (including rudder)

– RIGHT horizontal stabilizer (including elevator)

– LEFT horizontal stabilizer (including elevator).

Note: 1. *If a static discharger is missing or inoperative on a flap track fairing, the VHF and HF sound quality may be slightly degraded.*

2. *When combined with the case of dispatch with a wing tip fence missing, 20 % of the remaining static dischargers of the affected wing are allowed to be inoperative or missing (Refer to 8-57-01 Wing Tip Fence).*

*Refer to 8-23-01 Illustration Static Discharger*

| 23-01 | Static Discharger |
|---|---|

Ident.: 8-23-01-00002896.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 23-01<br>STATIC DISCHARGER | Quantity installed<br>- |
|---|---|

One static discharger may be missing or inoperative on each of the following areas:

– RIGHT wing

– LEFT wing

– Vertical stabilizer (including rudder)

– RIGHT horizontal stabilizer (including elevator)

– LEFT horizontal stabilizer (including elevator).

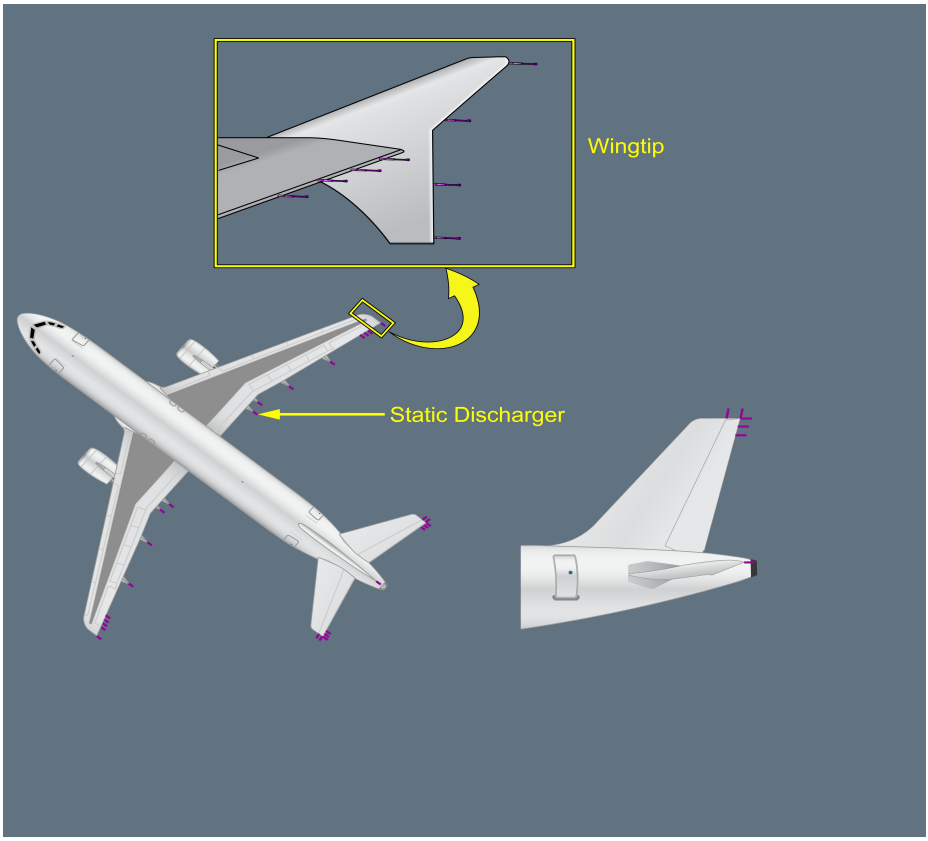
*Refer to 8-23-01 Illustration Static Discharger*

Printouts are for information only!



## ILLUSTRATION STATIC DISCHARGER

Ident.: 8-23-01-00002897.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




*Note:* *The engine pylons static dischargers may be uninstalled per Service Bulletin 23-1299. The aircraft configuration regarding the SB 23-1299 defines the number of static dischargers installed.*

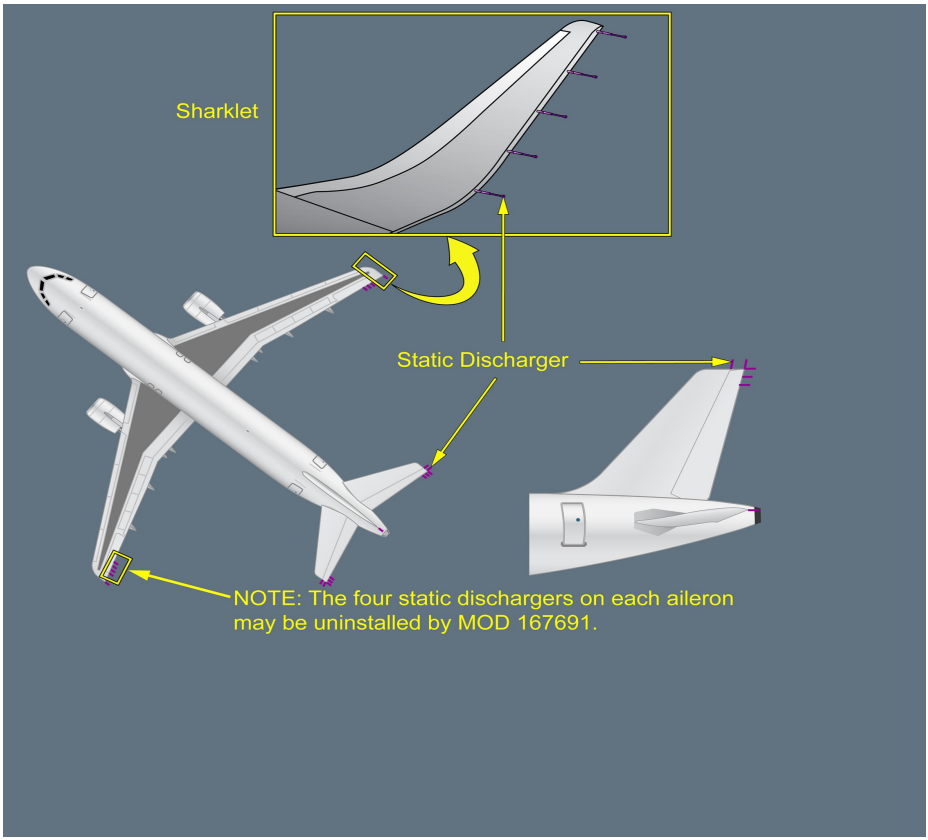
For dispatch conditions:*Refer to 8-23-01 Static Discharger*

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## ILLUSTRATION STATIC DISCHARGER

Ident.: 8-23-01-00002897.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-23-01 Static Discharger*

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| 23-03 | Interphone Jack Cover Spring |
|---|---|

Ident.: 8-23-03-00002898.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 23-03<br>INTERPHONE JACK COVER SPRING | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 23-44-00-040-802*

All may be missing provided the hole is covered.

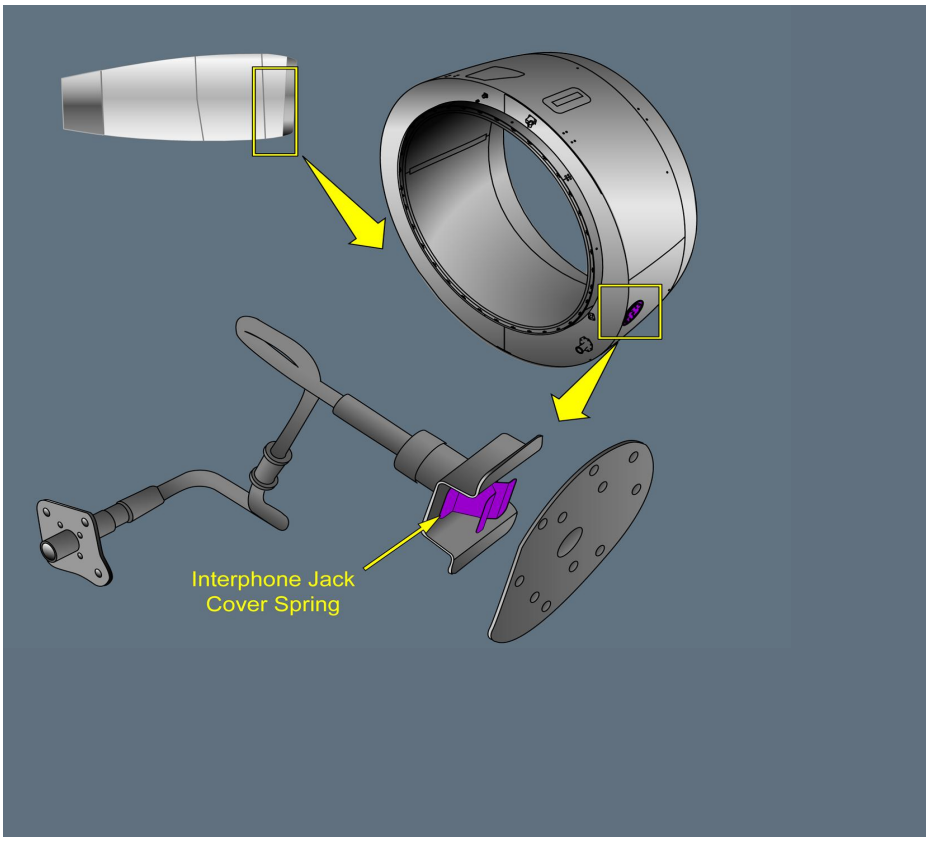
*Refer to 8-23-03 Illustration Interphone Jack Cover Spring*

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## ILLUSTRATION INTERPHONE JACK COVER SPRING

Ident.: 8-23-03-00002899.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-23-03 Interphone Jack Cover Spring*

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## 8-25-01 ELT Antenna

25-01 ELT Antenna ..... A
Illustration ELT Antenna ..... B

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| Localization<br>Title | Reason |
|---|---|
| 8-25-01<br>25-01 ELT Antenna | **Added new CDL-Item.**<br>**Added HANDICAP.** |

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| 25-01 | ELT Antenna |
|---|---|

Ident.: 8-25-01-00012696.0000001 / 14 MAY 2024
**Applicable to: ALL**

| 25-01<br>ELT ANTENNA | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 25-65-00-040-002*

The antenna blade may be missing provided that the base plate is still in place and the ELT is deactivated. A visual inspection must be performed before each flight to ensure that there is no additional damage or contamination.

The ELT antenna must be considered inoperative. (*Refer to 9-MI-25-65-05 Automatic Emergency Locator Transmitter (if installed)*).

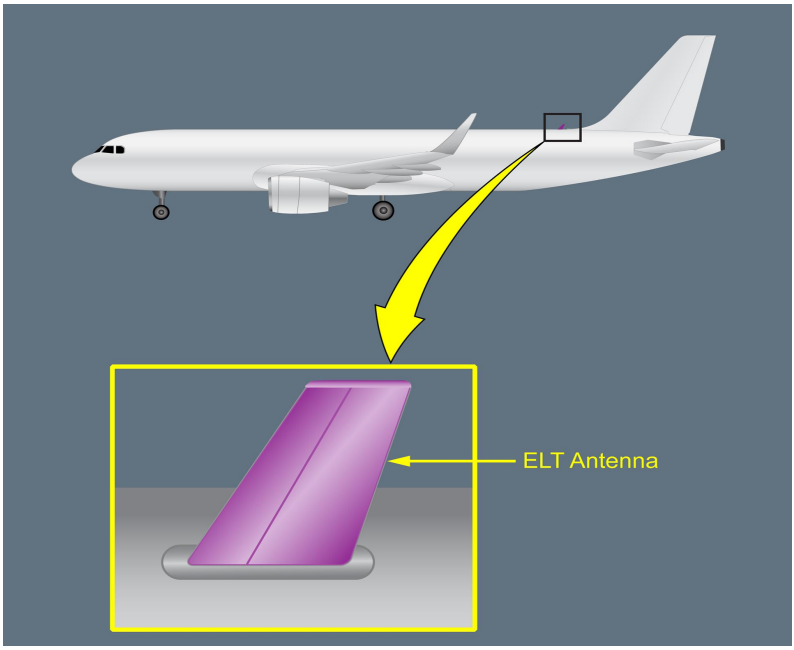
*Refer to 8-25-01 Illustration ELT Antenna*

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## ILLUSTRATION ELT ANTENNA

Ident.: 8-25-01-00012697.0000001 / 14 MAY 2024
**Applicable to: ALL**




For dispatch conditions: *Refer to 8-25-01 ELT Antenna*

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**8-27-01 Flap Track Fairing**

27-01 Flap Track Fairing ..... A
Illustration Flap track fairing ..... B

**8-27-02 Flap Track Fairing 1A Extension**

27-02 Flap Track Fairing 1A Extension ..... A
Illustration Flap track fairing 1A extension ..... B

**8-27-03 Slat Track Closing Plate**

27-03 Slat Track Closing Plate ..... A
Illustration Slat track closing plate ..... B

**8-27-05 Access Panel for Bearings at Elevator**

27-05 Access Panel for Bearings at Elevator ..... A
Illustration Access panel for bearings at elevator ..... B

**8-27-06 Flap Track Fairing Rear Top Cover and Tail Cone**

27-06 Flap Track Fairing Rear Top Cover and Tail Cone ..... A
Illustration Flap track fairing rear top cover and tail cone ..... B

**8-27-07 Rubber Seal under Slat**

27-07 Rubber Seal under Slat ..... A
Illustration Rubber seal under slat ..... B

**8-27-08 Seal Between Inboard and Outboard Flap**

27-08 Seal Between Inboard and Outboard Flap ..... A
Illustration Seal Between Inboard and Outboard Flap ..... B

**8-27-09 Inboard Aileron Edge to Wing Seal**

27-09 Inboard Aileron Edge to Wing Seal ..... A
Illustration Inboard Aileron to Wing Seal ..... B

**8-27-10 Slat End Seal and Weather Seal**

27-10 Slat End Seal and Weather Seal ..... A
Illustration Slat End Seal and Weather Seal ..... B

**8-27-11 Slat Track Filler Block**

27-11 Slat Track Filler Block ..... A

Printouts are for information only!



Illustration Slat track filler block ..... B

## 8-27-12 Slat Track Sealing Packer

27-12 Slat Track Sealing Packer ..... A
Illustration Slat track sealing packer ..... B

## 8-27-13 Inter-flap Cushion Seal

27-13 Inter-flap Cushion Seal ..... A
Illustration Inter-flap cushion seal ..... B

## 8-27-14 Flap Track Moveable Fairing Seal

27-14 Flap Track Moveable Fairing Seal ..... A
Illustration Moveable flap track fairing seal ..... B

## 8-27-15 Flap Track Fixed Fairing Seal

27-15 Flap Track Fixed Fairing seal ..... A
Illustration Fixed flap track fairing seal ..... B

## 8-27-16 Flap Track Moveable Fairing Pivot Cover

27-16 Flap Track Moveable Fairing Pivot Cover ..... A
Illustration Flap Track Moveable Fairing Pivot Cover ..... B

## 8-27-17 Flap Tab Fairing

27-17 Flap Tab Fairing ..... A
Illustration Flap Tab Fairing ..... B

Printouts are for information only!



| 27-01 | Flap Track Fairing |
|---|---|

Ident.: 8-27-01-00002900.0000002 / 15 DEC 2023
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 27-01<br>FLAP TRACK FAIRING | Quantity installed<br>6 |
|---|---|

**(m)** *Refer to AMM Task 57-55-00-040-001*

One fairing may be partly or completely missing.

Note: 1. *When the forward part of the fairing is missing, the aft part must be removed.*
2. *When the aft part of the fairing is missing, the forward part may remain installed.*
3. *May be combined with CDL items:*
   – *27-08 (Refer to 8-27-08 Seal Between Inboard and Outboard Flap)*
   – *27-13 (Refer to 8-27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 1430 kg (3153 lb)

  – En route performance limiting weight is reduced by 1575 kg (3472 lb)

  – Fuel consumption is increased by 2.81 %.

*Refer to 8-27-01 Illustration Flap Track Fairing*

| 27-01 | Flap Track Fairing |
|---|---|

Ident.: 8-27-01-00002900.0000003 / 15 DEC 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 27-01<br>FLAP TRACK FAIRING | Quantity installed<br>6 |
|---|---|

**(m)** *Refer to AMM Task 57-55-00-040-001*

One fairing may be partly or completely missing.

Note: 1. *When the forward part of the fairing is missing, the aft part must be removed.*
2. *When the aft part of the fairing is missing, the forward part may remain installed.*

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3. *May be combined with CDL items:*
   – *27-08 (Refer to 8-27-08 Seal Between Inboard and Outboard Flap)*
   – *27-13 (Refer to 8-27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 1328 kg (2928 lb)

  – Approach climb limiting weight is reduced by 664 kg (1464 lb)

  – En route performance limiting weight is reduced by 1980 kg (4365 lb)

  – Fuel consumption is increased by 3.14 %.

*Refer to 8-27-01 Illustration Flap Track Fairing*

| 27-01 | Flap Track Fairing |
|---|---|

Ident.: 8-27-01-00002900.0000005 / 15 DEC 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 27-01<br>FLAP TRACK FAIRING | Quantity installed<br>6 |
|---|---|

**(m)** *Refer to AMM Task 57-55-00-040-001*

One fairing may be partly or completely missing.

*Note:*
1. *When the forward part of the fairing is missing, the aft part must be removed.*
2. *When the aft part of the fairing is missing, the forward part may remain installed.*
3. *May be combined with CDL items:*
   – *27-08 (Refer to 8-27-08 Seal Between Inboard and Outboard Flap)*
   – *27-13 (Refer to 8-27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 1180 kg (2601 lb)

  – En route performance limiting weight is reduced by 1620 kg (3571 lb)

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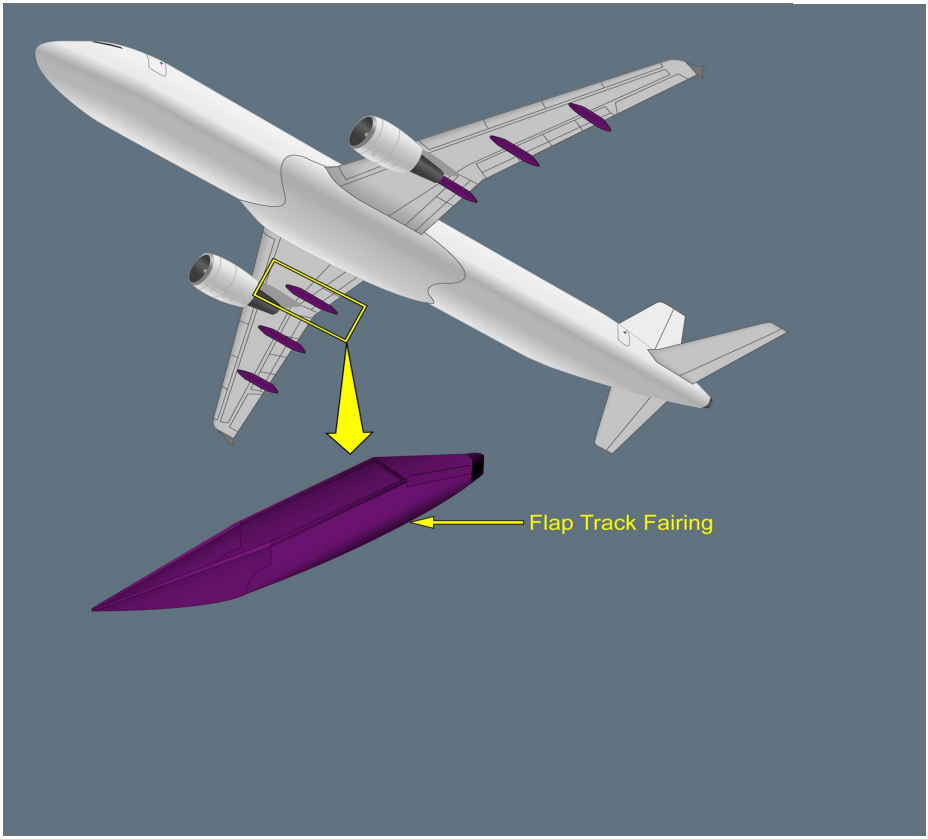


– Fuel consumption is increased by 3.14 %.

*Refer to 8-27-01 Illustration Flap Track Fairing*

## ILLUSTRATION FLAP TRACK FAIRING

Ident.: 8-27-01-00002901.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-01 Flap Track Fairing*

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| 27-02 | Flap Track Fairing 1A Extension |
|---|---|

Ident.: 8-27-02-00002902.0000001 / 15 DEC 2023
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 27-02<br>FLAP TRACK FAIRING 1A EXTENSION | Quantity installed<br>2 |
|---|---|

All may be missing.

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable per missing extension:

  – Takeoff and approach climb performance limiting weights are reduced by 120 kg (265 lb)

  – En route performance limiting weight is reduced by 131 kg (289 lb)

  – Fuel consumption is increased by 0.26 %.

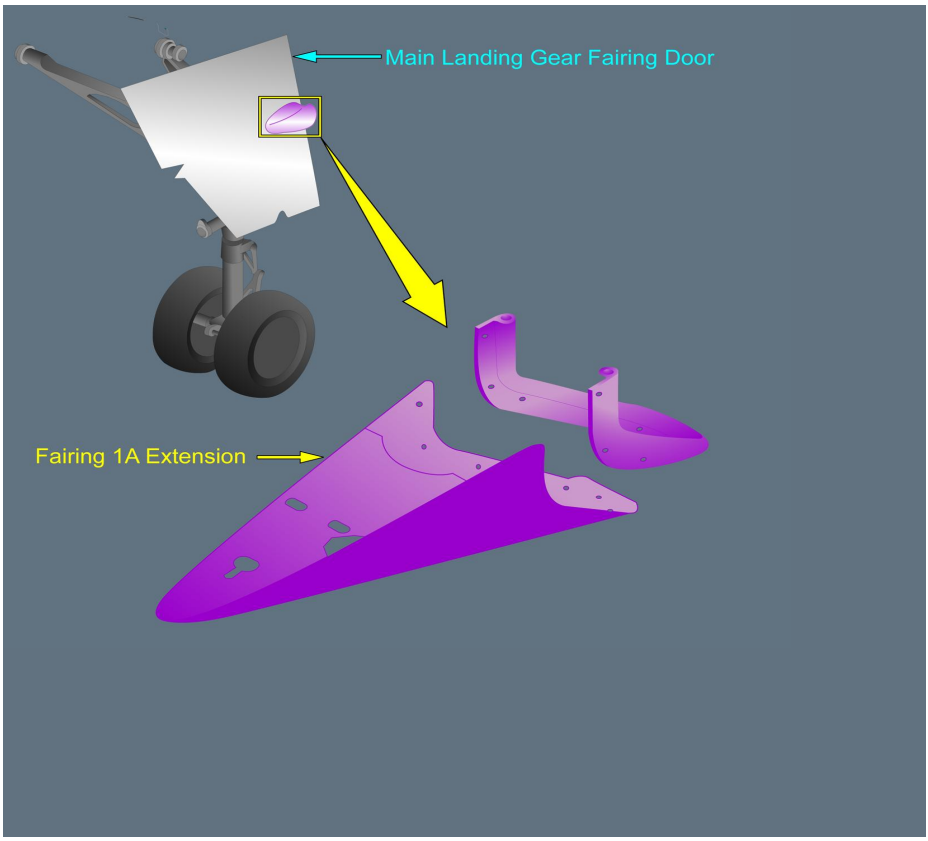
*Refer to 8-27-02 Illustration Flap Track Fairing 1A Extension*

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## ILLUSTRATION FLAP TRACK FAIRING 1A EXTENSION

Ident.: 8-27-02-00002903.0000001 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**




For dispatch conditions:*Refer to 8-27-02 Flap Track Fairing 1A Extension*

Printouts are for information only!



| 27-03 | Slat Track Closing Plate |
|---|---|

Ident.: 8-27-03-00002904.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-03<br>SLAT TRACK CLOSING PLATE | Quantity installed<br>24 |
|---|---|

Two may be missing.

*Note:* *May be combined with MCDL item 27-16 (Refer to 8-27-16 Flap Track Moveable Fairing Pivot Cover).*

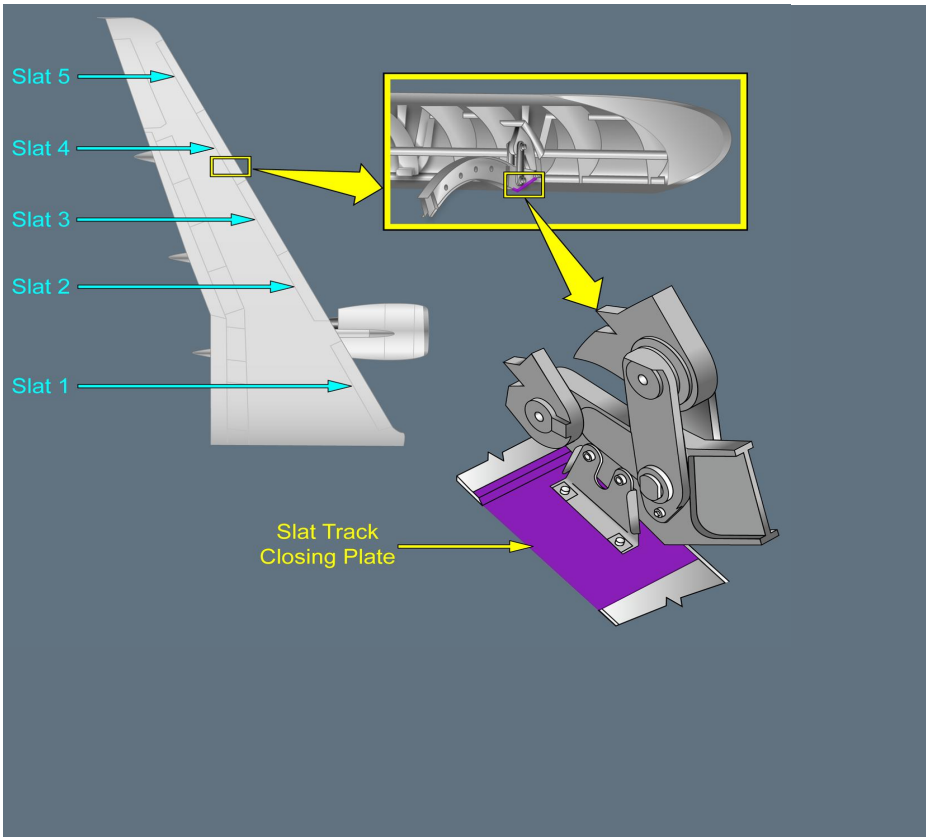
*Refer to 8-27-03 Illustration Slat Track Closing Plate*

Printouts are for information only!



## ILLUSTRATION SLAT TRACK CLOSING PLATE

Ident.: 8-27-03-00002905.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions: *Refer to 8-27-03 Slat Track Closing Plate*

Printouts are for information only!



| 27-05 | Access Panel for Bearings at Elevator |
|---|---|

Ident.: 8-27-05-00002906.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-05<br>ACCESS PANEL FOR BEARINGS AT ELEVATOR | Quantity installed<br>8 |
|---|---|

Two may be missing.

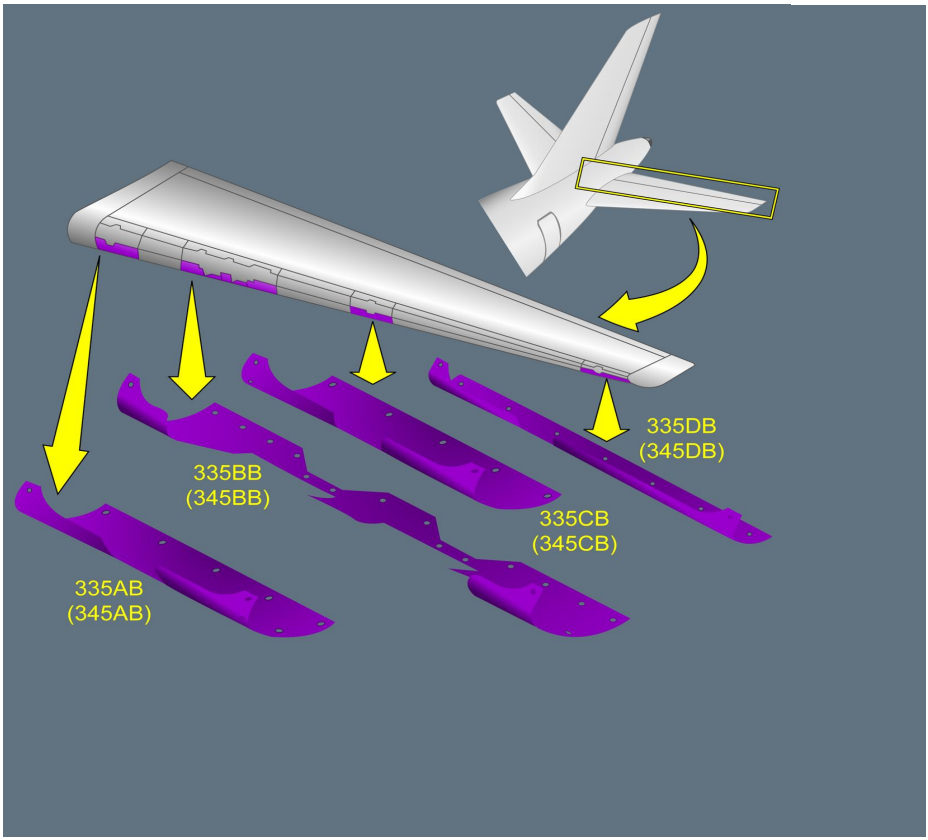
*Refer to 8-27-05 Illustration Access Panel for Bearings at Elevator*

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## ILLUSTRATION ACCESS PANEL FOR BEARINGS AT ELEVATOR

Ident.: 8-27-05-00002907.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-05 Access Panel for Bearings at Elevator*

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| 27-06 | Flap Track Fairing Rear Top Cover and Tail Cone |
|---|---|

Ident.: 8-27-06-00002908.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-06<br>FLAP TRACK FAIRING REAR TOP COVER AND TAIL CONE | Quantity installed<br>- |
|---|---|

**(m)** *Refer to AMM Task 57-55-00-040-002*

Both may be missing on two flap track fairings.

*Note:* 1. *When the tail cone is missing, the rear top cover may remain installed.*
2. *When the rear top cover is missing, the associated tail cone must be removed.*

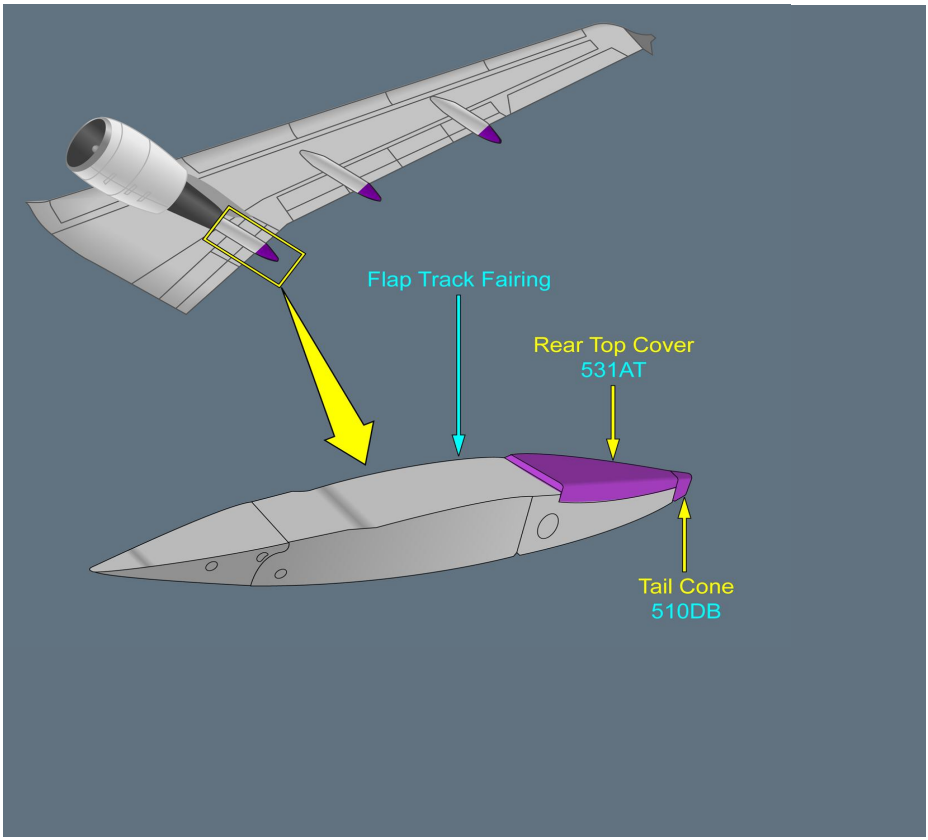
*Refer to 8-27-06 Illustration Flap Track Fairing Rear Top Cover and Tail Cone*

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## ILLUSTRATION FLAP TRACK FAIRING REAR TOP COVER AND TAIL CONE

Ident.: 8-27-06-00002909.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-06 Flap Track Fairing Rear Top Cover and Tail Cone*

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| 27-07 | Rubber Seal under Slat |
|---|---|

Ident.: 8-27-07-00002910.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-07<br>RUBBER SEAL UNDER SLAT | Quantity installed<br>- |
|---|---|

**(m)** *Refer to AMM Task 57-40-00-040-001*

1 m (39.3 in) per slat may be missing.

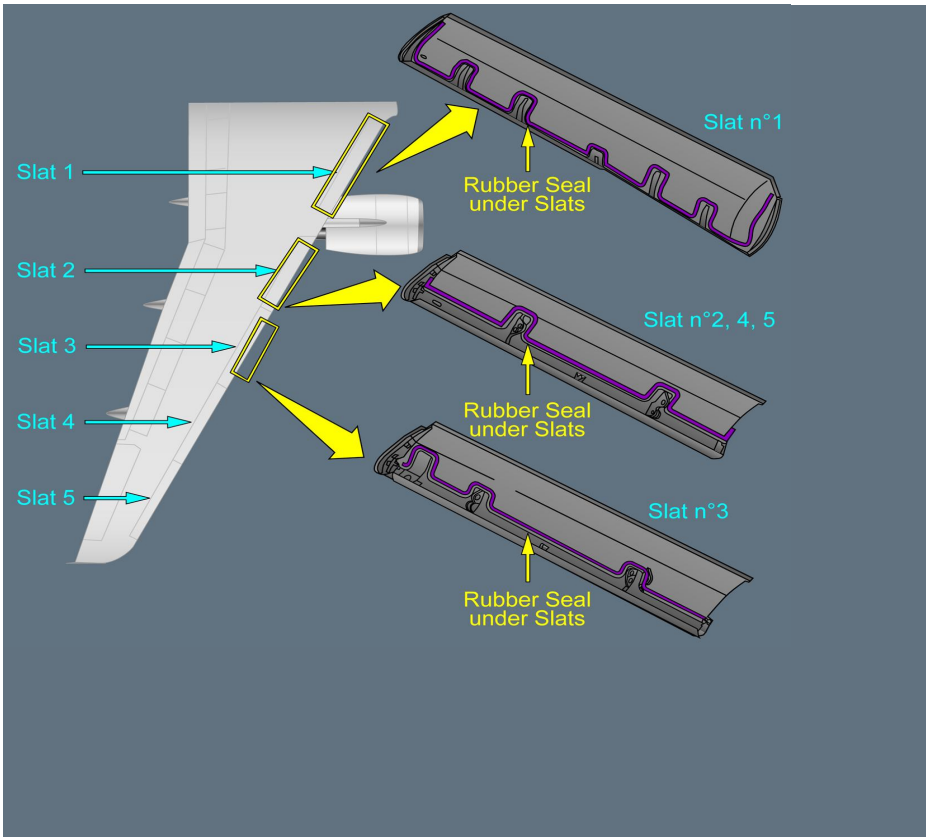
*Refer to 8-27-07 Illustration Rubber Seal under Slat*

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## ILLUSTRATION RUBBER SEAL UNDER SLAT

Ident.: 8-27-07-00002911.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-07 Rubber Seal under Slat*

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| 27-08 | Seal Between Inboard and Outboard Flap |
|---|---|

Ident.: 8-27-08-00002912.0000001 / 15 DEC 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 27-08<br>SEAL BETWEEN INBOARD AND OUTBOARD FLAP | Quantity installed<br>6 |
|---|---|

Three may be missing.

*Note:* *May be combined with MCDL items:*
- *27-01 (Refer to AFM/MCDL-27-01 27-01 Flap Track Fairing)*
- *27-13 (Refer to AFM/MCDL-27-13 27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb) per missing seal

  – En route performance limiting weight is reduced by 72 kg (159 lb) per missing seal

  – If two or more seals are missing, fuel consumption is increased by 0.16 % per missing seal.

*Refer to 8-27-08 Illustration Seal between Inboard and Outboard Flap*

| 27-08 | Seal Between Inboard and Outboard Flap |
|---|---|

Ident.: 8-27-08-00002912.0000002 / 15 DEC 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 27-08<br>SEAL BETWEEN INBOARD AND OUTBOARD FLAP | Quantity installed<br>6 |
|---|---|

Three may be missing.

*Note:* *May be combined with CDL items:*
- *27-01 (Refer to 8-27-01 Flap Track Fairing)*
- *27-13 (Refer to 8-27-13 Inter-flap Cushion Seal).*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

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Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

The following performance penalties are applicable:

- Takeoff performance limiting weight is reduced by 71 kg (157 lb) per missing seal
- En route performance limiting weight is reduced by 92 kg (203 lb) per missing seal
- If two or more seals are missing:
  - Approach climb limiting weight is reduced by 36 kg (79 lb) per missing seal
  - Fuel consumption is increased by 0.16 % per missing seal.

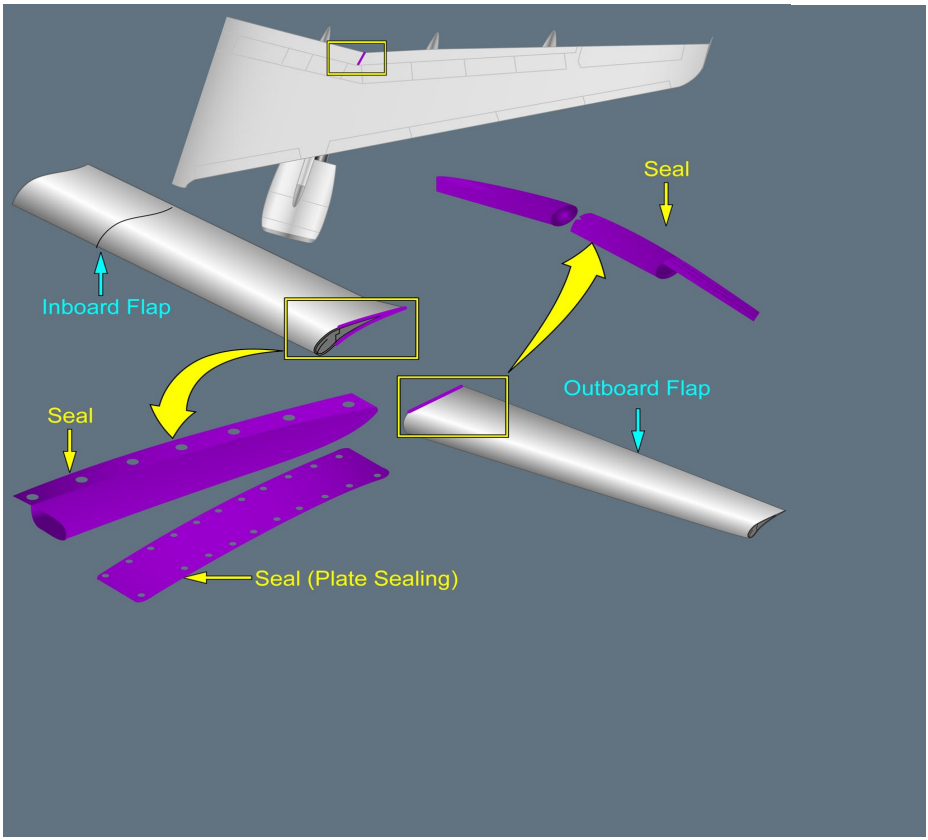
*Refer to 8-27-08 Illustration Seal between Inboard and Outboard Flap*

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## ILLUSTRATION SEAL BETWEEN INBOARD AND OUTBOARD FLAP

Ident.: 8-27-08-00002913.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-08 Seal Between Inboard and Outboard Flap*

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| 27-09 | Inboard Aileron Edge to Wing Seal |
|---|---|

Ident.: 8-27-09-00002914.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-09<br>INBOARD AILERON EDGE TO WING SEAL | Quantity installed<br>4 |
|---|---|

One seal per aileron may be partially or completely missing provided that any loose or flapping seal material is cut off.

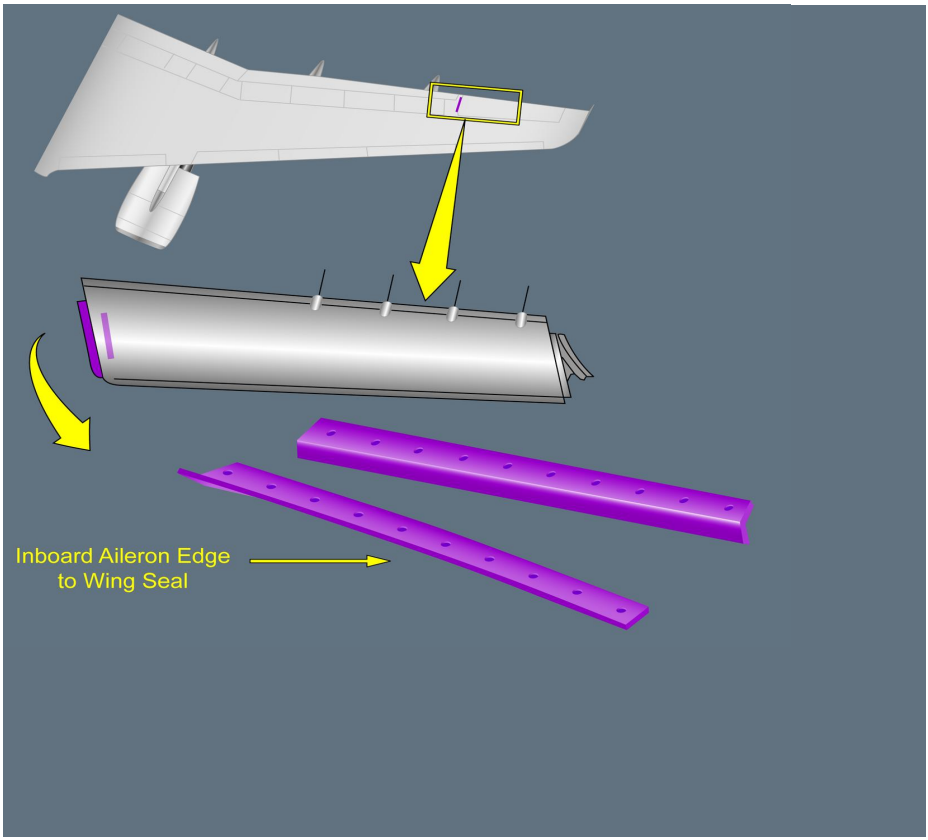
*Refer to 8-27-09 Illustration Inboard Aileron to Wing Seal*

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## ILLUSTRATION INBOARD AILERON TO WING SEAL

Ident.: 8-27-09-00002915.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-09 Inboard Aileron Edge to Wing Seal*

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| 27-10 | Slat End Seal and Weather Seal |
|---|---|

Ident.: 8-27-10-00002916.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-10<br>SLAT END SEAL AND WEATHER SEAL | Quantity installed<br>12 |
|---|---|

One seal per wing may be partially or completely missing provided any loose or flapping seal material is cut off.

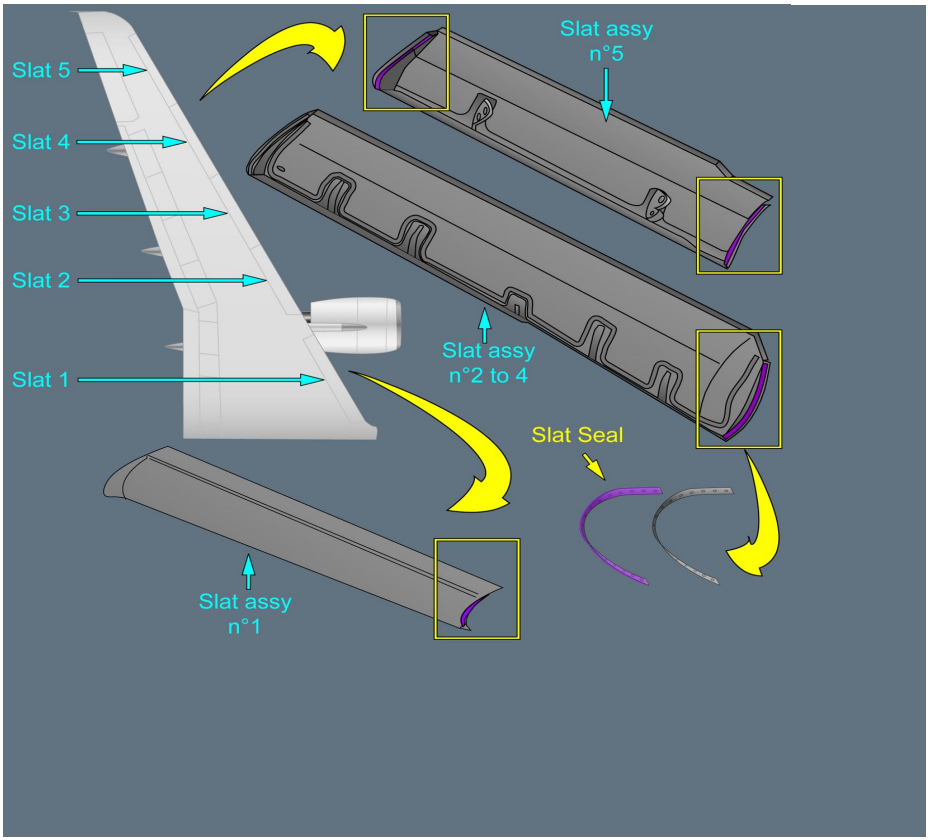
*Refer to 8-27-10 Illustration Slat End Seal and Weather Seal*

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## ILLUSTRATION SLAT END SEAL AND WEATHER SEAL

Ident.: 8-27-10-00002917.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-10 Slat End Seal and Weather Seal*

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| 27-11 | Slat Track Filler Block |
|---|---|

Ident.: 8-27-11-00002918.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-11<br>SLAT TRACK FILLER BLOCK | Quantity installed<br>6 |
|---|---|

All may be missing.

*Note:* *May be combined with MCDL item 27-12 (Refer to 8-27-12 Slat Track Sealing Packer).*

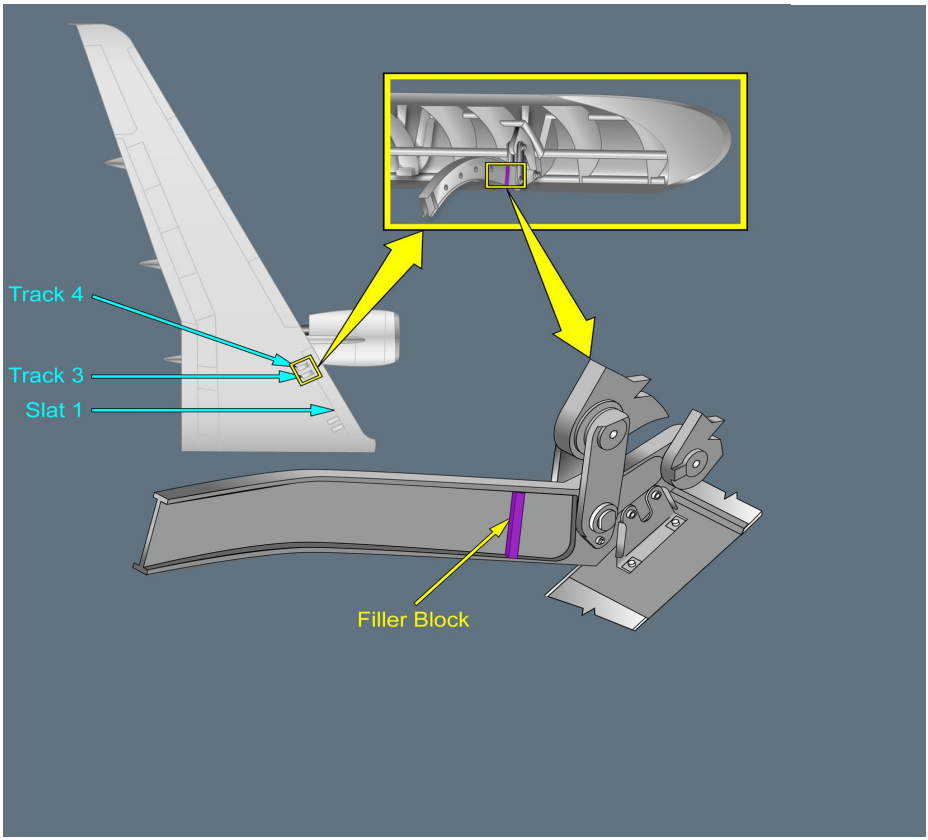
*Refer to 8-27-11 Illustration Slat Track Filler Block*

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## ILLUSTRATION SLAT TRACK FILLER BLOCK

Ident.: 8-27-11-00002919.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-11 Slat Track Filler Block*

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| 27-12 | Slat Track Sealing Packer |
|---|---|

Ident.: 8-27-12-00002920.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-12<br>SLAT TRACK SEALING PACKER | Quantity installed<br>4 |
|---|---|

All may be missing.

*Note:* *May be combined with MCDL item 27-11 (Refer to 8-27-11 Slat Track Filler Block).*

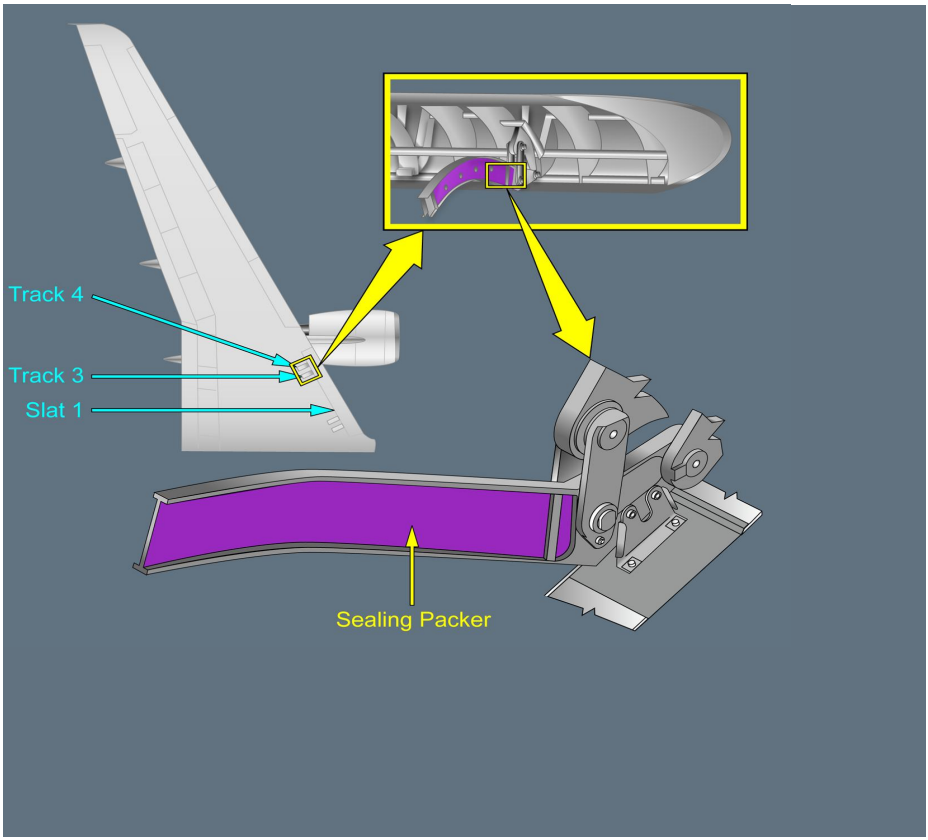
*Refer to 8-27-12 Illustration Slat Track Sealing Packer*

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## ILLUSTRATION SLAT TRACK SEALING PACKER

Ident.: 8-27-12-00002921.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-12 Slat Track Sealing Packer*

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| 27-13 | Inter-flap Cushion Seal |
|---|---|

Ident.: 8-27-13-00002922.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-13<br>INTER-FLAP CUSHION SEAL | Quantity installed<br>4 |
|---|---|

One cushion seal may be missing per wing.

*Note:* *May be combined with MCDL items:*
- *27-01 (Refer to 8-27-01 Flap Track Fairing)*
- *27-08 (Refer to 8-27-08 Seal Between Inboard and Outboard Flap).*

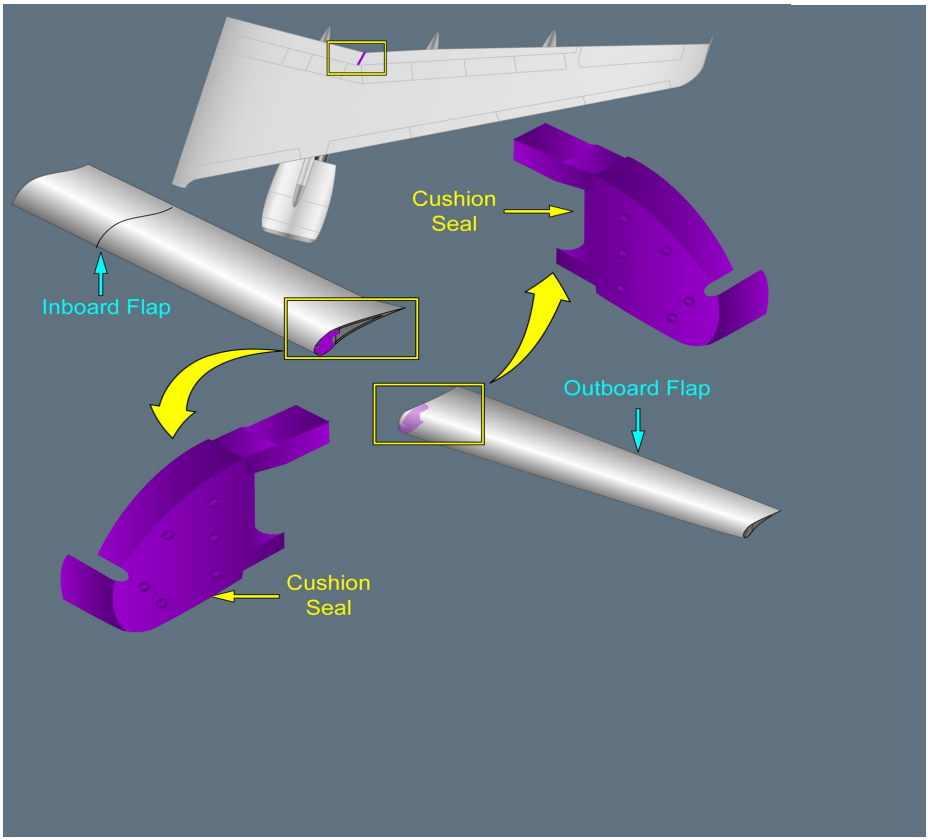
*Refer to 8-27-13 Illustration Inter-Flap Cushion Seal*

Printouts are for information only!



## ILLUSTRATION INTER-FLAP CUSHION SEAL

Ident.: 8-27-13-00002923.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-13 Inter-flap Cushion Seal*

Printouts are for information only!



| 27-14 | Flap Track Moveable Fairing Seal |
|---|---|

Ident.: 8-27-14-00002924.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-14<br>FLAP TRACK MOVEABLE FAIRING SEAL | Quantity installed<br>12 |
|---|---|

**(m)** *Refer to AMM Task 57-55-00-040-004*

50 % of the seal length may be missing on each side of the flap track fairing for 100 flight hours provided that a visual inspection is performed before each flight to ensure there is no flapping seal on the aircraft.

*Note:* *May be combined with MCDL item 27-15 (Refer to 8-27-15 Flap Track Fixed Fairing Seal).*

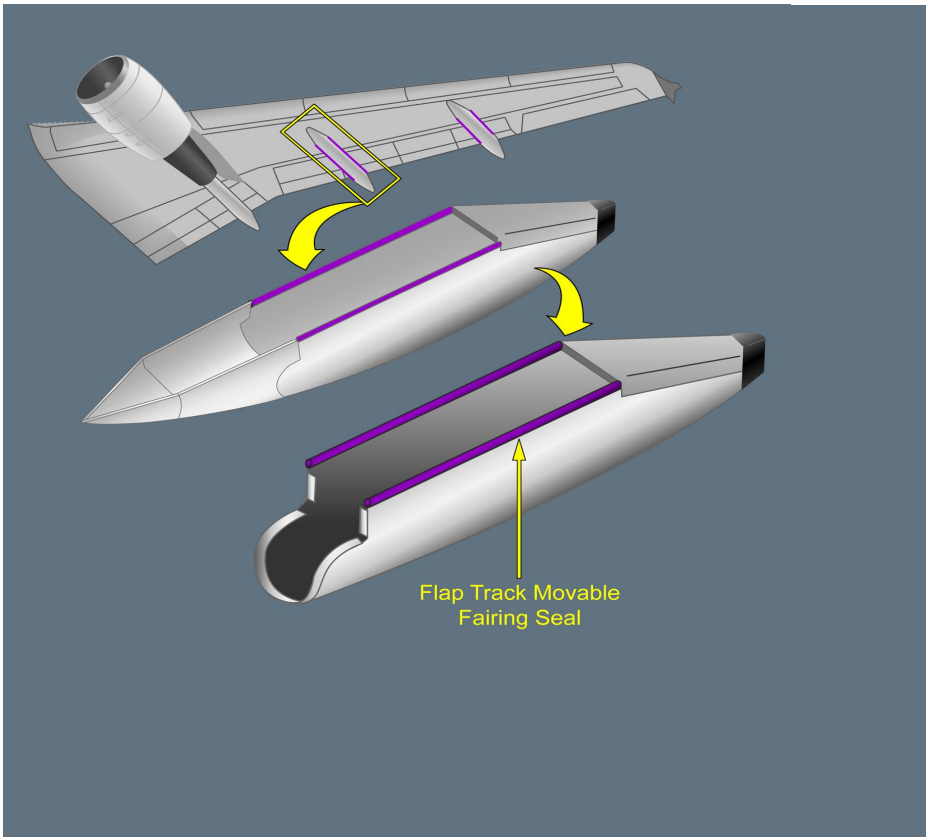
*Refer to 8-27-14 Illustration Flap Track Moveable Fairing Seal*

Printouts are for information only!



## ILLUSTRATION MOVEABLE FLAP TRACK FAIRING SEAL

Ident.: 8-27-14-00002925.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-14 Flap Track Moveable Fairing Seal*

Printouts are for information only!



| 27-15 | Flap Track Fixed Fairing seal |
|---|---|

Ident.: 8-27-15-00002926.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 27-15<br>FLAP TRACK FIXED FAIRING SEAL | Quantity installed<br>18 |
|---|---|

**(m)** *Refer to AMM Task 57-55-00-040-004*

All may be missing provided that the hole is covered and a visual inspection is performed before each flight.

The time limitation for each missing item is 100 flight hours.

*Note:* *May be combined with MCDL item 27-14 (Refer to 8-27-14 Flap Track Moveable Fairing Seal).*

*Refer to 8-27-15 Illustration Flap Track Fixed Fairing Seal*

| 27-15 | Flap Track Fixed Fairing Seal |
|---|---|

Ident.: 8-27-15-00002926.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 27-15<br>FLAP TRACK FIXED FAIRING SEAL | Quantity installed<br>6 |
|---|---|

**(m)** *Refer to AMM Task 57-55-00-040-004*

All may be missing provided that the hole is covered and a visual inspection is performed before each flight.

The time limitation for each missing item is 100 flight hours.

*Note:* *May be combined with MCDL item 27-14 (Refer to 8-27-14 Flap Track Moveable Fairing Seal).*

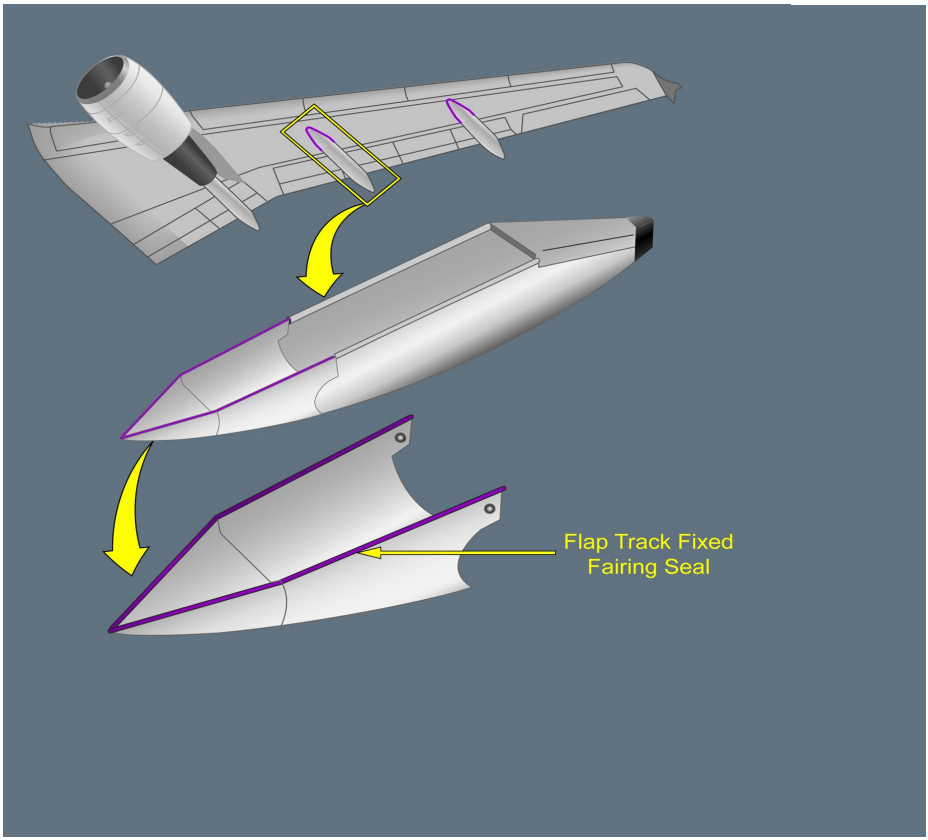
*Refer to 8-27-15 Illustration Flap Track Fixed Fairing Seal*

Printouts are for information only!



## ILLUSTRATION FIXED FLAP TRACK FAIRING SEAL

Ident.: 8-27-15-00002927.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-15 Flap Track Fixed Fairing Seal*

Printouts are for information only!



| 27-16 | Flap Track Moveable Fairing Pivot Cover |
|---|---|

Ident.: 8-27-16-00002928.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 27-16<br>FLAP TRACK MOVEABLE FAIRING PIVOT COVER | Quantity installed<br>12 |
|---|---|

**(m)** *Refer to AMM Task 57-55-00-040-005*

All may be missing provided that the hole is covered and a visual inspection is performed daily.

*Note:* *May be combined with MCDL item 27-03 (Refer to 8-27-03 Slat Track Closing Plate).*

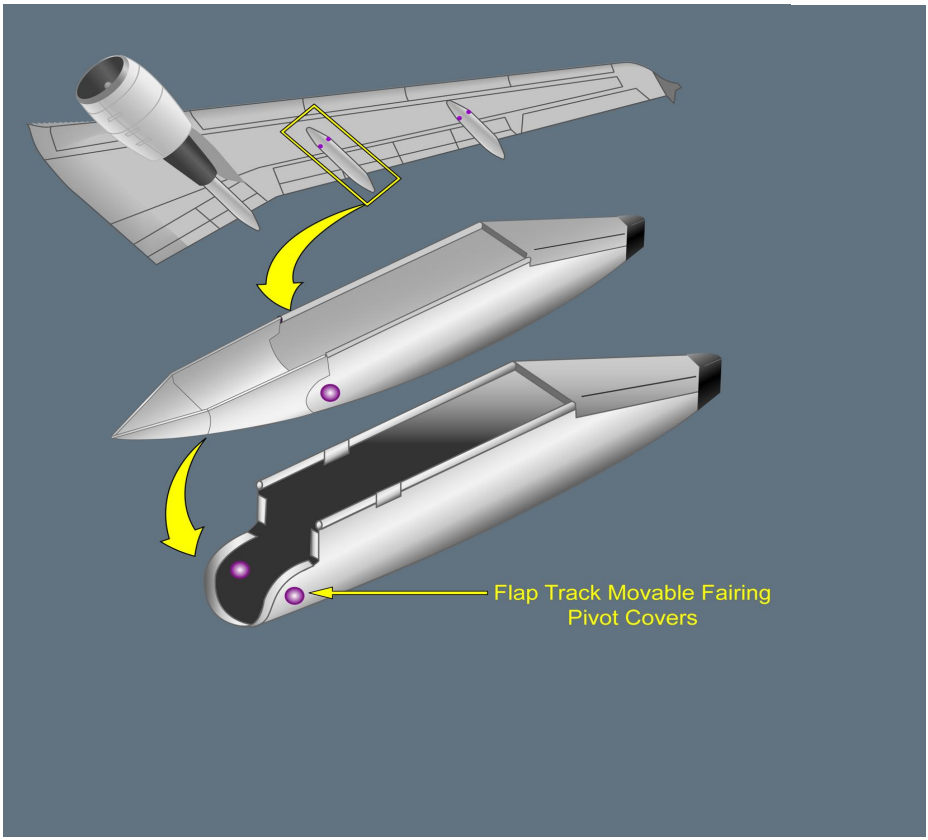
*Refer to 8-27-16 Illustration Flap Track Moveable Fairing Pivot Cover*

Printouts are for information only!



## ILLUSTRATION FLAP TRACK MOVEABLE FAIRING PIVOT COVER

Ident.: 8-27-16-00002929.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-27-16 Flap Track Moveable Fairing Pivot Cover*

Printouts are for information only!



| 27-17 | Flap Tab Fairing |
|---|---|

Ident.: 8-27-17-00002930.0000002 / 15 DEC 2023
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 27-17<br>FLAP TAB FAIRING | Quantity installed<br>10 |
|---|---|

**(m)** *Refer to AMM Task 57-55-00-040-802*

One fairing may be partly or completely missing.

*Note:* *1. When the forward part of the fairing is missing, the aft part must be removed.*
*2. When the aft part of the fairing is missing, the forward part may remain installed.*

- **Performance:**

  Apply MEL/CDL/Specials in the EFB Take-off Performance Application (TOPA).

  Apply MEL/CDL/Specials in the EFB Landing Performance Application (LAPA).

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 143 kg (315 lb)

  – En route performance limiting weight is reduced by 158 kg (348 lb)

  – Fuel consumption is increased by 0.32 %.

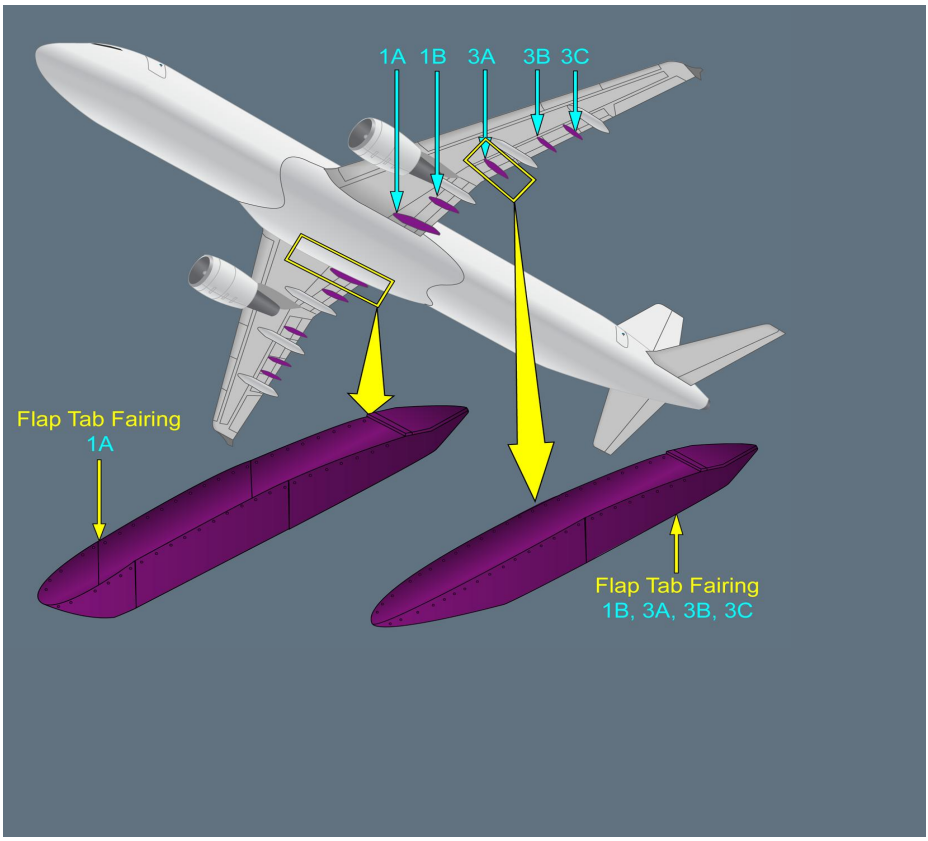
*Refer to 8-27-17 Illustration Flap Tab Fairing*

Printouts are for information only!



## ILLUSTRATION FLAP TAB FAIRING

Ident.: 8-27-17-00002932.0000001 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**




For dispatch conditions:*Refer to 8-27-17 Flap Tab Fairing*

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## 8-28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM

28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM ..... A
Illustration Refuel/Defuel Coupling Cap 101 QM or 41 QM ..... B

## 8-28-02 Refuel Panel Door 192MB

28-02 Refuel Panel Door ..... A
Illustration Refuel Panel Door 192MB ..... B

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| 28-01 | Refuel/Defuel Coupling Cap 101 QM Or 41 QM |
|---|---|

Ident.: 8-28-01-00002933.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 28-01<br>REFUEL/DEFUEL COUPLING CAP 101 QM OR 41 QM | Quantity installed<br>- |
|---|---|

**(m)** *Refer to AMM Task 28-25-00-040-003*

All may be missing provided seal integrity of coupling is positively confirmed (i.e. no fuel leak reported).

Note: 1. *If the coupling or O-ring is damaged and the cap cannot be fitted, dispatch is permitted in accordance with this CDL item provided the cap is removed and coupling integrity is verified.*
2. *If only the lanyard is missing, the removal of the cap is not necessary.*
3. *May be combined with MCDL item 28-02 (Refer to 8-28-02 Refuel Panel Door 192MB).*

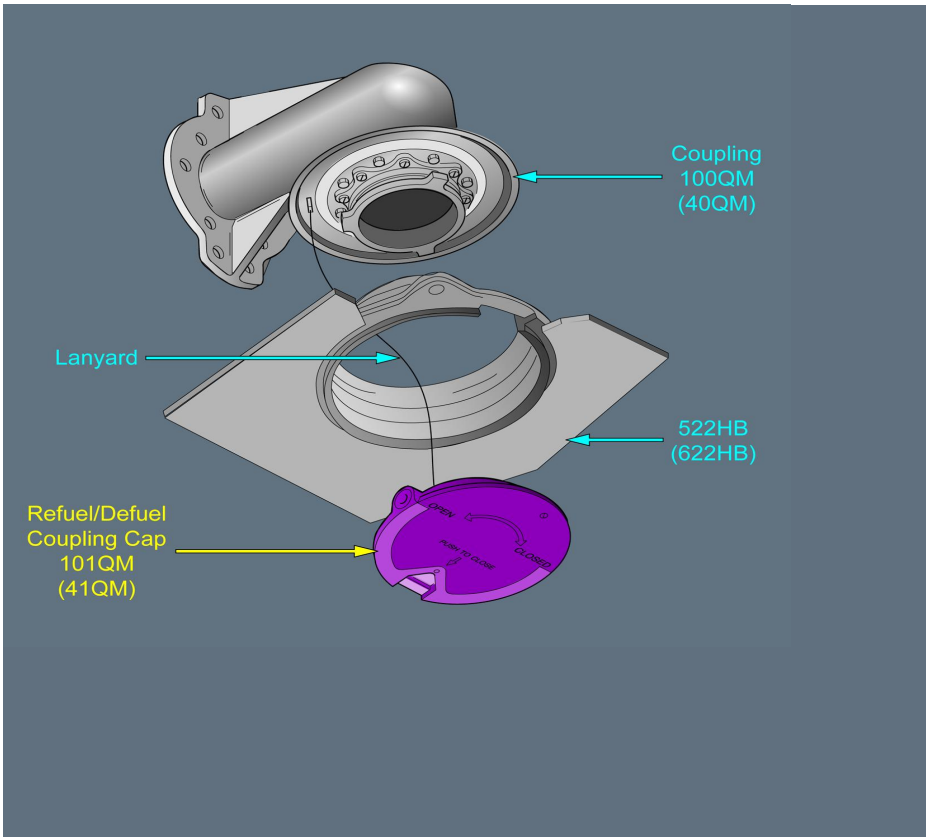
*Refer to 8-28-01 Illustration Refuel/Defuel Coupling Cap 101 QM or 41 QM*

Printouts are for information only!



## ILLUSTRATION REFUEL/DEFUEL COUPLING CAP 101 QM OR 41 QM

Ident.: 8-28-01-00002934.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM*

Printouts are for information only!



| 28-02 | Refuel Panel Door |
|---|---|

Ident.: 8-28-02-00002935.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 28-02<br>REFUEL PANEL DOOR | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-42-00-040-001*

Belly fairing mounted refuel panel door 192 MB may be missing (if installed).

Note: 1. *If belly fairing mounted refuel panel door 192 MB is not installed, underwing mounted refuel panel doors (622KB, 522KB) must not be missing.*
2. *May be combined with MCDL item 28-01 (Refer to 8-28-01 Refuel/Defuel Coupling Cap 101 QM Or 41 QM).*

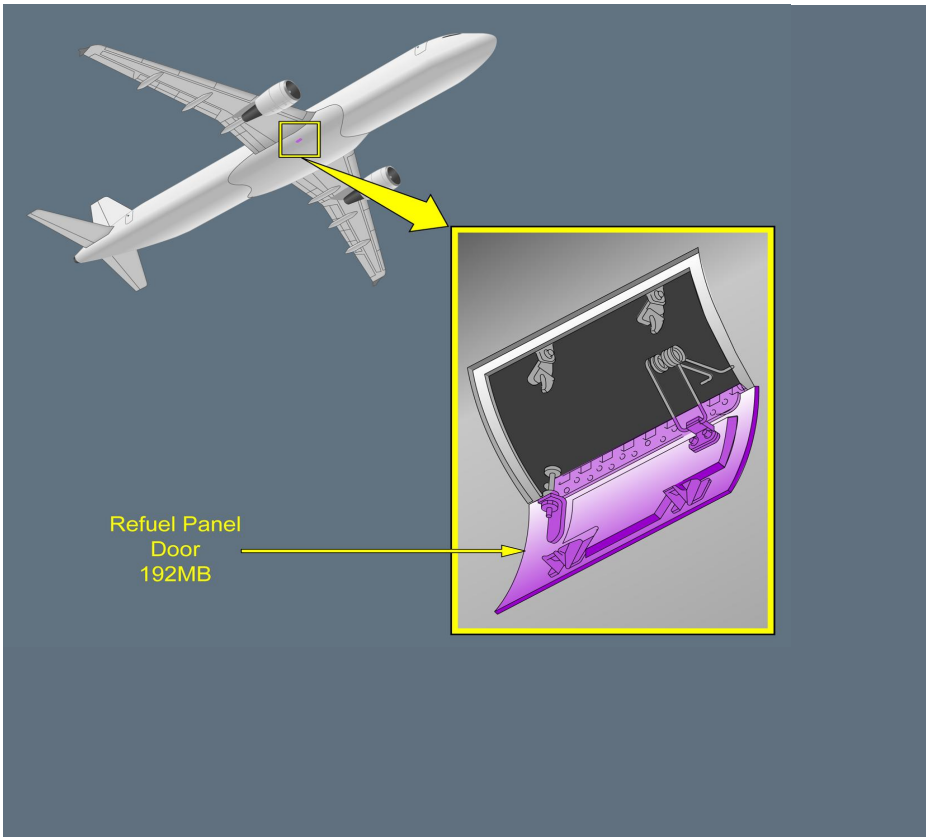
*Refer to 8-28-02 Illustration Refuel Panel Door 192MB*

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## ILLUSTRATION REFUEL PANEL DOOR 192MB

Ident.: 8-28-02-00002936.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-28-02 Refuel Panel Door 192MB*

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## 8-30-01 Icing Indicator

30-01 Icing Indicator ..... A
Illustration Icing Indicator ..... B

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| 30-01 | Icing Indicator |
|---|---|

Ident.: 8-30-01-00002937.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 30-01<br>ICING INDICATOR | Quantity installed<br>1 |
|---|---|

May be missing.

- **Procedures:**
  - **If icing conditions expected:**

    For icing conditions definition, *Refer to 1-ICE_RAIN Definition of Icing Conditions*.

    Turn on engine and wing anti-ice.

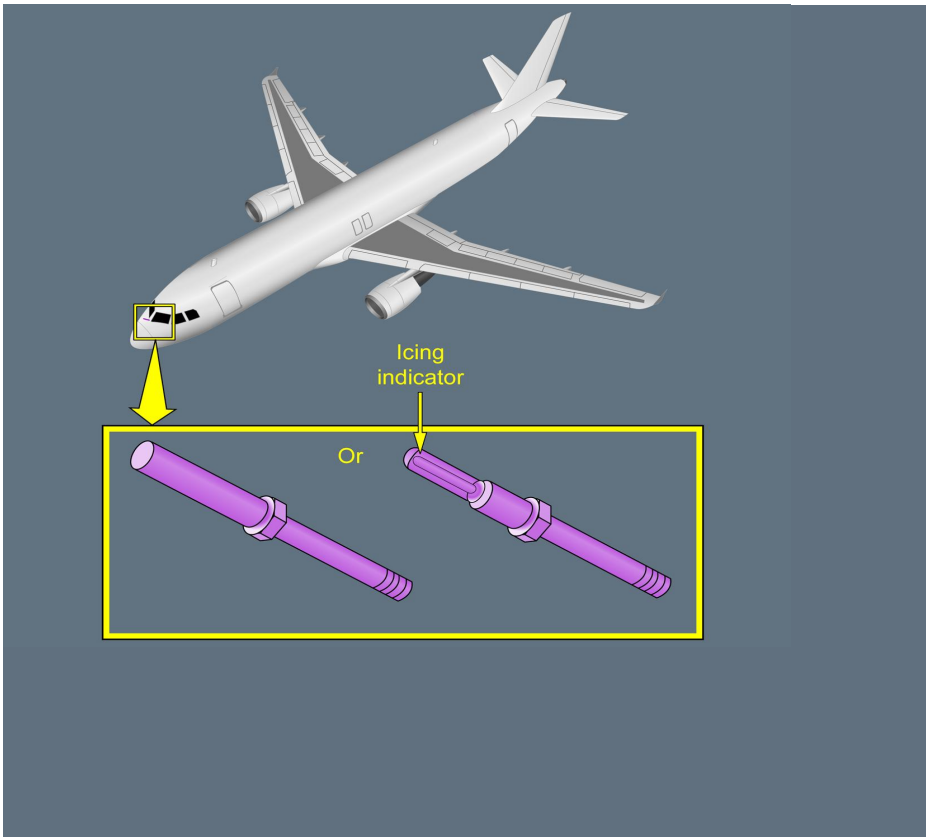
*Refer to 8-30-01 Illustration Icing Indicator*

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## ILLUSTRATION ICING INDICATOR

Ident.: 8-30-01-00002938.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-30-01 Icing Indicator*

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## 8-32-03 Nose Wheel Hubcap

32-03 Nose Wheel Hubcap ..... A
Illustration Nose Wheel Hubcap ..... B

## 8-32-04 Nose Fitting Towing

32-04 Nose Fitting Towing ..... A
Illustration Nose Fitting Towing ..... B

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| 32-03 | Nose Wheel Hubcap |
|---|---|

Ident.: 8-32-03-00002939.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 32-03<br>NOSE WHEEL HUBCAP | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-41-00-040-001*

One may be missing.

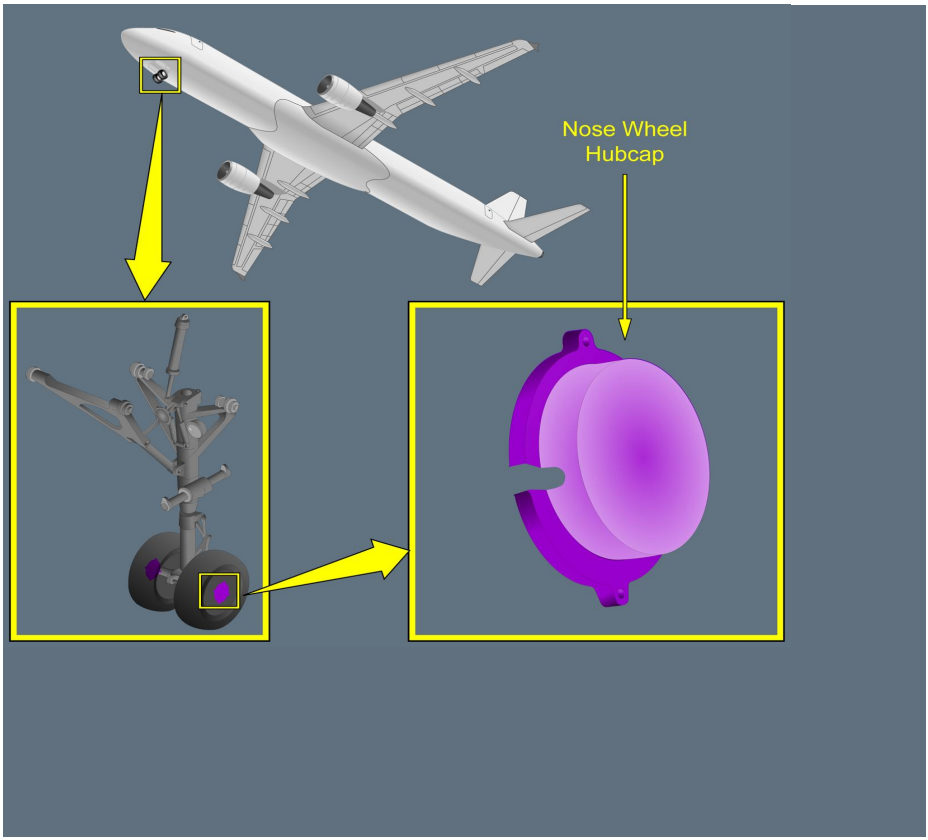
*Refer to 8-32-03 Illustration Nose Wheel Hubcap*

Printouts are for information only!



## ILLUSTRATION NOSE WHEEL HUBCAP

Ident.: 8-32-03-00002940.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-32-03 Nose Wheel Hubcap*

Printouts are for information only!



| 32-04 | Nose Fitting Towing |
|---|---|

Ident.: 8-32-04-00002941.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 32-04<br>NOSE FITTING TOWING | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 32-21-00-040-001*

May be missing.

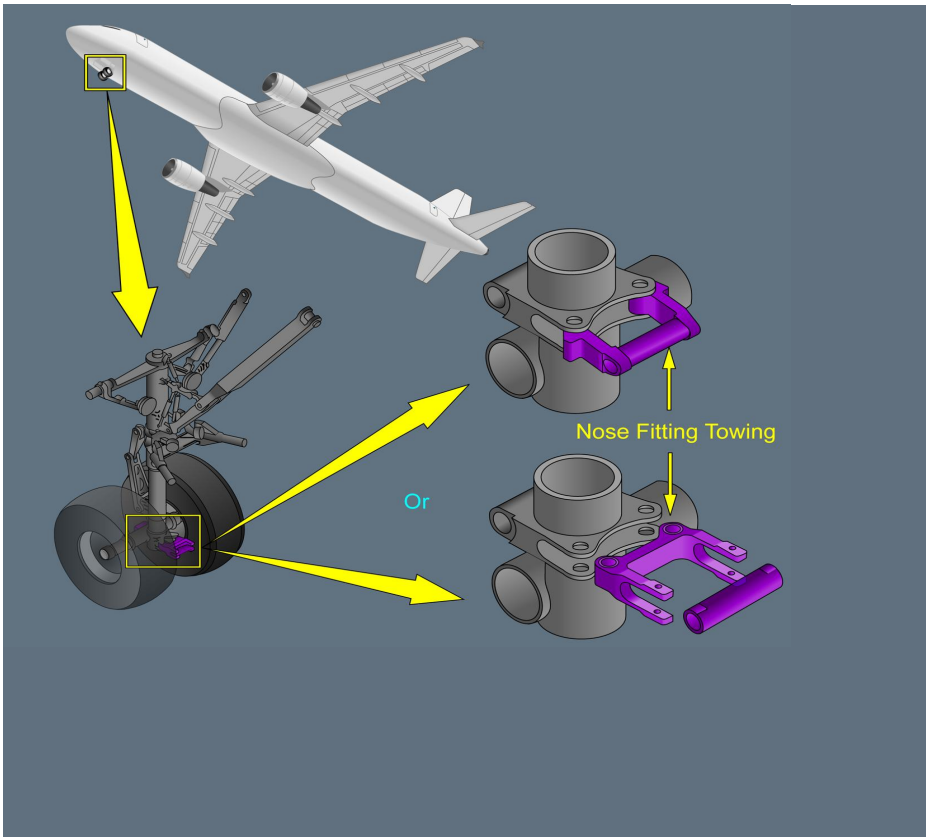
*Refer to 8-32-04 Illustration Nose Fitting Towing*

Printouts are for information only!



## ILLUSTRATION NOSE FITTING TOWING

Ident.: 8-32-04-00002942.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-32-04 Nose Fitting Towing*

Printouts are for information only!



**8-33-01 Wing/Engine Scan light Cover 3LX, 4LX**

33-01 Wing/Engine Scan Light Cover 3LX, 4LX ..... A
Illustration Wing/Engine Scan light Cover 3LX, 4LX ..... B

**8-33-02 Taxi Light Lamp 8LR**

33-02 Taxi Light Lamp 8LR ..... A
Illustration Taxi Light Lamp 8LR ..... B

**8-33-03 Rear Light Lens 15LA, 16LA**

33-03 Rear Light Lens 15LA, 16LA ..... A
Illustration Rear Light Lens 15LA, 16LA ..... B

**8-33-04 Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover**

33-04 Upper 7LV and Lower 6LV Anti-collision (Beacon) Light Cover ..... A
Illustration Upper and Lower Anti-Collision ( Beacon) Light Cover ..... B

**8-33-05 Logo Light Lens (Cover) 3LY, 4LY**

33-05 Logo Light Lens (Cover) 3LY, 4LY ..... A
Illustration Logo Light Lens (Cover) 3LY, 4LY ..... B

**8-33-07 Landing Light Lamp 7LB, 8LB**

33-07 Landing Light Lamp 7LB, 8LB ..... A
Illustration Landing Light LAMP 7LB, 8LB ..... B

**8-33-08 Turn OFF Light Lamp 3LC1, 3LC2**

33-08 Turn OFF Light Lamp 3LC1, 3LC2 ..... A
Illustration Turn OFF Light Lamp 3LC1, 3LC2 ..... B

**8-33-09 Takeoff Light Lamp 7LR**

33-09 Takeoff light lamp 7LR ..... A
Illustration Takeoff Light Lamp 7LR ..... B

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| 33-01 | Wing/Engine Scan Light Cover 3LX, 4LX |
|---|---|

Ident.: 8-33-01-00002943.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 33-01<br>WING/ENGINE SCAN LIGHT COVER 3LX, 4LX | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 33-49-00-040-001*

One may be missing provided the hole is covered.

*Note:* *If non transparent high speed tape is used, the affected light must be deactivated (Refer to 9-MI-33-40-09 Wing and Engine Scan light).*

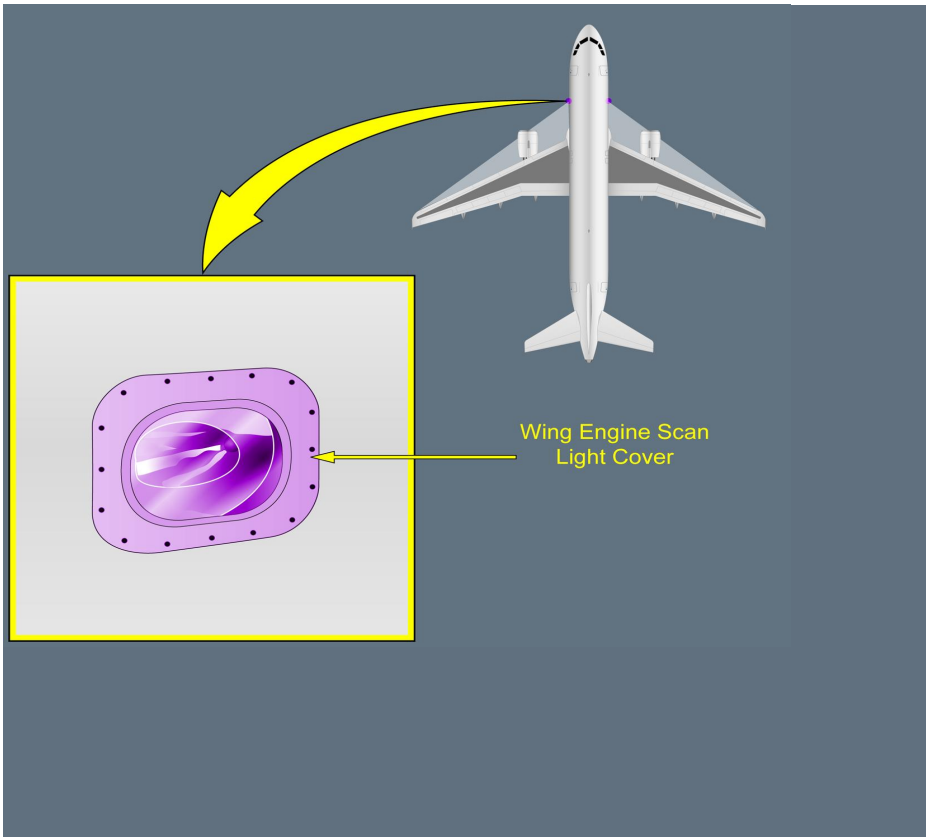
*Refer to 8-33-01 Illustration Wing/Engine Scan Light Cover 3LX, 4LX*

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## ILLUSTRATION WING/ENGINE SCAN LIGHT COVER 3LX, 4LX

Ident.: 8-33-01-00002944.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-33-01 Wing/Engine Scan light Cover 3LX, 4LX*

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| 33-02 | Taxi Light Lamp 8LR |
|---|---|

Ident.: 8-33-02-00002945.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 33-02<br>TAXI LIGHT LAMP 8LR | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 33-46-00-040-001*

May be missing provided the affected light is deactivated (*Refer to 9-MI-33-40-06 Taxi and Takeoff light*).

*Note:*
- *May be combined with MCDL item 33-07 (Refer to 8-33-07 Landing Light Lamp 7LB, 8LB) only for daylight operations.*
- *May be combined with MCDL item 33-09 (Refer to 8-33-09 Takeoff Light Lamp 7LR).*

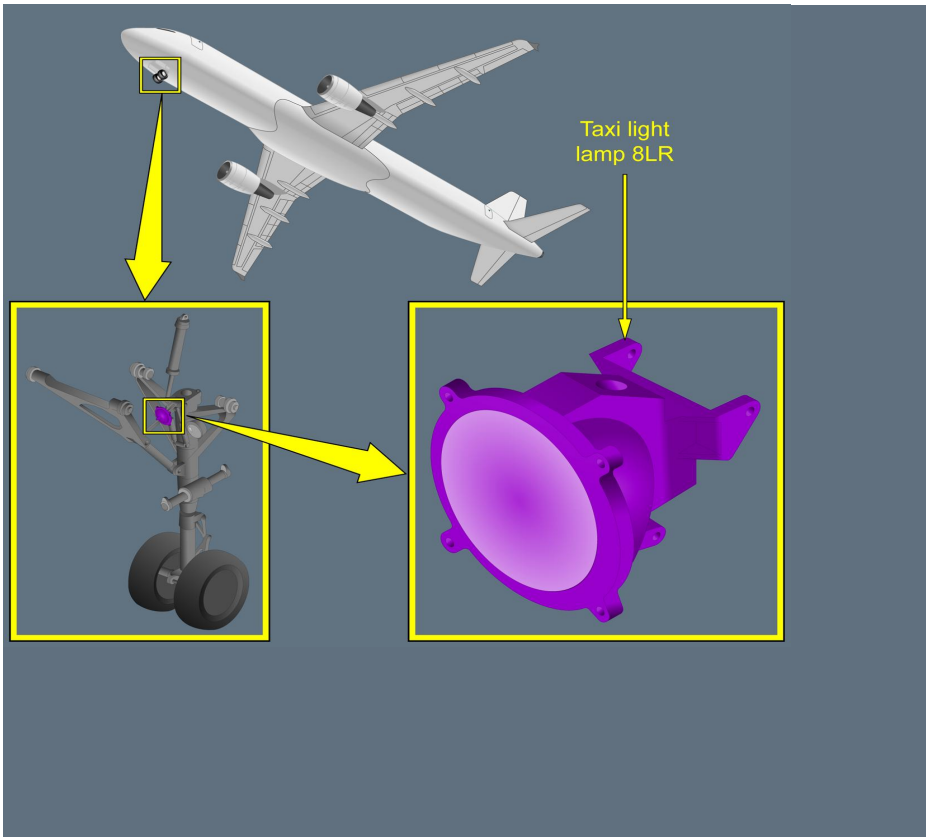
*Refer to 8-33-02 Illustration Taxi Light Lamp 8LR*

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## ILLUSTRATION TAXI LIGHT LAMP 8LR

Ident.: 8-33-02-00002946.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-33-02 Taxi Light Lamp 8LR*

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| 33-03 | Rear Light Lens 15LA, 16LA |
|---|---|

Ident.: 8-33-03-00002947.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 33-03<br>REAR LIGHT LENS 15LA, 16LA | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 33-41-00-040-002*
*Refer to AMM Task 33-41-00-040-804*

May be missing for 10 flight cycles provided visual inspection is performed, before the first flight of the day only, to check that there is no structural buckling.

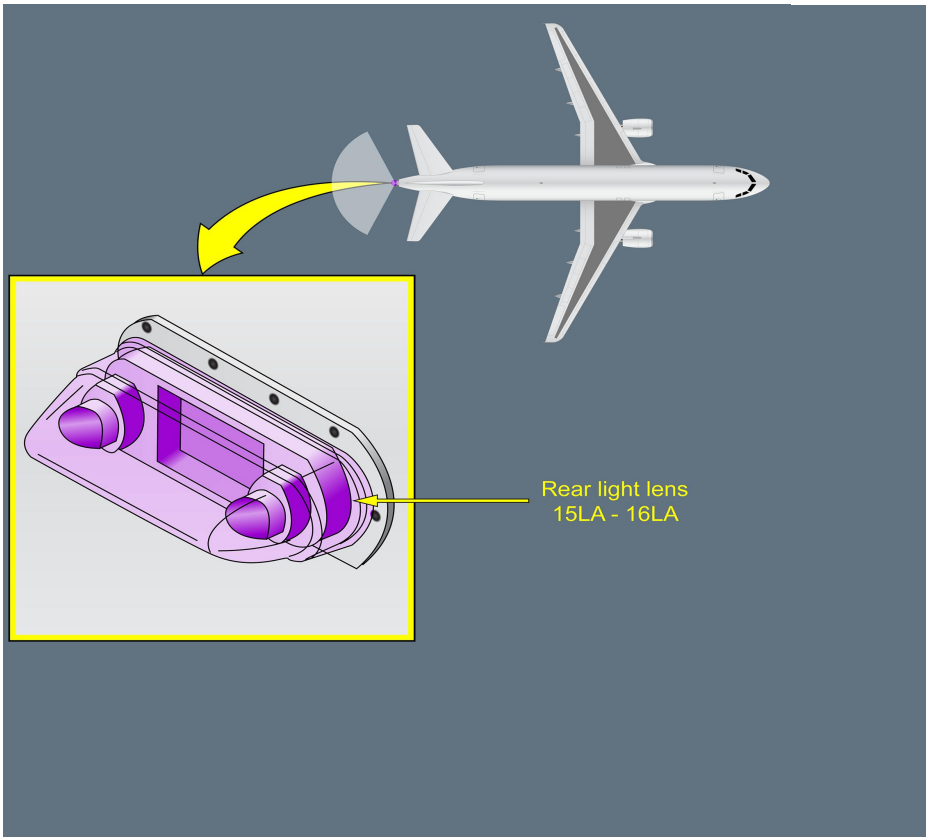
*Refer to 8-33-03 Illustration Rear Light Lens 15LA, 16LA*

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## ILLUSTRATION REAR LIGHT LENS 15LA, 16LA

Ident.: 8-33-03-00002948.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-33-03 Rear Light Lens 15LA, 16LA*

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| 33-04 | Upper 7LV and Lower 6LV Anti-collision (Beacon) Light Cover |
|---|---|

Ident.: 8-33-04-00002949.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 33-04<br>UPPER 7LV AND LOWER 6LV ANTI-COLLISION (BEACON) LIGHT COVER | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 33-48-00-040-001*

All may be missing provided the lamp is covered and the affected light is deactivated (*Refer to 9-MI-33-40-08 Beacon light*).

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If upper and lower light covers are missing, the following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 80 kg (177 lb)

  – En route performance limiting weight is reduced by 90 kg (199 lb)

  – Fuel consumption is increased by 0.22 %.

*Refer to 8-33-04 Illustration Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover*

| 33-04 | Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover |
|---|---|

Ident.: 8-33-04-00002949.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 33-04<br>UPPER 7LV AND LOWER 6LV ANTI-COLLISION (BEACON) LIGHT COVER | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 33-48-00-040-001*

All may be missing provided the lamp is covered and affected light is deactivated (*Refer to 9-MI-33-40-08 Beacon light*).

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If upper and lower light covers are missing, the following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 90 kg (198 lb)

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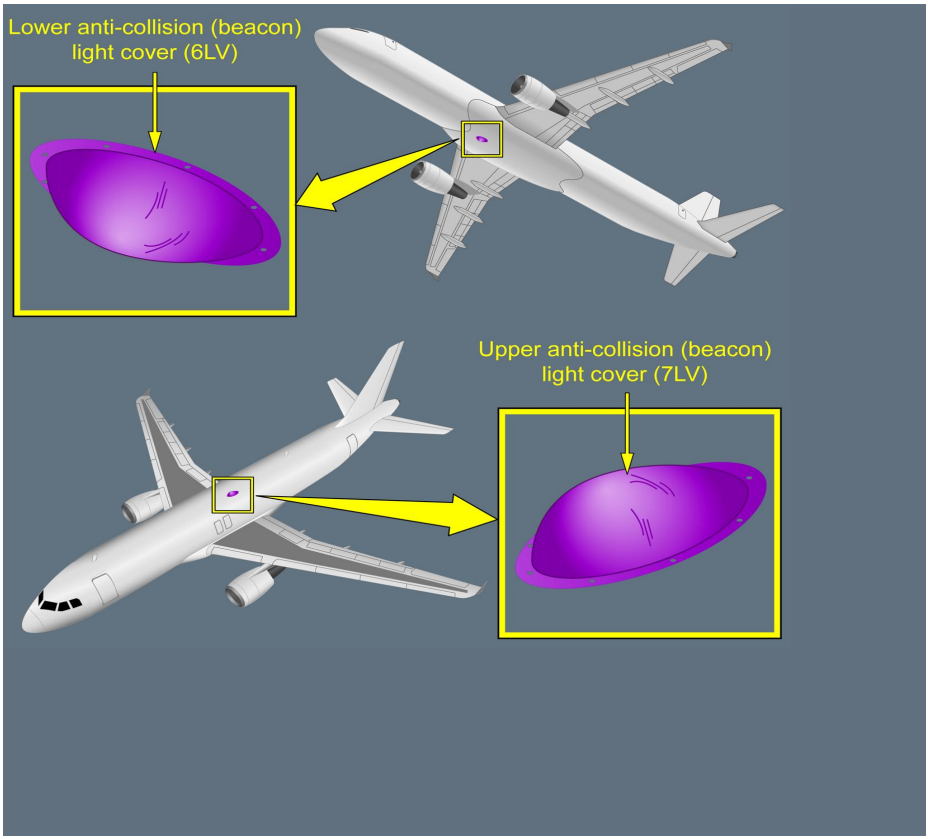


– En route performance limiting weight is reduced by 116 kg (256 lb)
– Fuel consumption is increased by 0.2 %.

*Refer to 8-33-04 Illustration Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover*

## ILLUSTRATION UPPER AND LOWER ANTI-COLLISION ( BEACON) LIGHT COVER

Ident.: 8-33-04-00002950.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-33-04 Upper 7LV and Lower 6LV Anti-Collision (Beacon) Light Cover*

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| 33-05 | Logo Light Lens (Cover) 3LY, 4LY |
|---|---|

Ident.: 8-33-05-00002951.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 33-05<br>LOGO LIGHT LENS (COVER) 3LY, 4LY | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 33-47-00-040-001*

All may be missing provided the hole is covered.

*Note:* *If non transparent high speed tape is used, the affected light must be deactivated. (Refer to 9-MI-33-40-07 Logo light).*

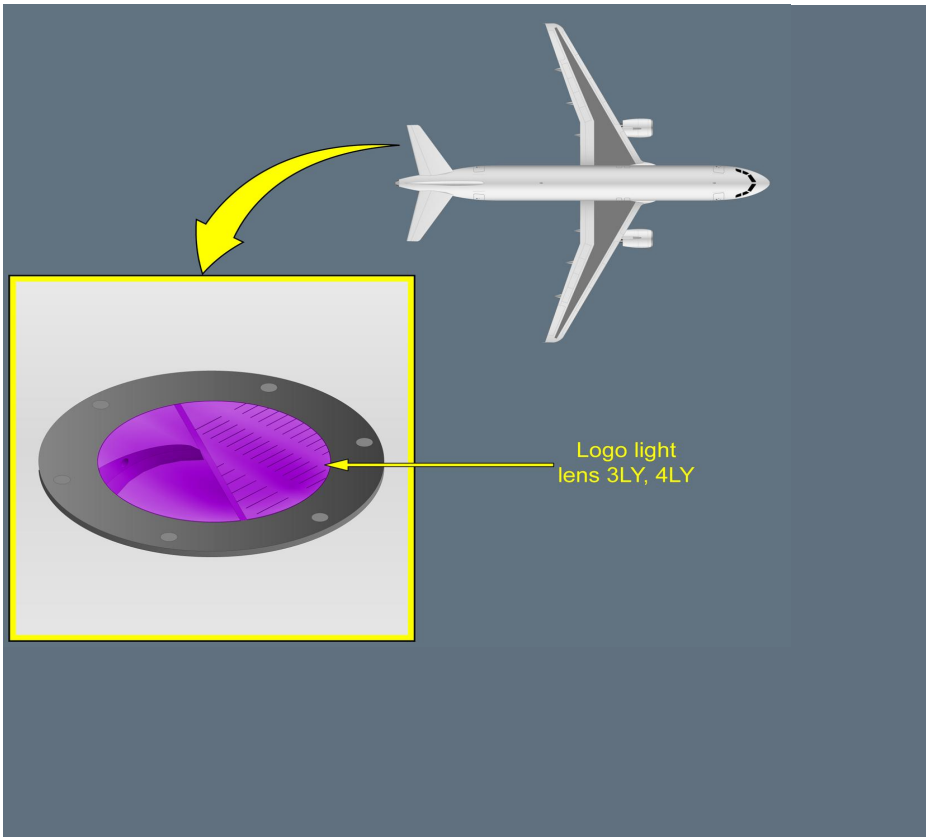
*Refer to 8-33-05 Illustration Logo Light Lens (Cover) 3LY, 4LY*

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## ILLUSTRATION LOGO LIGHT LENS (COVER) 3LY, 4LY

Ident.: 8-33-05-00002952.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-33-05 Logo Light Lens (Cover) 3LY, 4LY*

Printouts are for information only!



| 33-07 | Landing Light Lamp 7LB, 8LB |
|---|---|

Ident.: 8-33-07-00002953.0000004 / 14 JUN 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 33-07<br>LANDING LIGHT LAMP 7LB, 8LB | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 33-42-00-040-001*

One may be missing provided the associated light is retracted and deactivated and the hole is covered (*Refer to 9-MI-33-40-03 Landing light*).

*Note:* *May be combined with MCDL item 33-02 (Refer to 8-33-02 Taxi Light Lamp 8LR) only for daylight operations.*

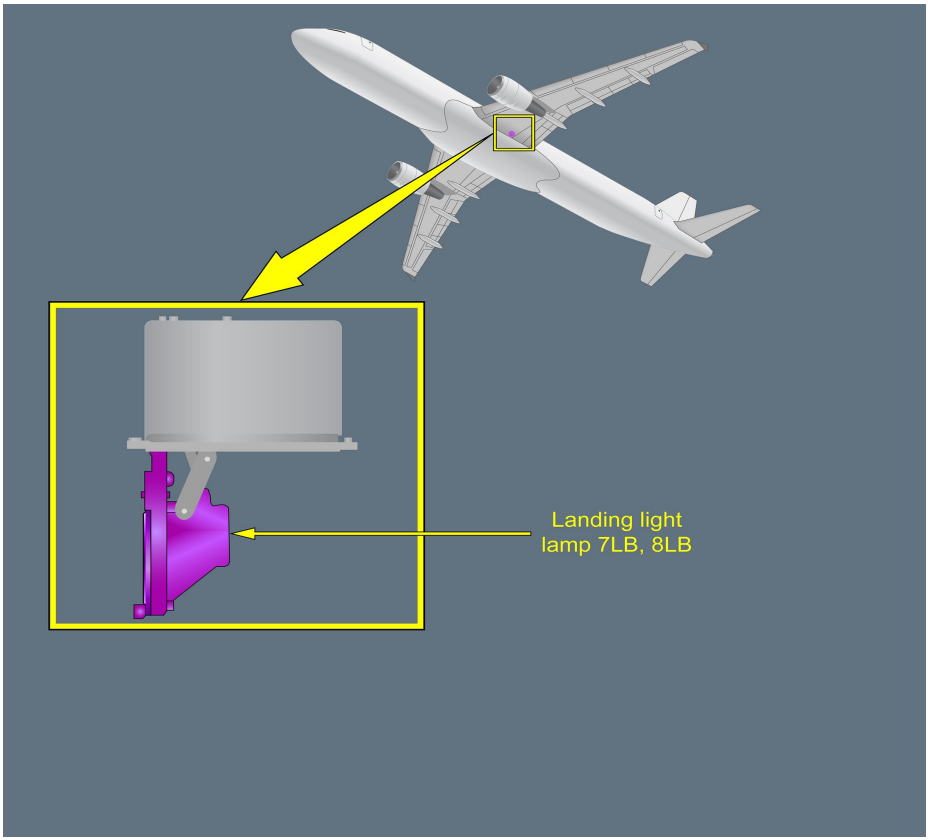
*Refer to 8-33-07 Illustration Landing Light Lamp 7LB, 8LB*

Printouts are for information only!



## ILLUSTRATION LANDING LIGHT LAMP 7LB, 8LB

Ident.: 8-33-07-00002954.0000001 / 14 JUN 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-33-07 Landing Light Lamp 7LB, 8LB*

Printouts are for information only!



| 33-08 | Turn OFF Light Lamp 3LC1, 3LC2 |
|---|---|

Ident.: 8-33-08-00002955.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 33-08<br>TURN OFF LIGHT LAMP 3LC1, 3LC2 | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 33-43-00-040-002*

All may be missing provided the affected light is deactivated (*Refer to 9-MI-33-40-05 Runway Turnoff light*).

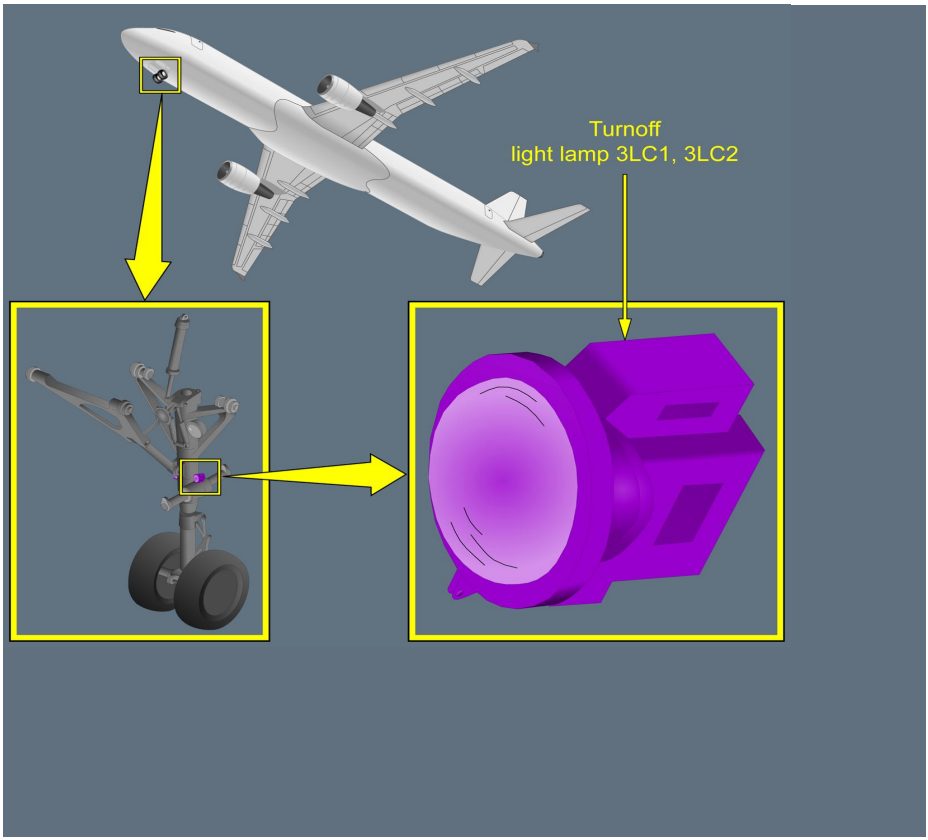
*Refer to 8-33-08 Illustration Turn OFF Light Lamp 3LC1, 3LC2*

Printouts are for information only!



## ILLUSTRATION TURN OFF LIGHT LAMP 3LC1, 3LC2

Ident.: 8-33-08-00002956.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-33-08 Turn OFF Light Lamp 3LC1, 3LC2*

Printouts are for information only!



| 33-09 | Takeoff light lamp 7LR |
|---|---|

Ident.: 8-33-09-00002957.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 33-09<br>TAKEOFF LIGHT LAMP 7LR | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 33-46-00-040-002*

May be missing provided the affected light is deactivated (*Refer to 9-MI-33-40-06 Taxi and Takeoff light*).

*Note:* *May be combined with MCDL item 33-02 (Refer to 8-33-02 Taxi Light Lamp 8LR).*

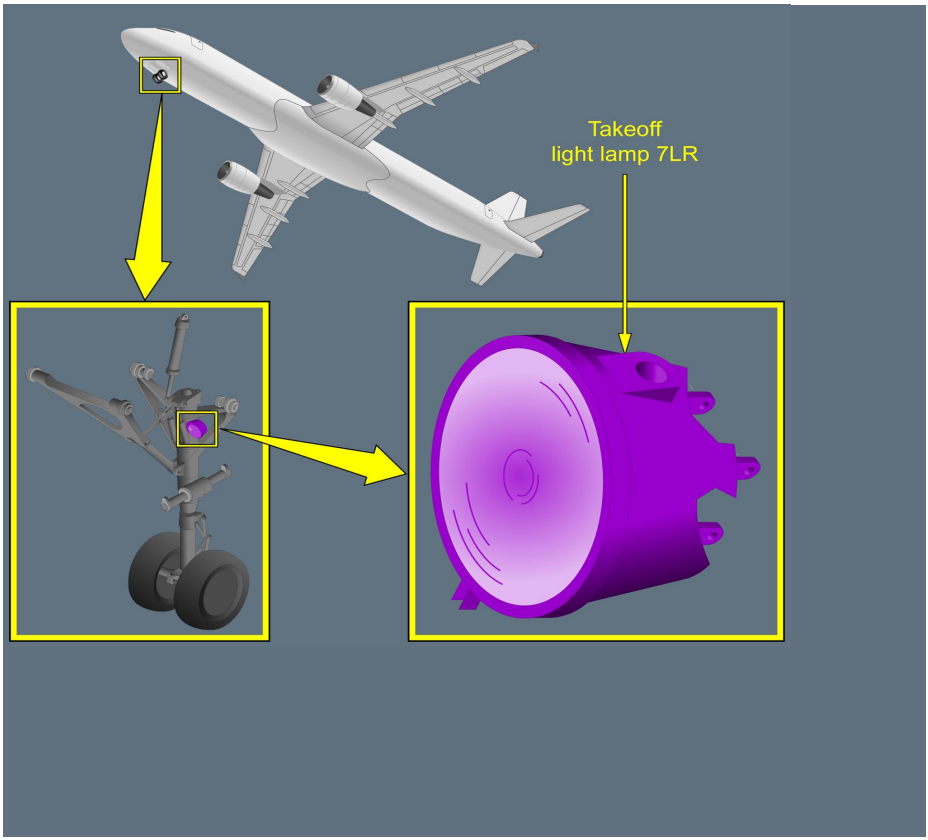
*Refer to 8-33-09 Illustration Takeoff Light Lamp 7LR*

Printouts are for information only!



## ILLUSTRATION TAKEOFF LIGHT LAMP 7LR

Ident.: 8-33-09-00002958.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-33-09 Takeoff Light Lamp 7LR*

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## 8-49-01 APU Overpressure Release Door

49-01 APU Overpressure Release Door ..... A
Illustration APU Overpressure Release Door ..... B

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| 49-01 | APU Overpressure Release Door |
|---|---|

Ident.: 8-49-01-00002959.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 49-01<br>APU OVERPRESSURE RELEASE DOOR | Quantity installed<br>1 |
|---|---|

May be missing provided APU is not used in flight and on ground.

- **Limitations:**

  Flights for which APU is mandatory are not allowed.

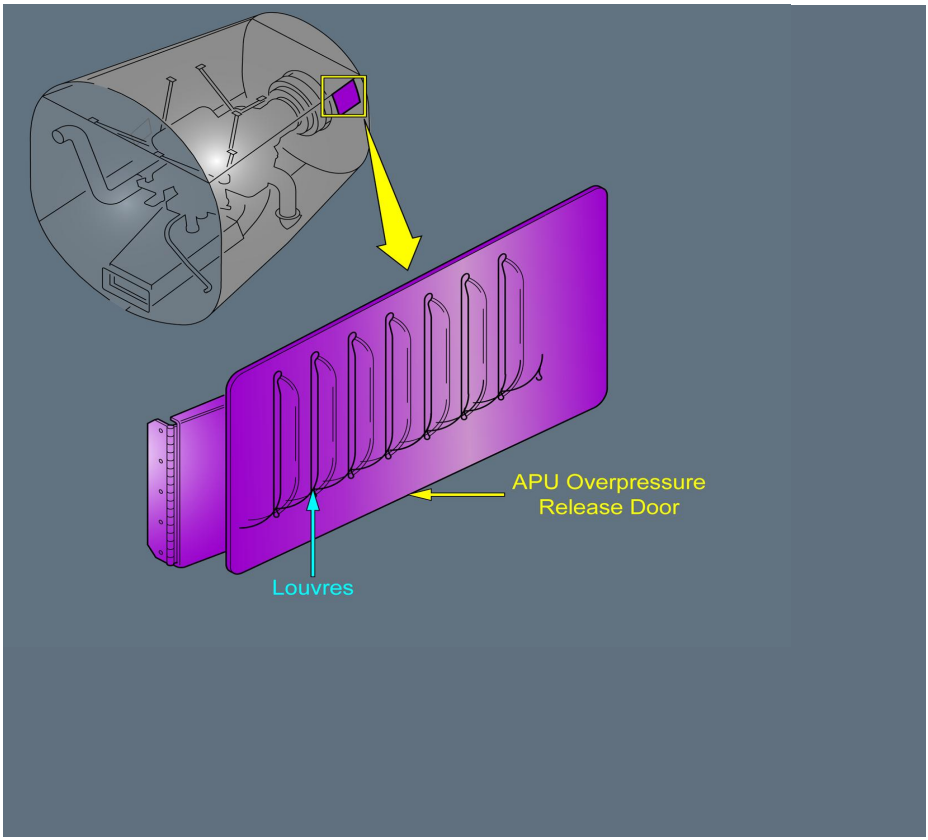
*Refer to 8-49-01 Illustration APU Overpressure Release Door*

Printouts are for information only!



## ILLUSTRATION APU OVERPRESSURE RELEASE DOOR

Ident.: 8-49-01-00002960.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-49-01 APU Overpressure Release Door*

Printouts are for information only!



## 8-51-02 Passenger Door Scuff Plate

51-02 Passenger Door Scuff Plate ..... A
Illustration Passenger Door Scuff Plate ..... B

## 8-51-03 Bulk Cargo Door Scuff Plate

51-03 Bulk Cargo Door Scuff Plate ..... A
Illustration Bulk Cargo Door Scuff Plate ..... B

## 8-51-04 Fairing Aft Safety Stay Point 311 AL

51-04 Fairing Aft Safety Stay Point 311 AL ..... A
Illustration Fairing Aft Safety Stay Point 311AL ..... B

Printouts are for information only!



| 51-02 | Passenger Door Scuff Plate |
|---|---|

Ident.: 8-51-02-00002961.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 51-02<br>PASSENGER DOOR SCUFF PLATE | Quantity installed<br>- |
|---|---|

All may be missing.

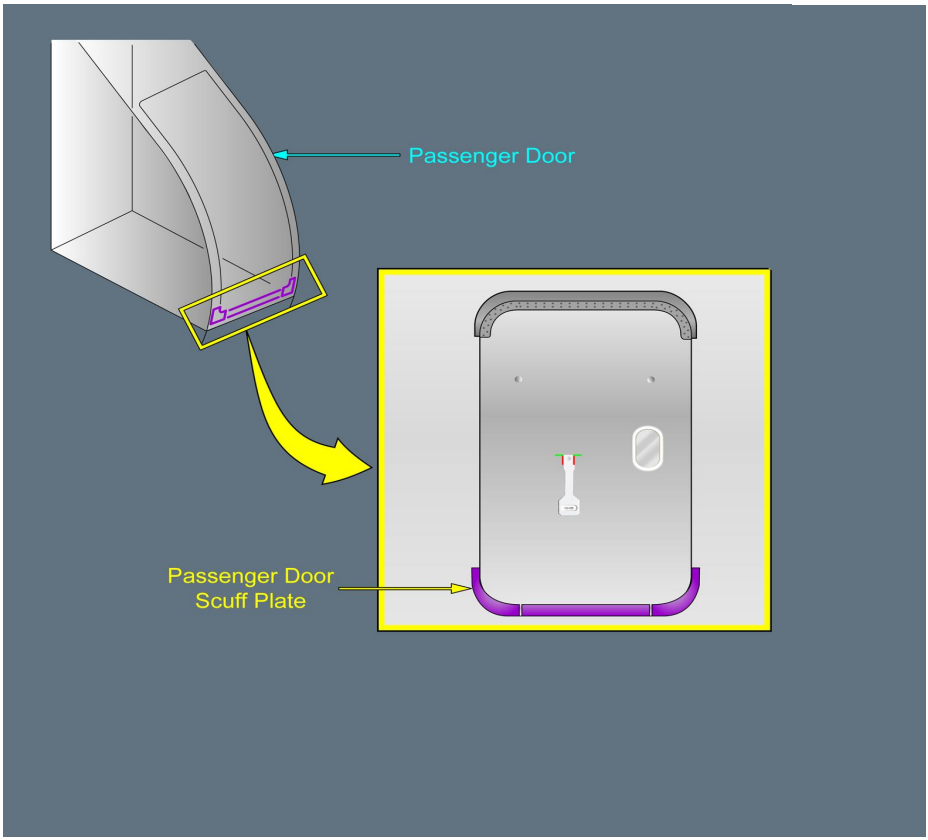
*Refer to 8-51-02 Illustration Passenger Door Scuff Plate*

Printouts are for information only!



## ILLUSTRATION PASSENGER DOOR SCUFF PLATE

Ident.: 8-51-02-00002962.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-51-02 Passenger Door Scuff Plate*

Printouts are for information only!



| 51-03 | Bulk Cargo Door Scuff Plate |
|---|---|

Ident.: 8-51-03-00002963.0000001 / 28 JUN 2022
**Criteria: A320 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 51-03<br>BULK CARGO DOOR SCUFF PLATE | Quantity installed<br>1 |
|---|---|

May be missing.

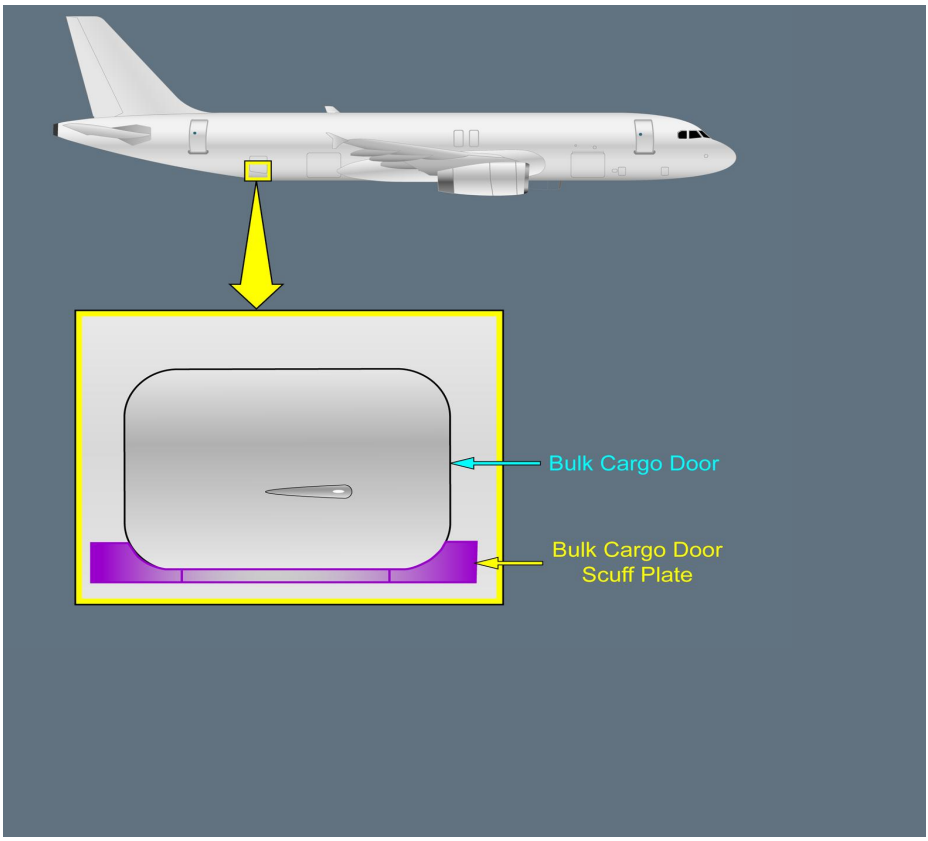
*Refer to 8-51-03 Illustration Bulk Cargo Door Scuff Plate*

Printouts are for information only!



## ILLUSTRATION BULK CARGO DOOR SCUFF PLATE

Ident.: 8-51-03-00002964.0000001 / 28 JUN 2022
**Criteria: A320 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-51-03 Bulk Cargo Door Scuff Plate*

Printouts are for information only!



| 51-04 | Fairing Aft Safety Stay Point 311 AL |
|---|---|

Ident.: 8-51-04-00002965.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 51-04<br>FAIRING AFT SAFETY STAY POINT 311 AL | Quantity installed<br>1 |
|---|---|

May be missing.

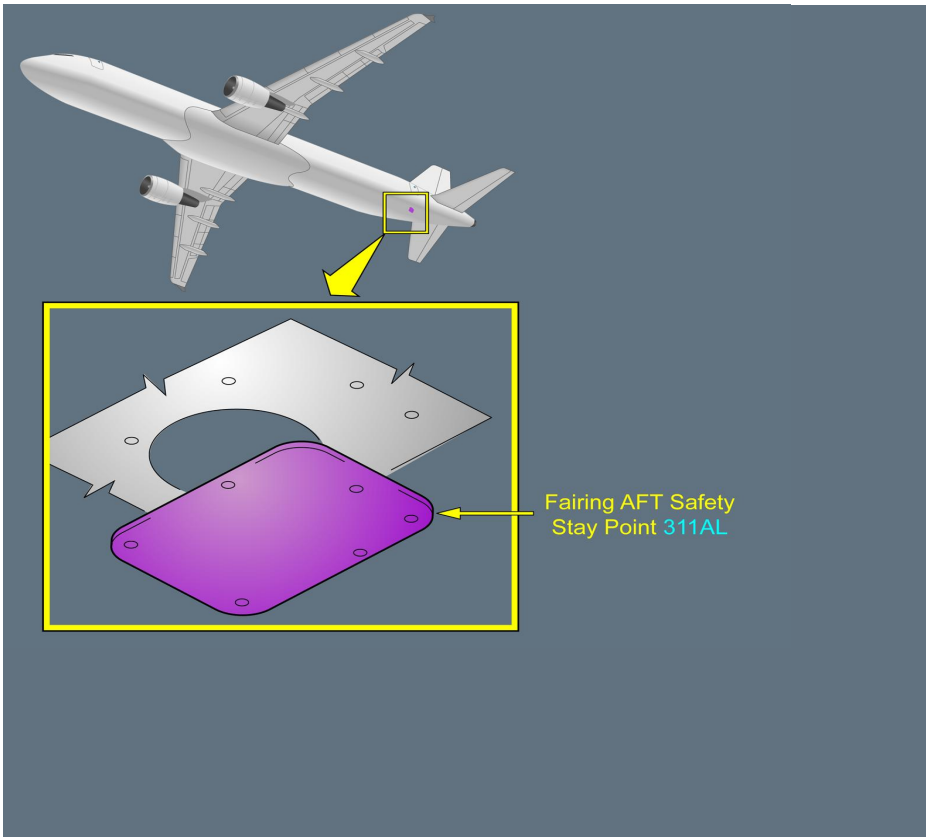
*Refer to 8-51-04 Illustration Fairing Aft Safety Stay Point 311AL*

Printouts are for information only!



## ILLUSTRATION FAIRING AFT SAFETY STAY POINT 311AL

Ident.: 8-51-04-00002966.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-51-04 Fairing Aft Safety Stay Point 311 AL*

Printouts are for information only!



**8-52-01 Toilet Servicing and Drainage Door**

52-01 Toilet Servicing and Drainage Door 172 AR ..... A
Illustration Toilet Servicing and Drainage Door ..... B

**8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB**

52-02 Access Door To Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB ..... A
Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB ..... B

**8-52-03 Access Door to Potable Water Filling and Drainage**

52-03 Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB ..... A
Illustration Access Door to Potable Water Filling and Drainage ..... B

**8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB**

52-04 Access Door To Opening Control Of Landing Gear Doors On Ground 195 BB - 196 BB ..... A
Illustration Access door to opening control of landing gear doors on ground 195 BB - 196 BB .... B

**8-52-05 Access Door to Air Conditioning Ground Supply 191 CB**

52-05 Access Door To Air Conditioning Ground Supply 191 CB ..... A
Illustration Access door to air conditionning ground supply 191 CB ..... B

**8-52-07 External Power Ground Connection Access Door Assy 121 AL**

52-07 External Power Ground Connection Access Door Assy 121 AL ..... A
Illustration External Power Ground Connection Access Door Assy 121 AL ..... B

**8-52-08 Access Door of Cargo Opening System 134 AR - 154 AR**

52-08 Access Door Of Cargo Opening System 134 AR - 154 AR ..... A
Illustration Access Door of Cargo Opening System 134 AR - 154 AR ..... B

**8-52-09 Nose Landing Gear Main Door (713, 714)**

52-09 Nose Landing Gear Main Door (713, 714) ..... A
Illustration Nose Landing Gear Main Door (713, 714) ..... B

**8-52-10 Nose Landing Gear Aft Door (715, 716)**

52-10 Nose Landing Gear Aft Door (715, 716) ..... A
Illustration Nose Landing Gear Aft Door (715, 716) ..... B

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**8-52-11 Nose Landing Gear Leg Door (712)**

52-11 Nose Landing Gear Leg Door (712) ..... A
Illustration Nose Landing Gear Leg Door (712) ..... B

**8-52-12 Main Landing Gear Door (732, 742) (flight with gear up)**

52-12 Main Landing Gear Door (732, 742) (flight with gear up) ..... A
Illustration Main Landing Gear Door (732, 742) ..... B

**8-52-13 Main Landing Gear Door (733, 743) (flight with gear up)**

52-13 Main Landing Gear Door (733, 743) (flight with gear up) ..... A
Illustration Main Landing Gear Door (733, 743) ..... B

**8-52-14 Main Landing Gear Door (732, 742) (flight with gear down)**

52-14 Main Landing Gear Door (732, 742) (Flight with gear down) ..... A
Illustration Main Landing Gear Door (732, 742) ..... B

**8-52-15 Main Landing Gear Door (733, 743) (Flight with gear down)**

52-15 Main Landing Gear Door (733, 743) (Flight with gear down) ..... A
Illustration Main Landing Gear Door (733, 743) ..... B

**8-52-16 Main Landing Gear Door (734, 744) (Flight with gear down)**

52-16 Main Landing Gear Door (734, 744) (Flight with gear down) ..... A
Illustration Main Landing Gear Door (734, 744) ..... B

**8-52-17 Bulk Door Outer Handle**

52-17 Bulk Door Outer Handle ..... A
Illustration Bulk Door Outer Handle ..... B

**8-52-18 Main Landing Gear Door : Seal on Secondary Hinged Fairing**

52-18 Main Landing Gear Door : Seal On Secondary Hinged Fairing ..... A
Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing ..... B

**8-52-19 Pax Door Upper Cover Plate**

52-19 Pax Door Upper Cover Plate ..... A
Illustration Pax Door Upper Cover Plate ..... B

**8-52-20 Access Door to HP Air Ground Connector 191 DB**

52-20 Access Door To HP Air Ground Connector 191 DB ..... A

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Illustration Access Door to HP Air Ground Connector 191 DB ..... B

## 8-52-21 Blue Hydraulic Access Door 197 FB

52-21 Blue Hydraulic Access Door 197 FB ..... A
Illustration Blue Hydraulic Access Door 197 FB ..... B

## 8-52-22 Forward Cargo Door Access Cover Panel 825 AR

52-22 Forward Cargo Door Access Cover Panel 825 AR ..... A
Illustration Forward Cargo Door Access Cover Panel 825 AR ..... B

## 8-52-23 Aft Cargo Door Access Cover Panel 826 AR

52-23 Aft Cargo Door Access Cover Panel 826 AR ..... A
Illustration Aft Cargo Door Access Cover Panel 826 AR ..... B

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| 52-01 | Toilet Servicing and Drainage Door 172 AR |
|---|---|

Ident.: 8-52-01-00002967.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 52-01<br>TOILET SERVICING AND DRAINAGE DOOR 172 AR | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-42-00-040-002*

May be missing.

*Note:* 1. *Following the deactivation procedures of the toilet servicing and draining door, the toilet system remains operative. Ensure toilets are not used on ground due to possible ongoing servicing operations.*
2. *May be combined with MCDL items:*
   - *52-02 (Refer to AFM/MCDL-52-02 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
   - *52-03 (Refer to AFM/MCDL-52-03 52-03 Access Door to Potable Water Filling and Drainage)*
   - *52-04 (Refer to AFM/MCDL-52-04 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
   - *52-05 (Refer to AFM/MCDL-52-05 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
   - *52-20 (Refer to AFM/MCDL-52-20 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)

  – En route performance limiting weight is reduced by 72 kg (159 lb).

*Refer to 8-52-01 Illustration Toilet Servicing and Drainage Door*

| 52-01 | Toilet Servicing and Drainage Door 172 AR |
|---|---|

Ident.: 8-52-01-00002967.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-01<br>TOILET SERVICING AND DRAINAGE DOOR 172 AR | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-42-00-040-002*

May be missing.

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*Note:* 1. *Following the deactivation procedures of the toilet servicing and draining door, the toilet system remains operative. Ensure toilets are not used on ground due to possible ongoing servicing operations.*

2. *May be combined with the following MCDL items:*
   - *52-02 (Refer to AFM/MCDL-52-02 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
   - *52-03 (Refer to AFM/MCDL-52-03 52-03 Access Door to Potable Water Filling and Drainage)*
   - *52-04 (Refer to AFM/MCDL-52-04 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
   - *52-05 (Refer to AFM/MCDL-52-05 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
   - *52-20 (Refer to AFM/MCDL-52-20 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 71 kg (157 lb)

  – En route performance limiting weight is reduced by 92 kg (203 lb).

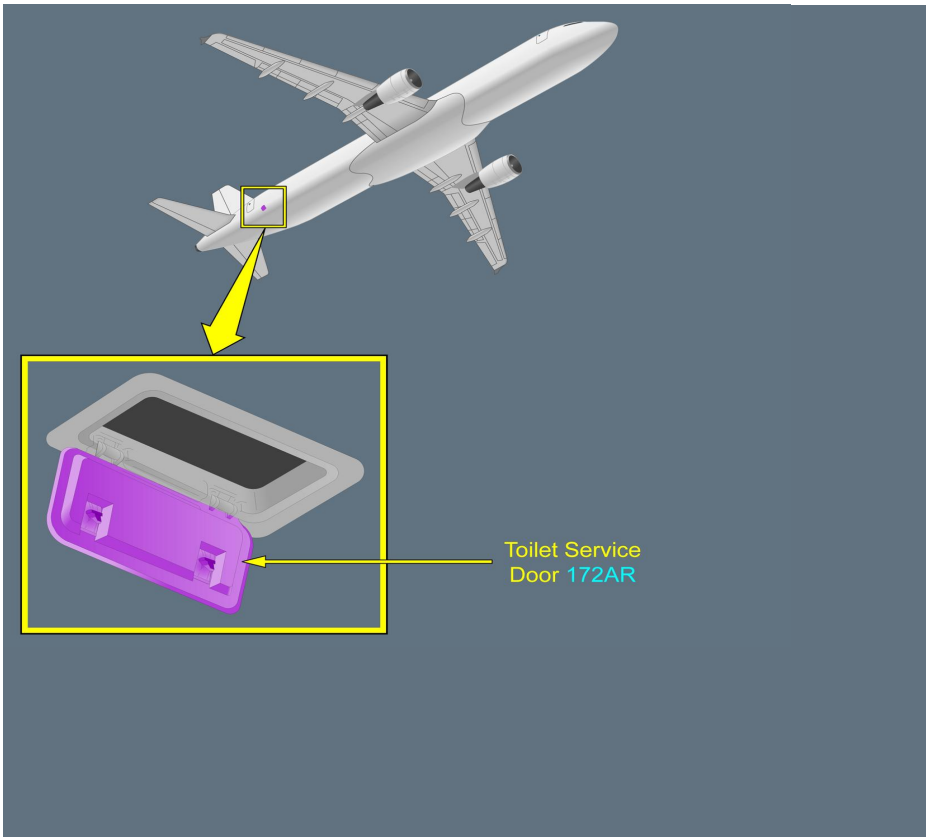
*Refer to 8-52-01 Illustration Toilet Servicing and Drainage Door*

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## ILLUSTRATION TOILET SERVICING AND DRAINAGE DOOR

Ident.: 8-52-01-00002968.0000001 / 28 JUN 2022
**Applicable to: ALL**




for dispatch conditions:*Refer to 8-52-01 Toilet Servicing and Drainage Door*

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| 52-02 | Access Door To Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB |
|---|---|

Ident.: 8-52-02-00002969.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 52-02<br>ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB | Quantity installed<br>3 |
|---|---|

**(m)** *Refer to AMM Task 52-42-00-040-802*

One may be missing.

*Note:* *May be combined with CDL items:*

- *52-01 (Refer to AFM/MCDL-52-01 52-01 Toilet Servicing and Drainage Door)*
- *52-03 (Refer to AFM/MCDL-52-03 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to AFM/MCDL-52-04 52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to AFM/MCDL-52-05 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to AFM/MCDL-52-20 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)

  – En route performance limiting weight is reduced by 72 kg (159 lb).

*Refer to 8-52-02 Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB*

| 52-02 | Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB |
|---|---|

Ident.: 8-52-02-00002969.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-02<br>ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB | Quantity installed<br>3 |
|---|---|

**(m)** *Refer to AMM Task 52-42-00-040-802*

One may be missing.

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*Note:* *May be combined with the following CDL items:*

- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door 172 AR)*
- *52-03 (Refer to 8-52-03 Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  - Takeoff performance limiting weight is reduced by 71 kg (157 lb)
  - En route performance limiting weight is reduced by 92 kg (203 lb).

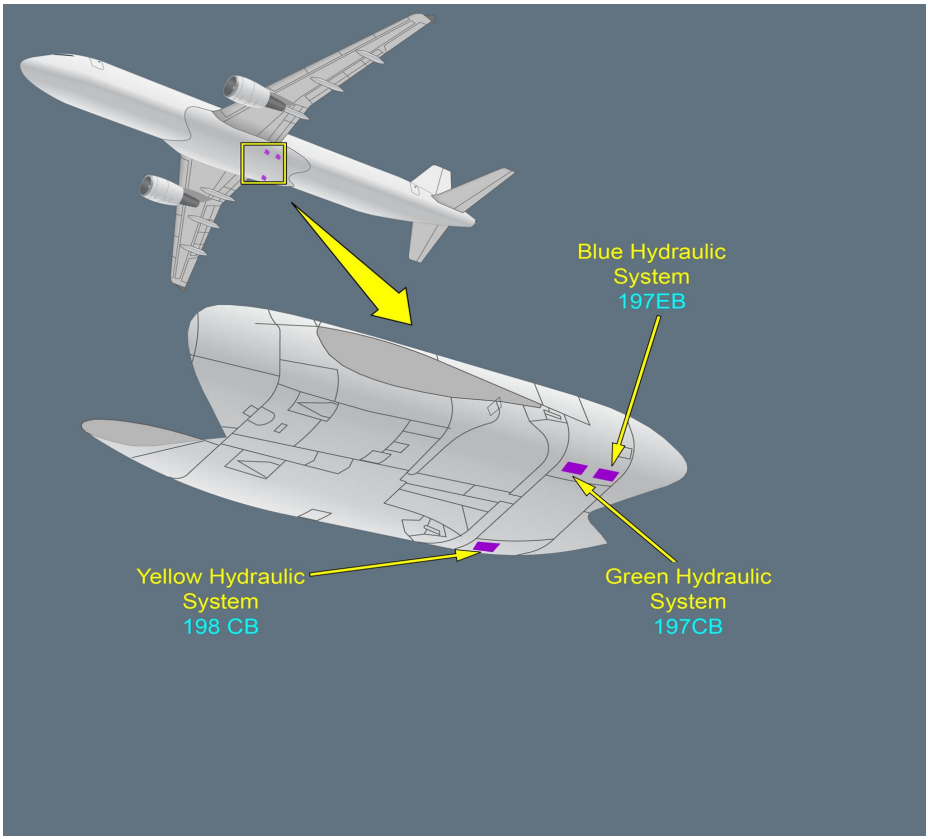
*Refer to 8-52-02 Illustration Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB*

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## ILLUSTRATION ACCESS DOOR TO HYDRAULIC GROUND CONNECTORS 197 CB - 197 EB - 198 CB

Ident.: 8-52-02-00002970.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB*

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| 52-03 | Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB |
|---|---|

Ident.: 8-52-03-00002971.0000004 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

| 52-03<br>ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE 133 AL - 171 AL - 192 NB | Quantity installed<br>3 |
|---|---|

**(m)** *Refer to AMM Task 52-42-00-040-803*

One may be missing.

*Note:* *May be combined with MCDL items:*
- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB).*

*Refer to 8-52-03 Illustration Access Door to Potable Water Filling and Drainage*

| 52-03 | Access Door To Potable Water Filling And Drainage 133 AL - 171 AL |
|---|---|

Ident.: 8-52-03-00002971.0000005 / 28 JUN 2022
**Criteria: A319 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN**

| 52-03<br>ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE 133 AL - 171 AL | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 52-42-00-040-804*

One may be missing.

*Note:* *May be combined with MCDL items:*
- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB).*

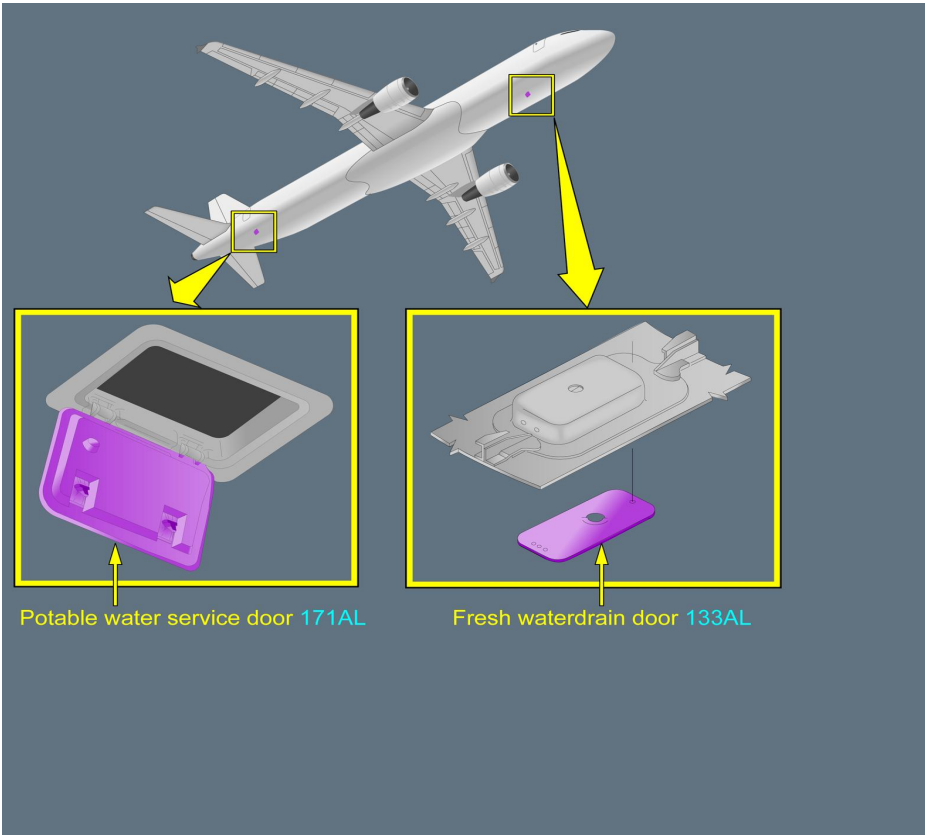
Printouts are for information only!



*Refer to 8-52-03 Illustration Access Door to Potable Water Filling and Drainage*

## ILLUSTRATION ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE

Ident.: 8-52-03-00002972.0000100 / 28 JUN 2022
**Criteria: A319 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN**



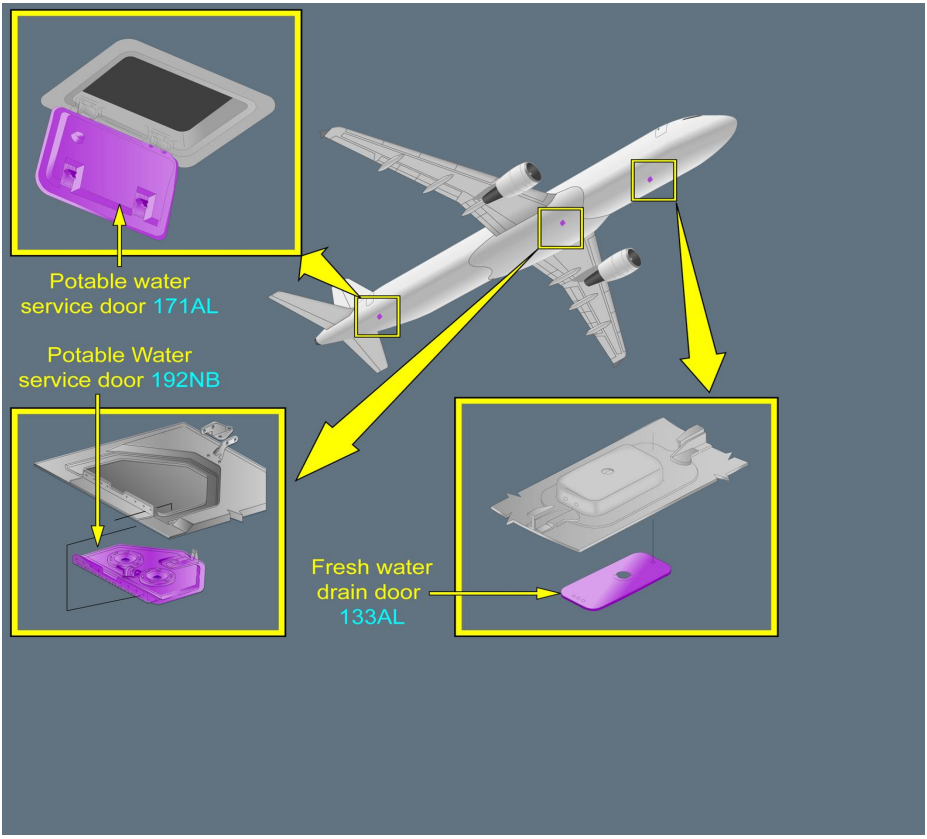

For dispatch conditions:*Refer to 8-52-03 Access Door to Potable Water Filling and Drainage*

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## ILLUSTRATION ACCESS DOOR TO POTABLE WATER FILLING AND DRAINAGE

Ident.: 8-52-03-00002972.0000200 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**




For dispatch conditions:*Refer to 8-52-03 Access Door to Potable Water Filling and Drainage*

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| 52-04 | Access Door To Opening Control Of Landing Gear Doors On Ground 195 BB - 196 BB |
|---|---|

Ident.: 8-52-04-00002973.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 52-04<br>ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB | Quantity installed<br>2 |
|---|---|

One may be missing for five flight cycles.

Note: *May be combined with CDL items:*

- *52-01 (Refer to AFM/MCDL-52-01 52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to AFM/MCDL-52-02 52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to AFM/MCDL-52-03 52-03 Access Door to Potable Water Filling and Drainage)*
- *52-05 (Refer to AFM/MCDL-52-05 52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to AFM/MCDL-52-20 52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Limitations:**

  Flight in forecasted thunderstorm condition is not allowed.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 63 kg (139 lb)

  – En route performance limiting weight is reduced by 72 kg (159 lb).

*Refer to 8-52-04 Illustration Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB*

| 52-04 | Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB |
|---|---|

Ident.: 8-52-04-00002973.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-04 | Quantity installed<br>2 |
|---|---|

Printouts are for information only!



## ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB

One may be missing for five flight cycles.

Note: *May be combined with the following CDL items:*

- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door 172 AR)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 8-52-03 Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB).*

- **Limitations:**

  Flight in forecasted thunderstorm condition is not permitted.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  - Takeoff performance limiting weight is reduced by 71 kg (157 lb)
  - En route performance limiting weight is reduced by 92 kg (203 lb).

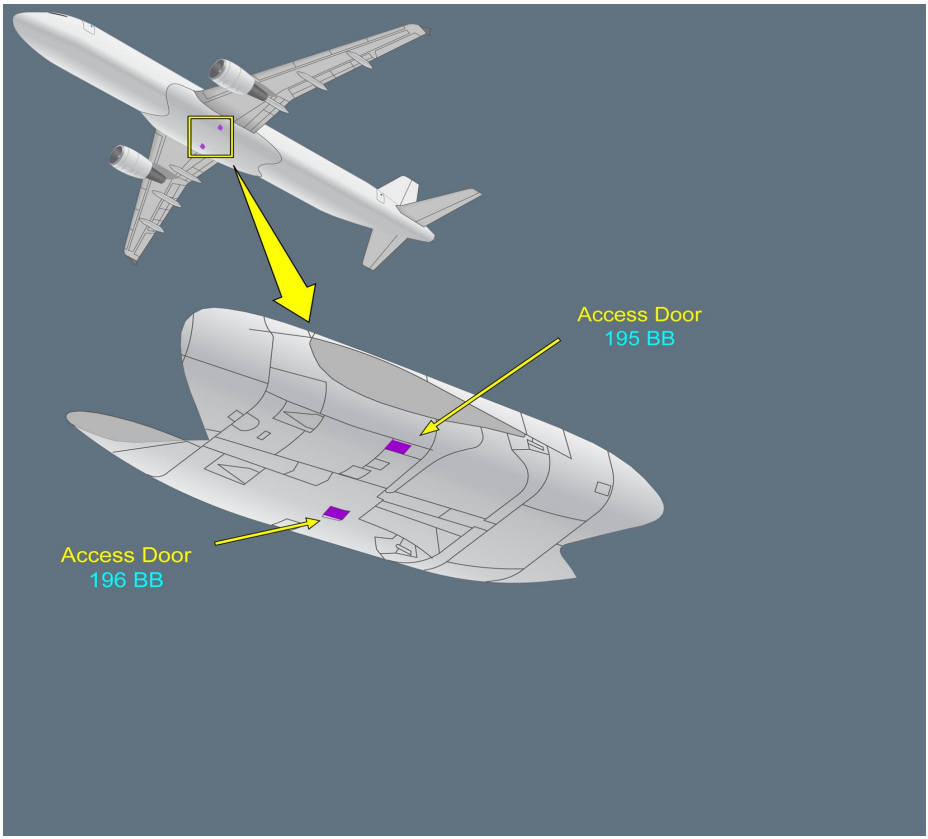
*Refer to 8-52-04 Illustration Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB*

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# ILLUSTRATION ACCESS DOOR TO OPENING CONTROL OF LANDING GEAR DOORS ON GROUND 195 BB - 196 BB

Ident.: 8-52-04-00002975.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions: *Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB*

Printouts are for information only!



| 52-05 | Access Door To Air Conditioning Ground Supply 191 CB |
|---|---|

Ident.: 8-52-05-00002976.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 52-05<br>ACCESS DOOR TO AIR CONDITIONING GROUND SUPPLY 191 CB | Quantity installed<br>1 |
|---|---|

May be missing.

*Note:* *May be combined with MCDL items:*

- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-20 (Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB)*
- *52-21 (Refer to 8-52-21 Blue Hydraulic Access Door 197 FB).*

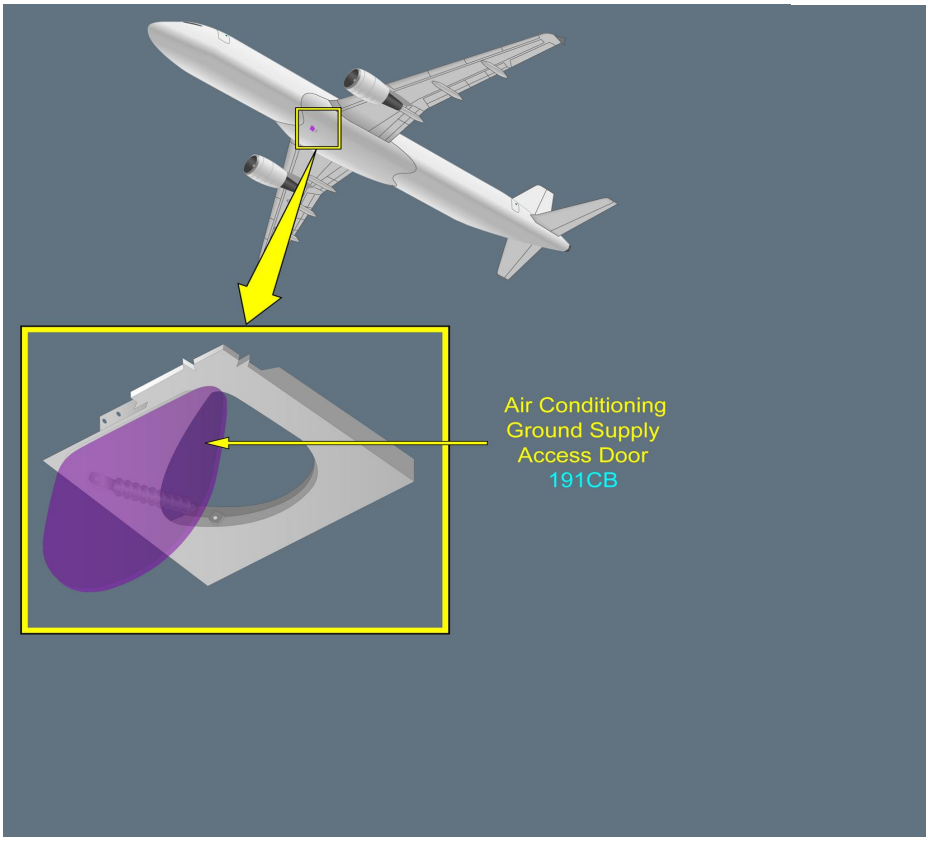
*Refer to 8-52-05 Illustration Access Door to Air Conditioning Ground Supply 191 CB*

Printouts are for information only!



## ILLUSTRATION ACCESS DOOR TO AIR CONDITIONNING GROUND SUPPLY 191 CB

Ident.: 8-52-05-00002977.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB*

Printouts are for information only!



| 52-07 | External Power Ground Connection Access Door Assy 121 AL |
|---|---|

Ident.: 8-52-07-00002978.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 52-07<br>EXTERNAL POWER GROUND CONNECTION ACCESS DOOR ASSY 121 AL | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-42-00-040-003*

May be missing for five flight cycles provided the hole is covered and a visual inspection is performed before each flight.

- **Limitations:**

  Flight in forecasted thunderstorm condition is not allowed.

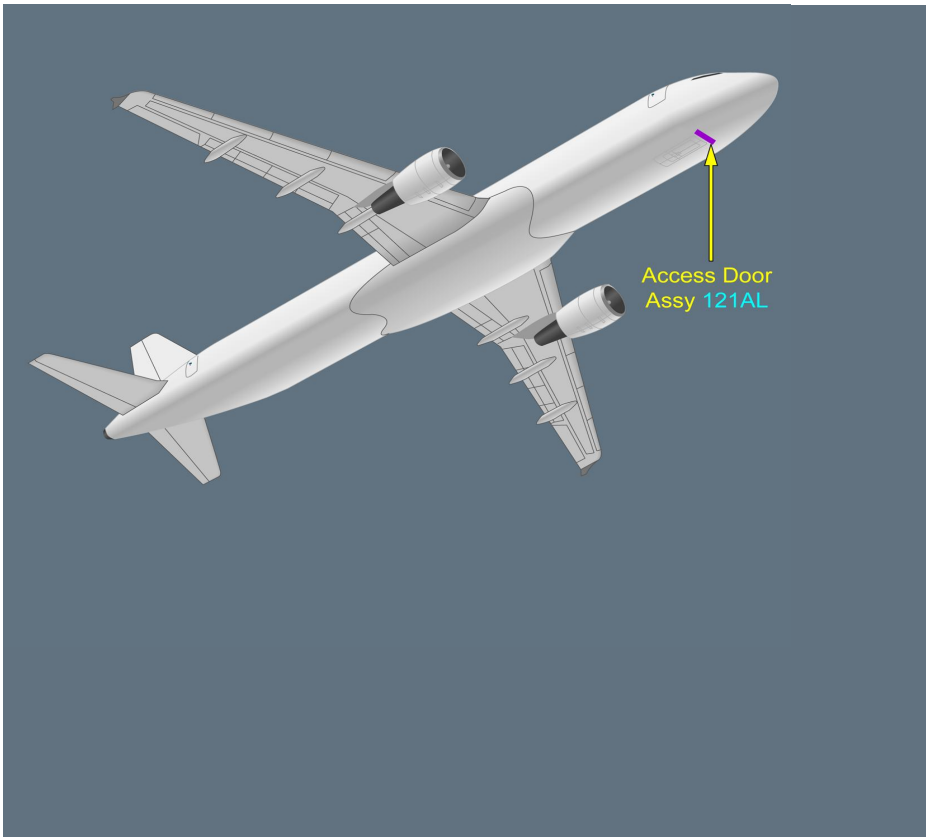
*Refer to 8-52-07 Illustration External Power Ground Connection Access Door Assy 121 AL*

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## ILLUSTRATION EXTERNAL POWER GROUND CONNECTION ACCESS DOOR ASSY 121 AL

Ident.: 8-52-07-00002979.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-07 External Power Ground Connection Access Door Assy 121 AL*

Printouts are for information only!



| 52-08 | Access Door Of Cargo Opening System 134 AR - 154 AR |
|---|---|

Ident.: 8-52-08-00002980.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 52-08<br>ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR | Quantity installed<br>2 |
|---|---|

All may be missing.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb) per missing access door

  – En-route performance limiting weight is reduced by 108 kg (239 lb) per missing access door

  – Fuel consumption is increased by 0.27 % per missing access door.

*Refer to 8-52-08 Illustration Access Door of Cargo Opening System 134 AR - 154 AR*

| 52-08 | Access Door Of Cargo Opening System 134 AR - 154 AR |
|---|---|

Ident.: 8-52-08-00002980.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 52-08<br>ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR | Quantity installed<br>2 |
|---|---|

All may be missing.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 95 kg (210 lb) per missing access door

  – En-route performance limiting weight is reduced by 105 kg (232 lb) per missing access door

  – Fuel consumption is increased by 0.21 % per missing access door.

*Refer to 8-52-08 Illustration Access Door of Cargo Opening System 134 AR - 154 AR*

Printouts are for information only!



| 52-08 | Access Door of Cargo Opening System 134 AR - 154 AR |
|---|---|

Ident.: 8-52-08-00002980.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-08<br>ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR | Quantity installed<br>2 |
|---|---|

All may be missing.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 89 kg (196 lb) per missing door
  – En route performance limiting weight is reduced by 132 kg (291 lb) per missing door
  – Fuel consumption is increased by 0.24 % per missing door
  – If both doors are missing, approach climb limiting weight is reduced by 44 kg (97 lb) per missing door.

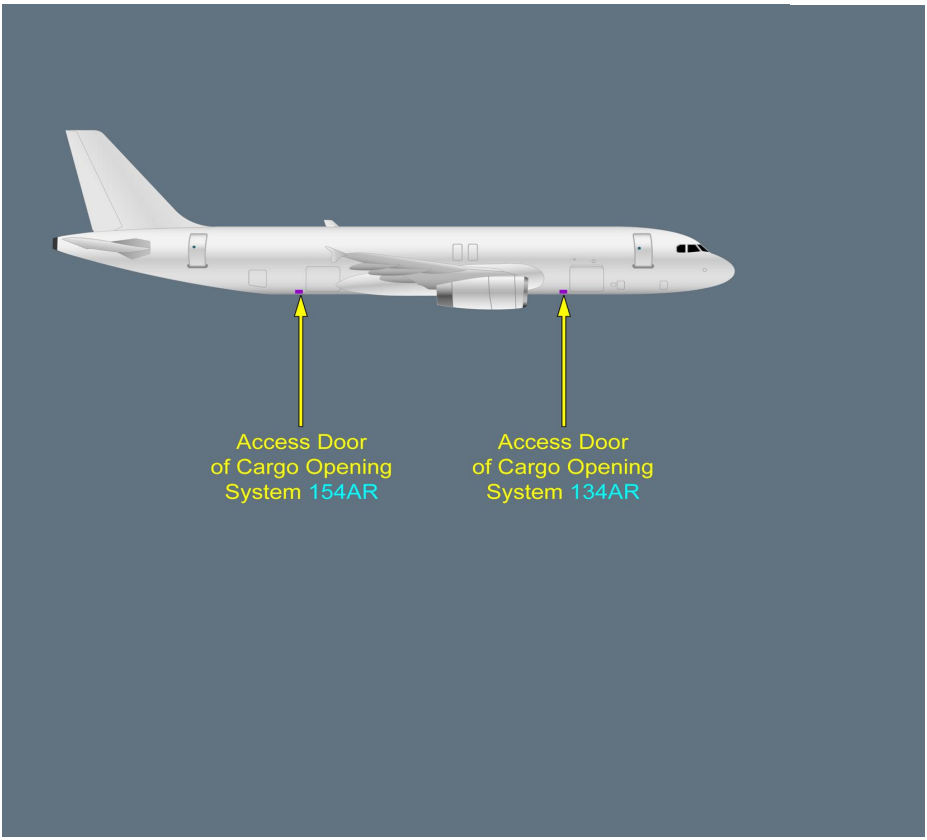
*Refer to 8-52-08 Illustration Access Door of Cargo Opening System 134 AR - 154 AR*

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## ILLUSTRATION ACCESS DOOR OF CARGO OPENING SYSTEM 134 AR - 154 AR

Ident.: 8-52-08-00002981.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-08 Access Door of Cargo Opening System 134 AR - 154 AR*

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| 52-09 | Nose Landing Gear Main Door (713, 714) |
|---|---|

Ident.: 8-52-09-00002982.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 52-09<br>NOSE LANDING GEAR MAIN DOOR (713, 714) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-22-00-040-001*

May be missing provided both main doors (713, 714) are removed and both aft doors (715, 716) (*Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)*) are removed.

*Note:* *May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712))*

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

  Maximum speed: 220 ktIAS/ M 0.5

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note:* *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 918 kg (2024 lb)
  – En-route performance limiting weight is reduced by 1000 kg (2205 lb)
  – Fuel consumption is increased by 2 %.

*Refer to 8-52-09 Illustration Nose Landing Gear Main Door (713, 714)*

| 52-09 | Nose Landing Gear Main Door (713, 714) |
|---|---|

Ident.: 8-52-09-00002982.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 52-09 | Quantity installed |
|---|---|

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| NOSE LANDING GEAR MAIN DOOR (713, 714) | 2 |
|---|---|

**(m)** *Refer to AMM Task 32-22-00-040-001*

May be missing provided both main doors (713, 714) are removed and both aft doors (715, 716) (*Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)*) are removed.

*Note:* *May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712))*

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

  Maximum speed: 220 ktIAS/ M 0.5

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note:* *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 1109 kg (2445 lb)

  – En-route performance limiting weight is reduced by 1000 kg (2205 lb)

  – Fuel consumption is increased by 2 %.

*Refer to 8-52-09 Illustration Nose Landing Gear Main Door (713, 714)*

| 52-09 | Nose Landing Gear Main Door (713, 714) |
|---|---|

Ident.: 8-52-09-00002982.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-09<br>NOSE LANDING GEAR MAIN DOOR (713, 714) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-22-00-040-001*

May be missing provided both main doors (713, 714) are removed and both aft doors (715, 716) (*Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)*) are removed.

*Note:* *May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712)).*

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

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- **Limitations:**

  Passengers transportation is not permitted.

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

  Maximum speed: 220 ktIAS/ M 0.5

- **Performance:**

  *Note: Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note: Reference performance for penalties computations are performance with landing gear down.*

  For both main doors missing, the following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 1033 kg (2277 lb)

  – Approach climb limiting weight is reduced by 517 kg (1140 lb)

  – En-route performance limiting weight is reduced by 630 kg (1389 lb)

  – Fuel consumption is increased by 1.4 %.

  *Note: Must be combined with performance penalties published in CDL item 52-10 (Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)).*

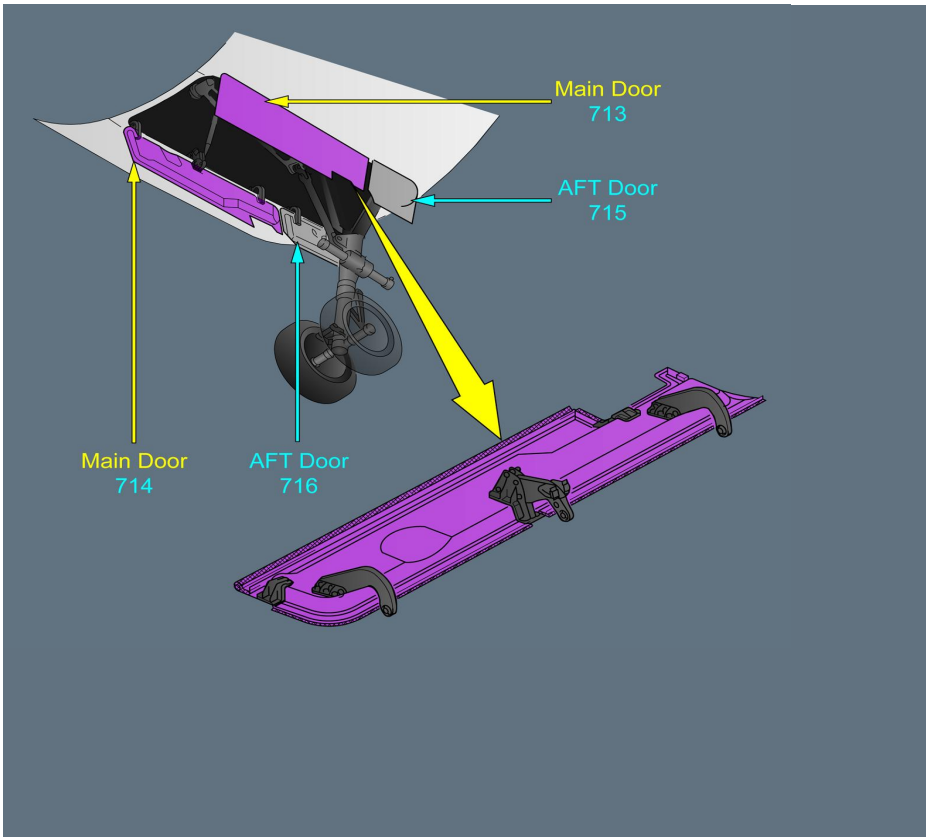
*Refer to 8-52-09 Illustration Nose Landing Gear Main Door (713, 714)*

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## ILLUSTRATION NOSE LANDING GEAR MAIN DOOR (713, 714)

Ident.: 8-52-09-00002983.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-09 Nose Landing Gear Main Door (713, 714)*

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| 52-10 | Nose Landing Gear Aft Door (715, 716) |
|---|---|

Ident.: 8-52-10-00002984.0000100 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 52-10<br>NOSE LANDING GEAR AFT DOOR (715, 716) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-22-00-040-002*

All may be missing.

*Note:* *May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712))*

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note:* *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb)

  – En-route performance limiting weight is reduced by 100 kg (221 lb)

  – Fuel consumption is increased by 0.25 %.

  When combined with CDL item 52-09 (*Refer to 8-52-09 Nose Landing Gear Main Door (713, 714)*), the performance penalties published in 52-09 are applicable.

*Refer to 8-52-10 Illustration Nose Landing Gear Aft Door (715, 716)*

| 52-10 | Nose Landing Gear Aft Door (715, 716) |
|---|---|

Ident.: 8-52-10-00002984.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 52-10<br>NOSE LANDING GEAR AFT DOOR (715, 716) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-22-00-040-002*

All may be missing.

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*Note:* *May be combined with CDL item 52-11 (Refer to 8-52-11 Nose Landing Gear Leg Door (712))*

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note:* *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb)

  – En-route performance limiting weight is reduced by 100 kg (221 lb)

  – Fuel consumption is increased by 0.25 %.

  When combined with CDL item 52-09 (*Refer to 8-52-09 Nose Landing Gear Main Door (713, 714)*), the performance penalties published in 52-09 are applicable.

*Refer to 8-52-10 Illustration Nose Landing Gear Aft Door (715, 716)*

| 52-10 | Nose Landing Gear Aft Door (715, 716) |
|---|---|

Ident.: 8-52-10-00002984.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-10<br>NOSE LANDING GEAR AFT DOOR (715, 716) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-22-00-040-002*

All may be missing.

*Note:* *May be combined with the following MCDL items:*
- *52-09 (Refer to AFM/MCDL-52-09 52-09 Nose Landing Gear Main Door (713, 714))*
- *52-11 (Refer to AFM/MCDL-52-11 52-11 Nose Landing Gear Leg Door (712)).*

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note:* *Reference performance for penalties computations are performance with landing gear down.*

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The following performance penalties are applicable:

- Takeoff performance limiting weight is reduced by 89 kg (196 lb) per missing door
- If both aft doors are missing,
  - Approach climb limiting weight is reduced by 45 kg (99 lb) per missing door
  - En route performance limiting weight is reduced by 45 kg (99 lb) per missing door
  - Fuel consumption is increased by 0.1 % per missing door.

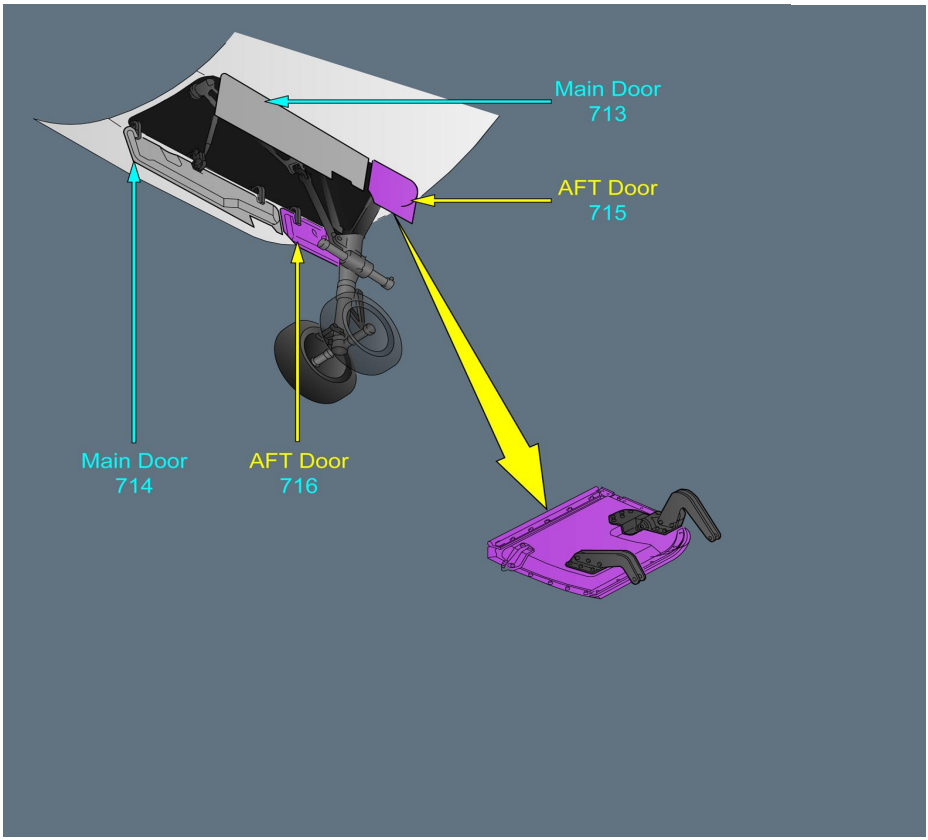
*Refer to 8-52-10 Illustration Nose Landing Gear Aft Door (715, 716)*

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## ILLUSTRATION NOSE LANDING GEAR AFT DOOR (715, 716)

Ident.: 8-52-10-00002985.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)*

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| 52-11 | Nose Landing Gear Leg Door (712) |
|---|---|

Ident.: 8-52-11-00002986.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 52-11<br>NOSE LANDING GEAR LEG DOOR (712) | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 32-22-00-040-003*

May be missing.

*Note:* *May be combined with MCDL items 52-09 (Refer to 8-52-09 Nose Landing Gear Main Door (713, 714)) and 52-10 (Refer to 8-52-10 Nose Landing Gear Aft Door (715, 716)).*

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

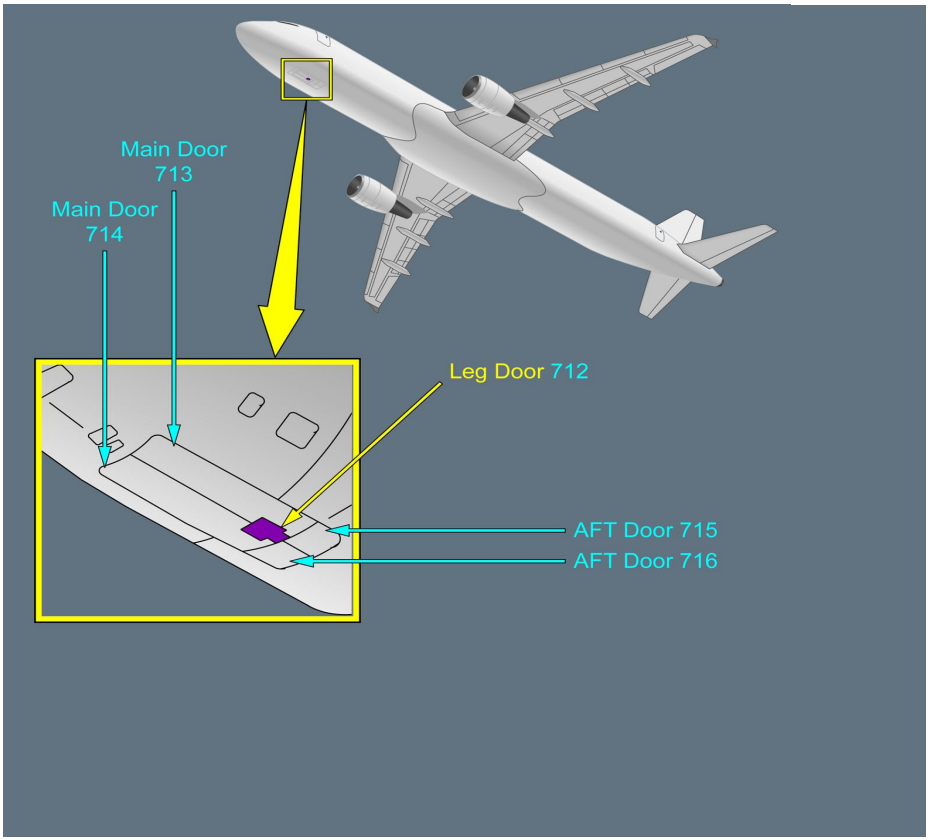
*Refer to 8-52-11 Illustration Nose Landing Gear Leg Door (712)*

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## ILLUSTRATION NOSE LANDING GEAR LEG DOOR (712)

Ident.: 8-52-11-00002987.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-11 Nose Landing Gear Leg Door (712)*

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| 52-12 | Main Landing Gear Door (732, 742) (flight with gear up) |
|---|---|

Ident.: 8-52-12-00007154.0000001 / 11 NOV 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 52-12<br>MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR UP) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight in forecasted icing conditions is not allowed.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 394 kg (869 lb)

  – En-route performance limiting weight is reduced by 540 kg (1191 lb)

  – Fuel consumption is increased by 1.22 %.

*Refer to 8-52-12 Illustration Main Landing Gear Door (732, 742)*

| 52-12 | Main Landing Gear Door (732, 742) (flight with gear up) |
|---|---|

Ident.: 8-52-12-00007154.0000002 / 11 NOV 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 52-12<br>MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR UP) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight in forecasted icing conditions is not allowed.

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- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 475 kg (1047 lb)

  – En-route performance limiting weight is reduced by 525 kg (1158 lb)

  – Fuel consumption is increased by 0.96 %.

*Refer to 8-52-12 Illustration Main Landing Gear Door (732, 742)*

| 52-12 | Main Landing Gear Door (732, 742) (flight with gear up) |
|---|---|

Ident.: 8-52-12-00007154.0000003 / 11 NOV 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-12<br>MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR UP) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not permitted.

  Flight in forecasted icing conditions is not permitted.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 443 kg (977 lb)

  – Approach climb limiting weight is reduced by 221 kg (487 lb)

  – En-route performance limiting weight is reduced by 660 kg (1455 lb)

  – Fuel consumption is increased by 1.1 %.

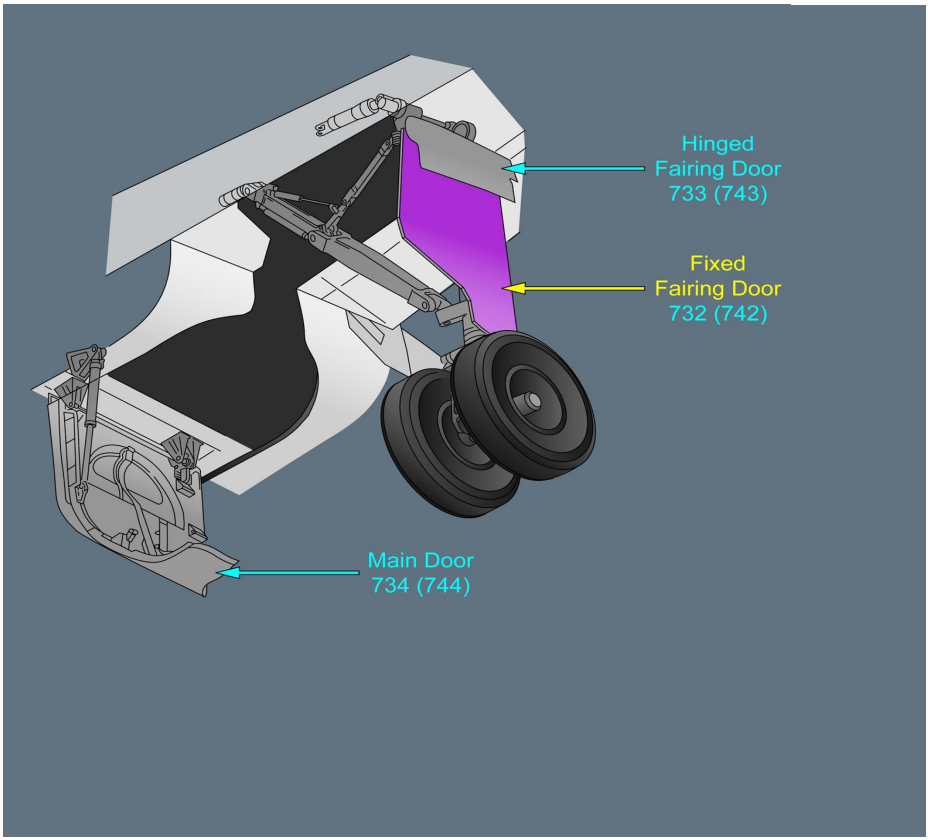
*Refer to 8-52-12 Illustration Main Landing Gear Door (732, 742)*

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## ILLUSTRATION MAIN LANDING GEAR DOOR (732, 742)

Ident.: 8-52-12-00002992.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-12 Main Landing Gear Door (732, 742) (flight with gear up)*

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| 52-13 | Main Landing Gear Door (733, 743) (flight with gear up) |
|---|---|

Ident.: 8-52-13-00002993.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 52-13<br>MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR UP) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not allowed.

  Flight in forecasted icing conditions is not allowed.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 111 kg (245 lb)

  – En-route performance limiting weight is reduced by 126 kg (278 lb)

  – Fuel consumption is increased by 0.28 %.

*Refer to 8-52-13 Illustration Main Landing Gear Door (733, 743)*

| 52-13 | Main Landing Gear Door (733, 743) (flight with gear up) |
|---|---|

Ident.: 8-52-13-00002993.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-13<br>MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR UP) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-005*

One may be missing.

- **Limitations:**

  Passengers transportation is not permitted.

  Flight in forecasted icing conditions is not permitted.

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- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 125 kg (276 lb)
  – Approach climb limiting weight is reduced by 62 kg (137 lb)
  – En-route performance limiting weight is reduced by 161 kg (355 lb)
  – Fuel consumption is increased by 0.28 %.

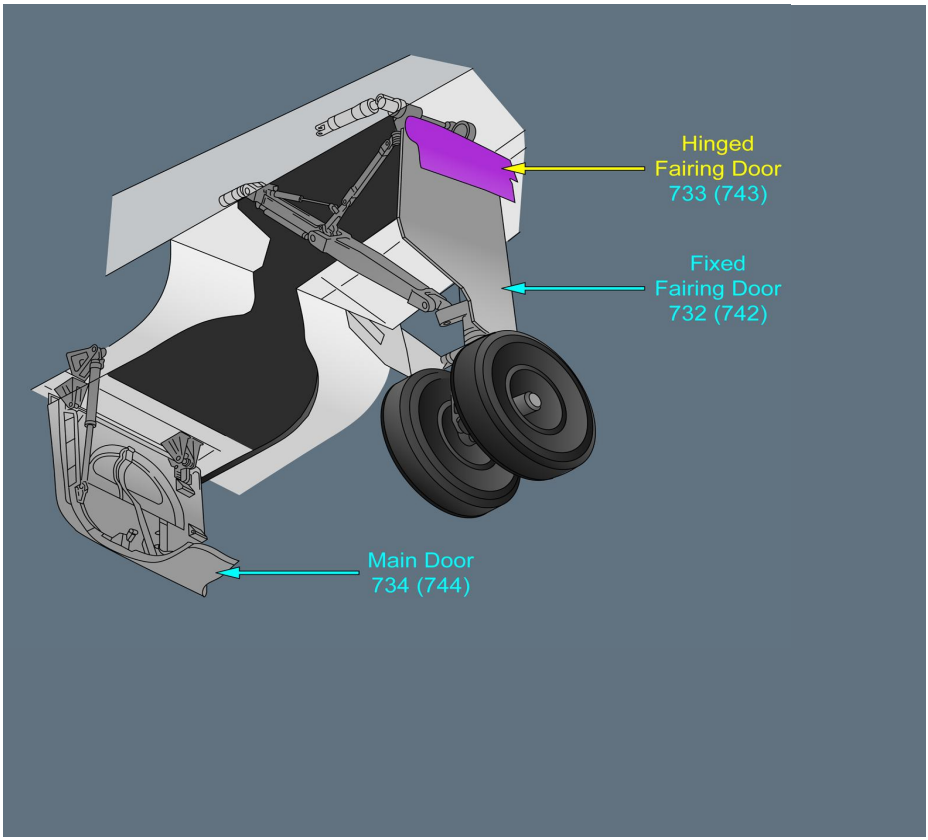
*Refer to 8-52-13 Illustration Main Landing Gear Door (733, 743)*

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## ILLUSTRATION MAIN LANDING GEAR DOOR (733, 743)

Ident.: 8-52-13-00002994.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-13 Main Landing Gear Door (733, 743) (flight with gear up)*

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| 52-14 | Main Landing Gear Door (732, 742) (Flight with gear down) |
|---|---|

Ident.: 8-52-14-00002995.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 52-14<br>MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR DOWN) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note:* *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 394 kg (869 lb)
  – En-route performance limiting weight is reduced by 450 kg (993 lb)
  – Fuel consumption is increased by 1.00 %.

*Refer to 8-52-14 Illustration Main Landing Gear Door (732, 742)*

| 52-14 | Main Landing Gear Door (732, 742) (Flight with gear down) |
|---|---|

Ident.: 8-52-14-00002995.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 52-14<br>MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR DOWN) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Printouts are for information only!



Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note: Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note: Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 475 kg (1048 lb)

  – En-route performance limiting weight is reduced by 450 kg (993 lb)

  – Fuel consumption is increased by 1.00 %.

*Refer to 8-52-14 Illustration Main Landing Gear Door (732, 742)*

| 52-14 | Main Landing Gear Door (732, 742) (flight with gear down) |
|---|---|

Ident.: 8-52-14-00002995.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-14<br>MAIN LANDING GEAR DOOR (732, 742) (FLIGHT WITH GEAR DOWN) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note: Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note: Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 443 kg (977 lb)

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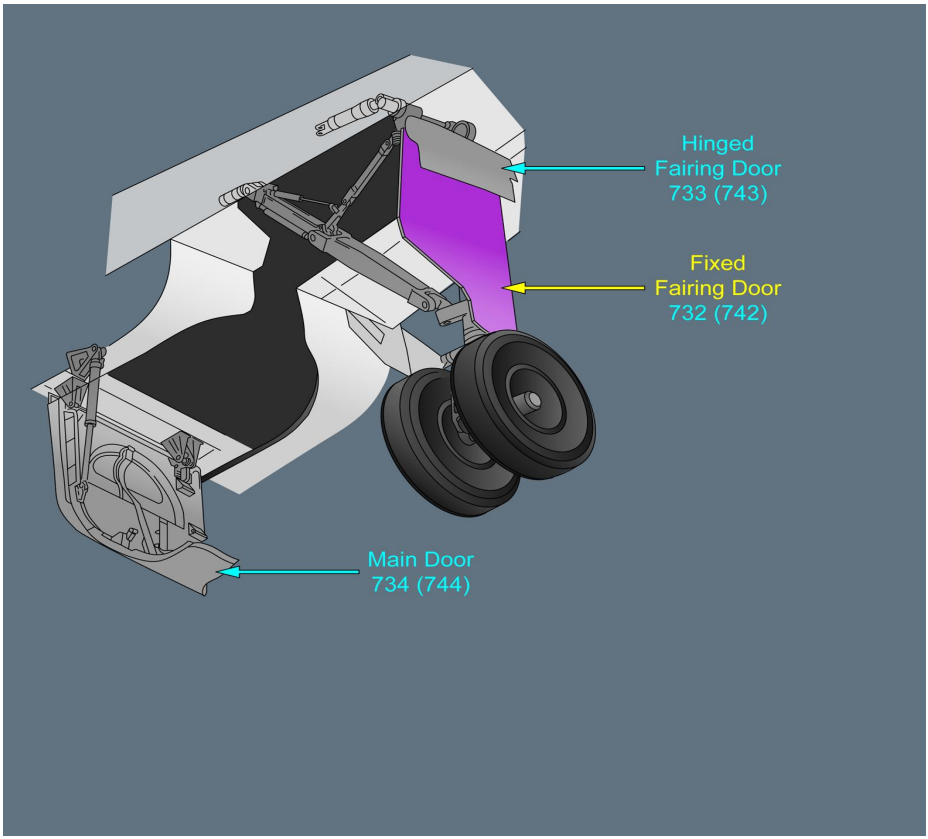


– Approach climb limiting weight is reduced by 221 kg (487 lb)
– En-route performance limiting weight is reduced by 270 kg (595 lb)
– Fuel consumption is increased by 0.6 %.

*Refer to 8-52-14 Illustration Main Landing Gear Door (732, 742)*

## ILLUSTRATION MAIN LANDING GEAR DOOR (732, 742)

Ident.: 8-52-14-00002996.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-14 Main Landing Gear Door (732, 742) (flight with gear down)*

Printouts are for information only!



| 52-15 | Main Landing Gear Door (733, 743) (Flight with gear down) |
|---|---|

Ident.: 8-52-15-00002997.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 52-15<br>MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR DOWN) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note:* *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 111 kg (245 lb)
  – En-route performance limiting weight is reduced by 200 kg (441 lb)
  – Fuel consumption is increased by 0.30 %.

*Refer to 8-52-15 Illustration Main Landing Gear Door (733, 743)*

| 52-15 | Main Landing Gear Door (733, 743) (Flight with gear down) |
|---|---|

Ident.: 8-52-15-00002997.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-15<br>MAIN LANDING GEAR DOOR (733, 743) (FLIGHT WITH GEAR DOWN) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Printouts are for information only!



Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note:* *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 125 kg (276 lb)

  – Approach climb limiting weight is reduced by 62 kg (137 lb)

  – En-route performance limiting weight is reduced by 63 kg (139 lb).

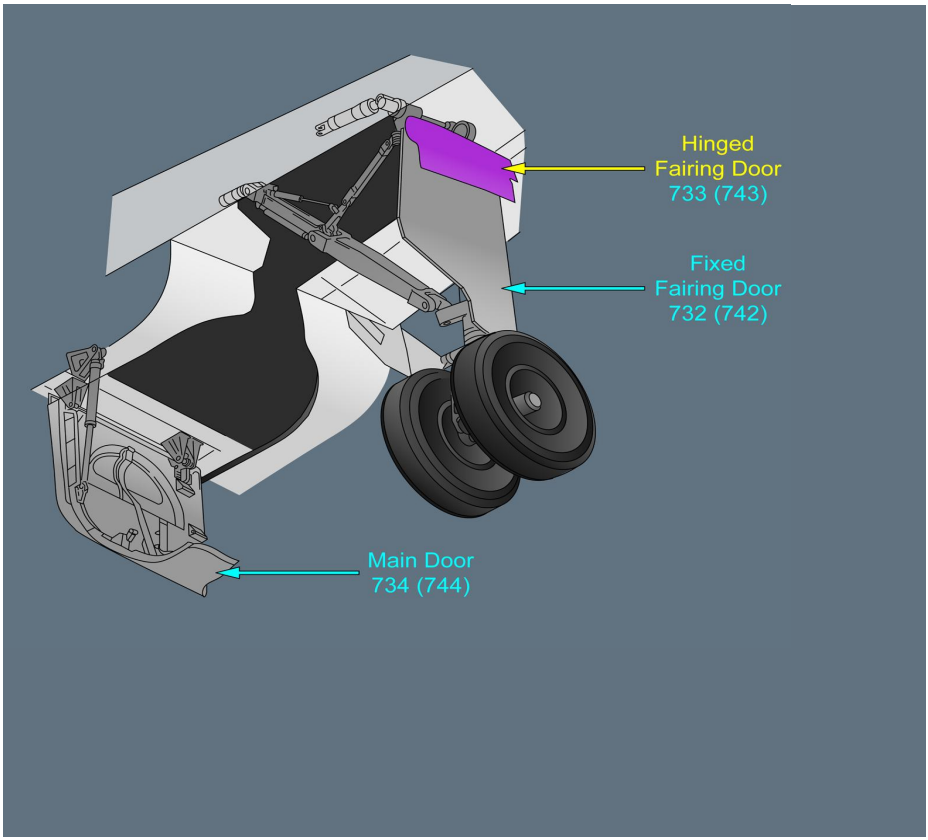
*Refer to 8-52-15 Illustration Main Landing Gear Door (733, 743)*

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## ILLUSTRATION MAIN LANDING GEAR DOOR (733, 743)

Ident.: 8-52-15-00002998.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-15 Main Landing Gear Door (733, 743) (Flight with gear down)*

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| 52-16 | Main Landing Gear Door (734, 744) (Flight with gear down) |
|---|---|

Ident.: 8-52-16-00002999.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 52-16<br>MAIN LANDING GEAR DOOR (734, 744) (FLIGHT WITH GEAR DOWN) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note:* *Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 623 kg (1374 lb)
  – En-route performance limiting weight is reduced by 700 kg (1544 lb)
  – Fuel consumption is increased by 1.50 %.

*Refer to 8-52-16 Illustration Main Landing Gear Door (734, 744)*

| 52-16 | Main Landing Gear Door (734, 744) (Flight with gear down) |
|---|---|

Ident.: 8-52-16-00002999.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 52-16<br>MAIN LANDING GEAR DOOR (734, 744) (FLIGHT WITH GEAR DOWN) | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Printouts are for information only!



Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note: Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note: Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 752 kg (1658 lb)

  – En-route performance limiting weight is reduced by 700 kg (1544 lb)

  – Fuel consumption is increased by 1.50 %.

*Refer to 8-52-16 Illustration Main Landing Gear Door (734, 744)*

| 52-16 | Main Landing Gear Door (734, 744) (Flight with gear down) |
|---|---|

Ident.: 8-52-16-00002999.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| **52-16**<br>**MAIN LANDING GEAR DOOR (734, 744) (FLIGHT WITH GEAR DOWN)** | **Quantity installed**<br>**2** |
|---|---|

**(m)** *Refer to AMM Task 32-12-00-040-001*

One may be missing.

Disregard the alert L/G DOORS NOT CLOSED displayed on the ECAM.

- **Limitations:**

  Flight with landing gear down is required.
  *Refer to 2-SUP-LG-LG_DN Flight With Landing Gear Down*

- **Performance:**

  *Note: Takeoff performance penalties are applied by EFB T/O performance calculation.*

  *Note: Reference performance for penalties computations are performance with landing gear down.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 701 kg (1545 lb)

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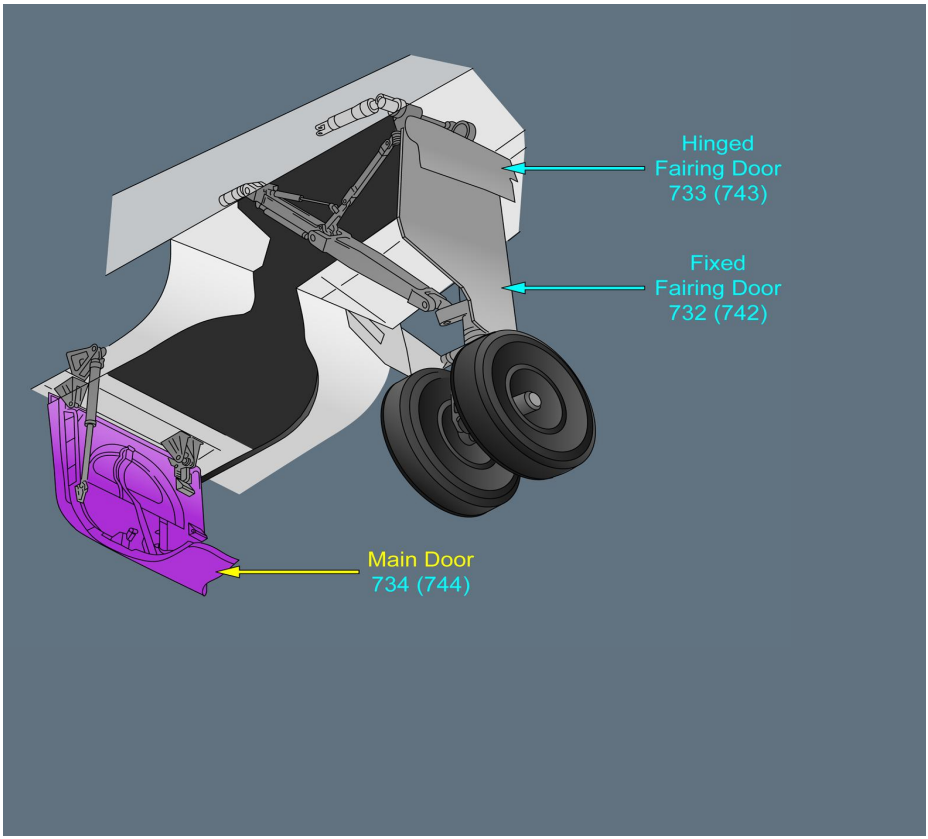


– Approach climb limiting weight is reduced by 351 kg (774 lb)
– En-route performance limiting weight is reduced by 428 kg (944 lb)
– Fuel consumption is increased by 0.95 %.

*Refer to 8-52-16 Illustration Main Landing Gear Door (734, 744)*

## ILLUSTRATION MAIN LANDING GEAR DOOR (734, 744)

Ident.: 8-52-16-00003000.0000001 / 28 JUN 2022
**Applicable to: ALL**




for dispatch conditions:*Refer to 8-52-16 Main Landing Gear Door (734, 744) (Flight with gear down)*

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| 52-17 | Bulk Door Outer Handle |
|---|---|

Ident.: 8-52-17-00003001.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AIQS, D-AIRN**

| 52-17<br>BULK DOOR OUTER HANDLE | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-33-00-040-002*

May be missing.

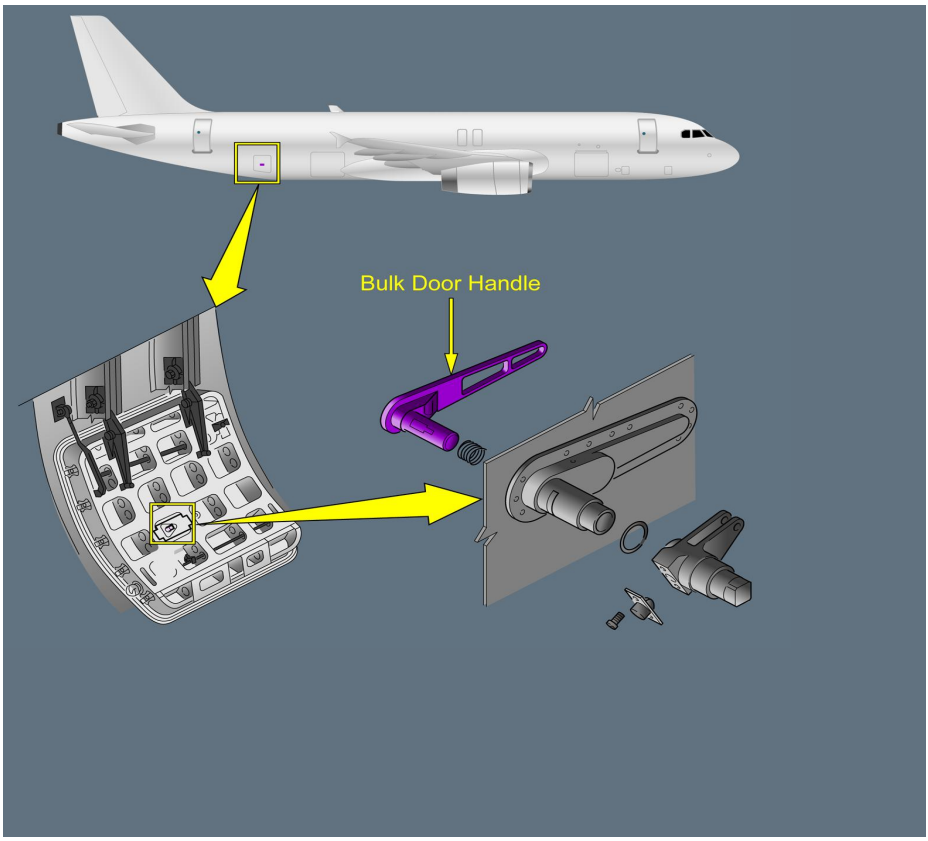
*Refer to 8-52-17 Illustration Bulk Door Outer Handle*

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## ILLUSTRATION BULK DOOR OUTER HANDLE

Ident.: 8-52-17-00003002.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AIQS, D-AIRN**




For dispatch conditions:*Refer to 8-52-17 Bulk Door Outer Handle*

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| 52-18 | Main Landing Gear Door : Seal On Secondary Hinged Fairing |
|---|---|

Ident.: 8-52-18-00003003.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 52-18<br>MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING | Quantity installed<br>6 |
|---|---|

All may be missing.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If three or more seals are missing, the following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 24 kg (53 lb) per missing seal

  – En-route performance limiting weight is reduced by 27 kg (60 lb) per missing seal

  – Fuel consumption is increased by 0.07 % per missing seal.

*Refer to 8-52-18 Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing*

| 52-18 | Main Landing Gear Door : Seal on Secondary Hinged Fairing |
|---|---|

Ident.: 8-52-18-00003003.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-18<br>MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING | Quantity installed<br>6 |
|---|---|

All may be missing.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – If two or more seals are missing, en-route performance limiting weight is reduced by 35 kg (77 lb) per missing seal

  – If three or more seals are missing:

    – Takeoff performance limiting weight is reduced by 27 kg (60 lb) per missing seal

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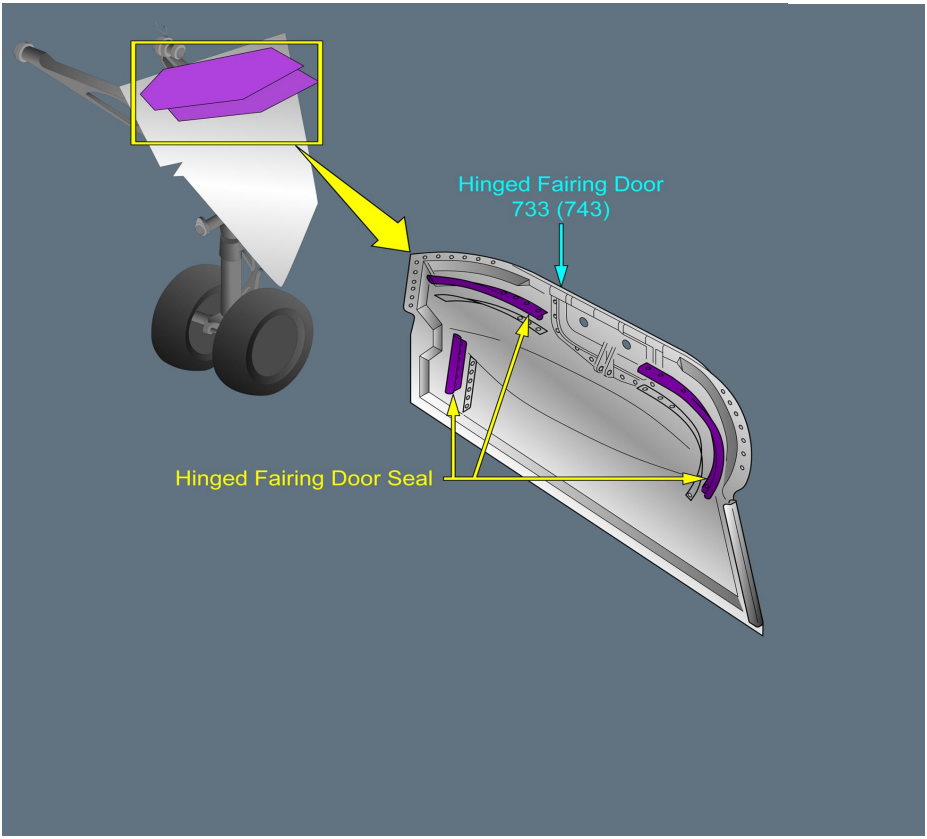


– Fuel consumption is increased by 0.06 % per missing seal.

*Refer to 8-52-18 Illustration Main Landing Gear Door : Seal on Secondary Hinged Fairing*

## ILLUSTRATION MAIN LANDING GEAR DOOR : SEAL ON SECONDARY HINGED FAIRING

Ident.: 8-52-18-00003004.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-18 Main Landing Gear Door : Seal on Secondary Hinged Fairing*

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| 52-19 | Pax Door Upper Cover Plate |
|---|---|

Ident.: 8-52-19-00003005.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 52-19<br>PAX DOOR UPPER COVER PLATE | Quantity installed<br>4 |
|---|---|

All may be missing.

*Note:* *The affected door must be considered as inoperative (Refer to 9-MI-52-10-01 Cabin Door).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 66 kg (146 lb) per missing plate

  – En-route performance limiting weight is reduced by 90 kg (199 lb) per missing plate

  – Fuel consumption is increased by 0.23 % per missing plate.

*Refer to 8-52-19 Illustration Pax Door Upper Cover Plate*

| 52-19 | Pax Door Upper Cover Plate |
|---|---|

Ident.: 8-52-19-00003005.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| 52-19<br>PAX DOOR UPPER COVER PLATE | Quantity installed<br>8 |
|---|---|

All may be missing.

*Note:* *The affected door must be considered as inoperative (Refer to 9-MI-52-10-01 Cabin Door).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 79 kg (175 lb) per missing plate

  – En-route performance limiting weight is reduced by 88 kg (195 lb) per missing plate

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– If 2 or more plates are missing, fuel consumption is increased by 0.18 % per missing plate.

*Refer to 8-52-19 Illustration Pax Door Upper Cover Plate*

| **52-19** | **Pax Door Upper Cover Plate** |
|---|---|

Ident.: 8-52-19-00003005.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| **52-19**<br>**PAX DOOR UPPER COVER PLATE** | **Quantity installed**<br>**4** |
|---|---|

All may be missing.

*Note: The affected door must be considered as inoperative (Refer to 9-MI-52-10-01 Cabin Door).*

- **Performance:**

  *Note: Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable per missing plate:

  – Takeoff performance limiting weight is reduced by 74 kg (163 lb)

  – En route performance limiting weight is reduced by 110 kg (243 lb)

  – Fuel consumption is increased by 0.2 %.

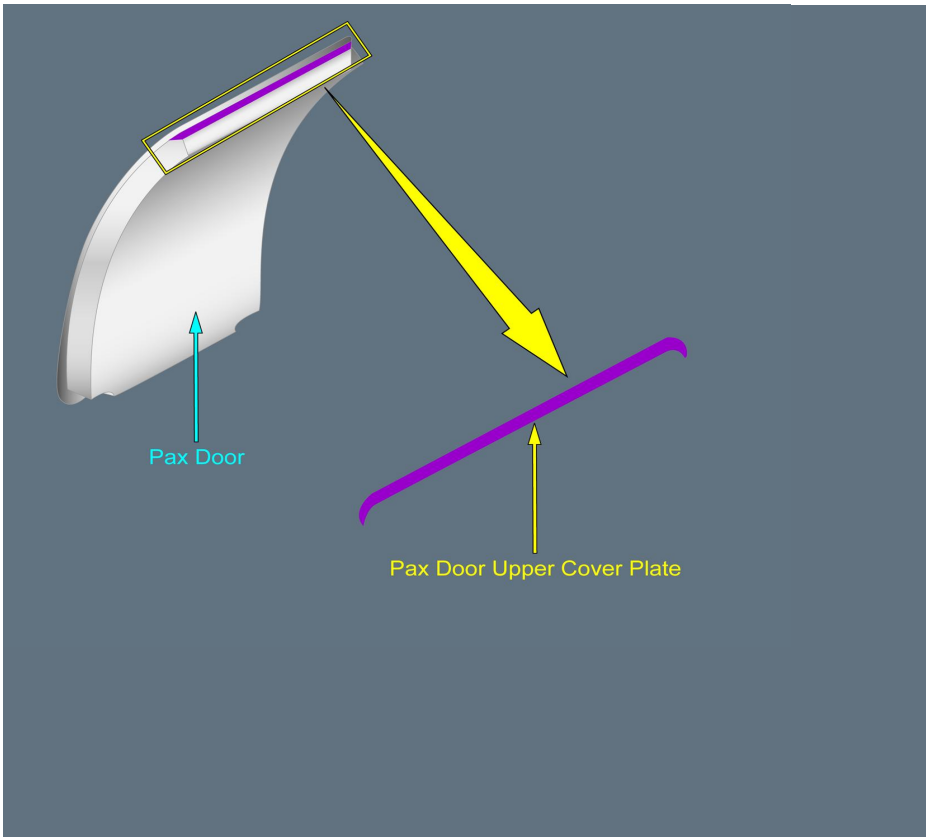
*Refer to 8-52-19 Illustration Pax Door Upper Cover Plate*

Printouts are for information only!



## ILLUSTRATION PAX DOOR UPPER COVER PLATE

Ident.: 8-52-19-00003006.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-19 Pax Door Upper Cover Plate*

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| 52-20 | Access Door To HP Air Ground Connector 191 DB |
|---|---|

Ident.: 8-52-20-00003007.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA, -AEUC, -AIRN)**
**Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 52-20<br>ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB | Quantity installed<br>1 |
|---|---|

May be missing.

Note: *May be combined with MCDL items:*
- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*

*Refer to 8-52-20 Illustration Access Door to HP Air Ground Connector 191 DB*

| 52-20 | Access Door to HP Air Ground Connector 191 DB |
|---|---|

Ident.: 8-52-20-00003007.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-20<br>ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 47-20-00-040-002*

May be missing for ten flight cycles.

Note: *May be combined with MCDL items:*
- *52-01 (Refer to 8-52-01 Toilet Servicing and Drainage Door)*
- *52-02 (Refer to 8-52-02 Access Door to Hydraulic Ground Connectors 197 CB - 197 EB - 198 CB)*
- *52-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage)*
- *52-04 (Refer to 8-52-04 Access Door to Opening Control of Landing Gear Doors on Ground 195 BB - 196 BB)*
- *52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB)*

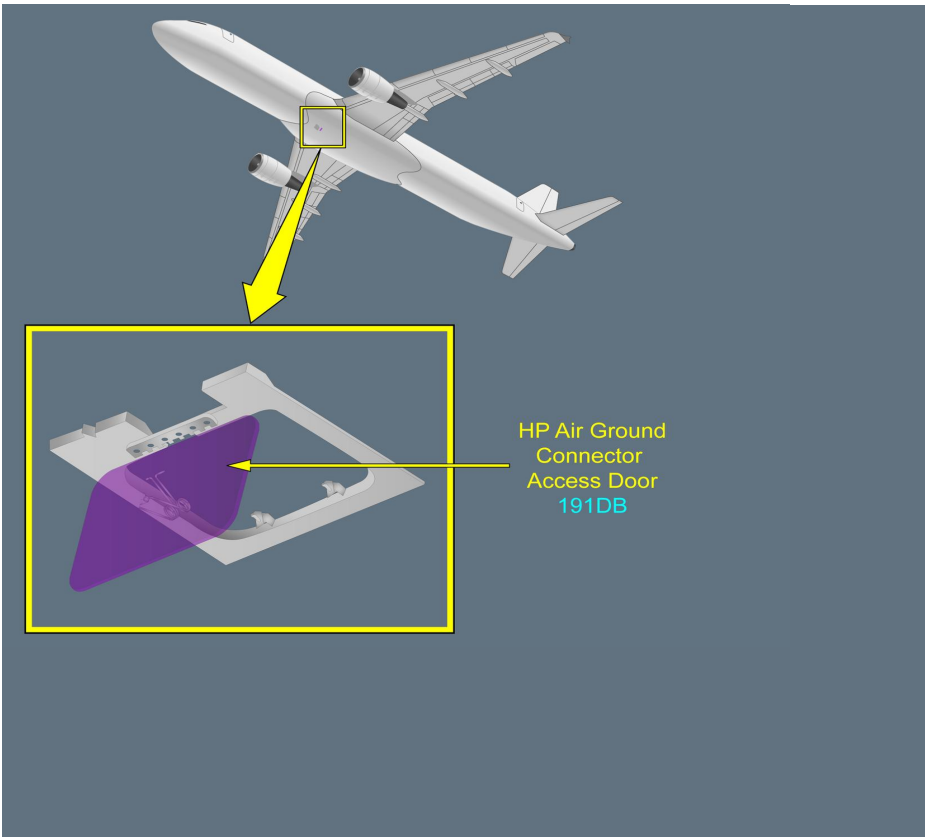
*Refer to 8-52-20 Illustration Access Door to HP Air Ground Connector 191 DB*

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## ILLUSTRATION ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB

Ident.: 8-52-20-00003008.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA, -AEUC, -AIRN)**
**Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**



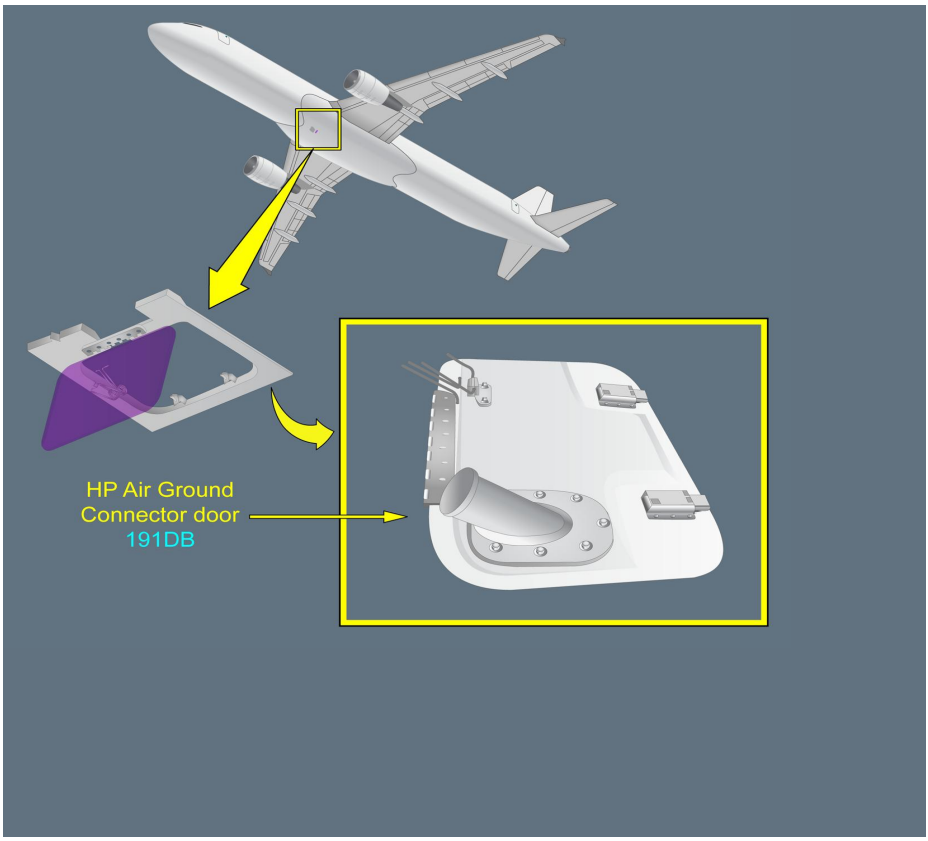

For dispatch conditions:*Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB*

Printouts are for information only!



## ILLUSTRATION ACCESS DOOR TO HP AIR GROUND CONNECTOR 191 DB

Ident.: 8-52-20-00003008.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-52-20 Access Door to HP Air Ground Connector 191 DB*

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| 52-21 | Blue Hydraulic Access Door 197 FB |
|---|---|

Ident.: 8-52-21-00003009.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 52-21<br>BLUE HYDRAULIC ACCESS DOOR 197 FB | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-41-00-040-001*

May be missing.

*Note:* *May be combined with MCDL item 52-05 (Refer to 8-52-05 Access Door to Air Conditioning Ground Supply 191 CB).*

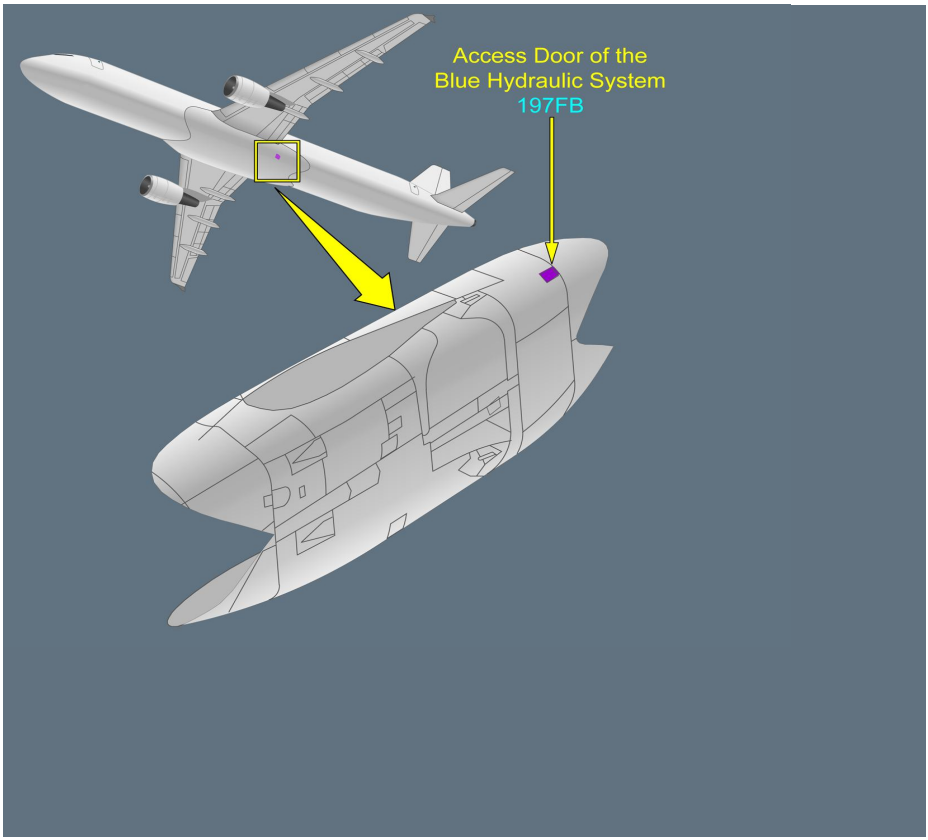
*Refer to 8-52-21 Illustration Blue Hydraulic Access Door 197 FB*

Printouts are for information only!



## ILLUSTRATION BLUE HYDRAULIC ACCESS DOOR 197 FB

Ident.: 8-52-21-00003010.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-21 Blue Hydraulic Access Door 197 FB*

Printouts are for information only!



| 52-22 | Forward Cargo Door Access Cover Panel 825 AR |
|---|---|

Ident.: 8-52-22-00003011.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 52-22<br>FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-31-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 234 kg (516 lb)

  – En-route performance limiting weight is reduced by 266 kg (587 lb)

  – Fuel consumption is increased by 0.64 %.

*Refer to 8-52-22 Illustration Forward Cargo Door Access Cover Panel 825 AR*

| 52-22 | Forward Cargo Door Access Cover Panel 825 AR |
|---|---|

Ident.: 8-52-22-00003011.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-22<br>FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-31-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 264 kg (582 lb)

  – Approach climb limiting weight is reduced by 132 kg (291 lb)

  – En-route performance limiting weight is reduced by 340 kg (750 lb)

  – Fuel consumption is increased by 0.57 %.

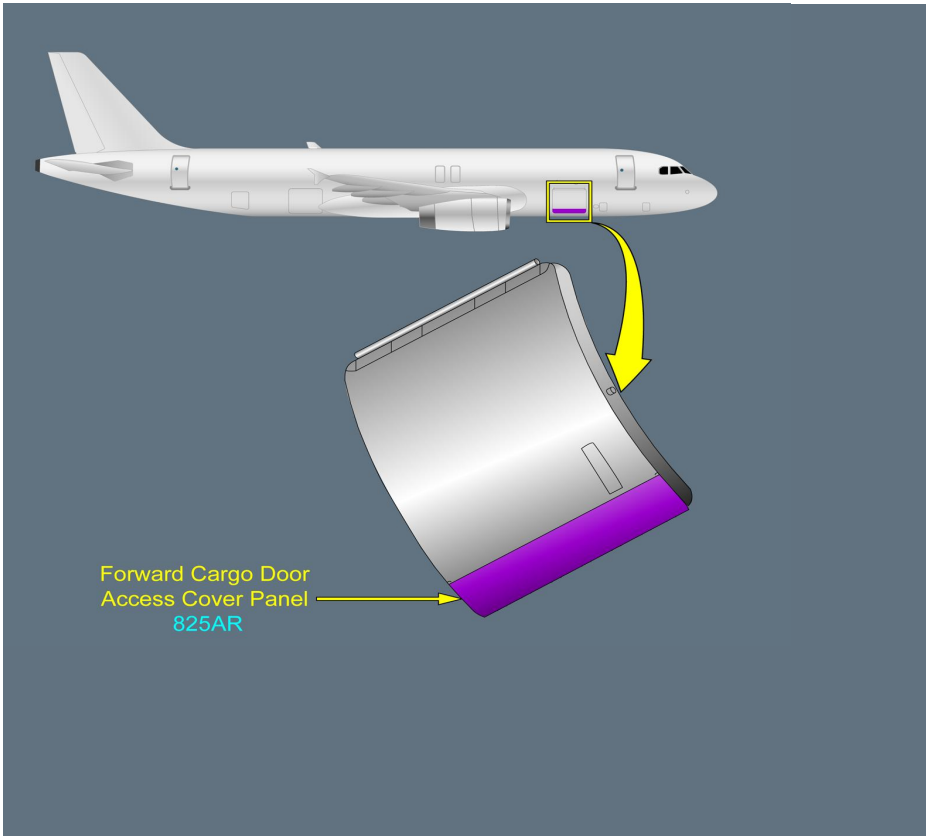
Printouts are for information only!



*Refer to 8-52-22 Illustration Forward Cargo Door Access Cover Panel 825 AR*

## ILLUSTRATION FORWARD CARGO DOOR ACCESS COVER PANEL 825 AR

Ident.: 8-52-22-00003012.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-52-22 Forward Cargo Door Access Cover Panel 825 AR*

Printouts are for information only!



| 52-23 | Aft Cargo Door Access Cover Panel 826 AR |
|---|---|

Ident.: 8-52-23-00003013.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 52-23<br>AFT CARGO DOOR ACCESS COVER PANEL 826 AR | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-32-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 190 kg (419 lb)

  – En-route performance limiting weight is reduced by 216 kg (477 lb)

  – Fuel consumption is increased by 0.53 %.

*Refer to 8-52-23 Illustration Aft Cargo Door Access Cover Panel 826 AR*

| 52-23 | Aft Cargo Door Access Cover Panel 826 AR |
|---|---|

Ident.: 8-52-23-00003013.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 52-23<br>AFT CARGO DOOR ACCESS COVER PANEL 826 AR | Quantity installed<br>1 |
|---|---|

**(m)** *Refer to AMM Task 52-32-00-040-004*

May be missing provided all latching hooks are checked latched and locked before each flight.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 214 kg (472 lb)

  – Approach climb limiting weight is reduced by 107 kg (236 lb)

  – En-route performance limiting weight is reduced by 276 kg (609 lb)

  – Fuel consumption is increased by 0.47 %.

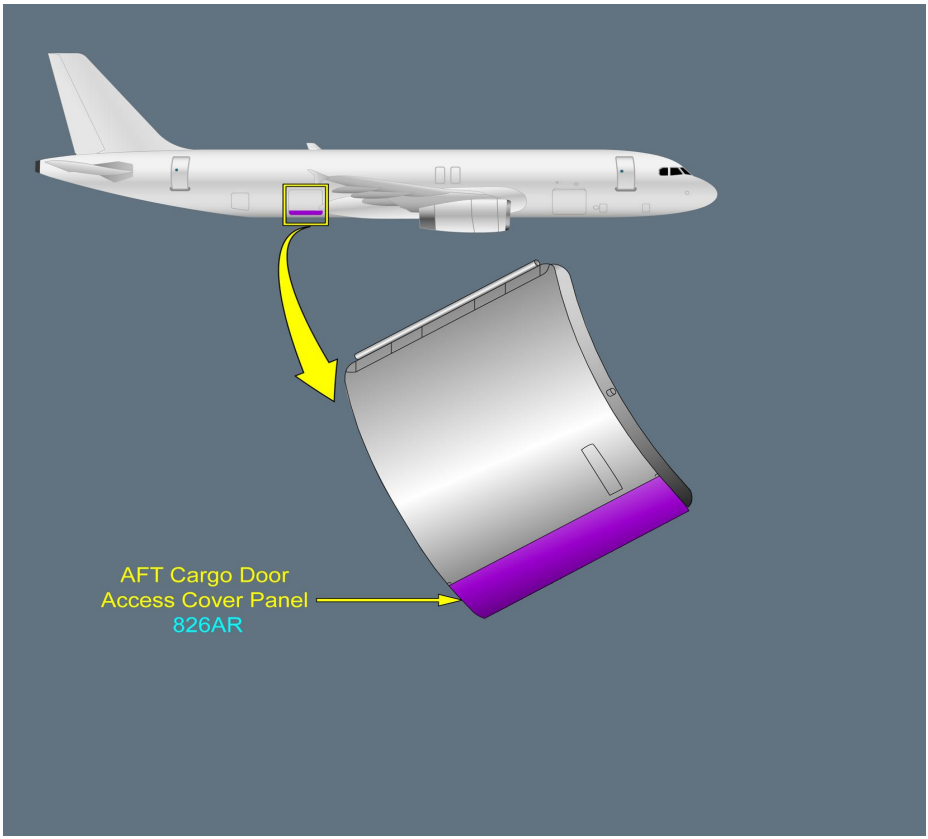
Printouts are for information only!



*Refer to 8-52-23 Illustration Aft Cargo Door Access Cover Panel 826 AR*

## ILLUSTRATION AFT CARGO DOOR ACCESS COVER PANEL 826 AR

Ident.: 8-52-23-00003014.0000001 / 28 JUN 2022
**Criteria: A320 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIRN, D-AIZA**



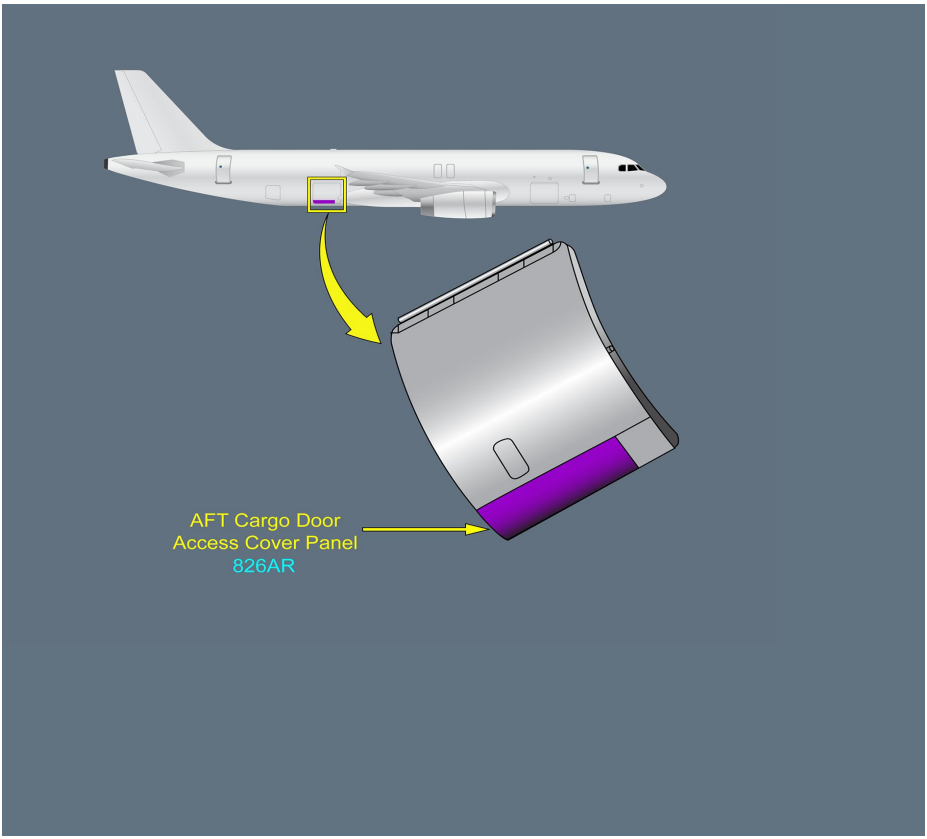

for dispatch conditions:*Refer to 8-52-23 Aft Cargo Door Access Cover Panel 826 AR*

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## ILLUSTRATION AFT CARGO DOOR ACCESS COVER PANEL 826 AR

Ident.: 8-52-23-00003014.0000002 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**




For dispatch conditions: *Refer to 8-52-23 Aft Cargo Door Access Cover Panel 826 AR*

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## 8-53-01 Belly Fairing Vent Louver Vane

53-01 Belly Fairing Vent Louver Vane ..... A
Illustration Belly Fairing Vent Louver Vane ..... B

## 8-53-03 Root Fillet Fairing

53-03 Root Fillet Fairing ..... A
Illustration Root Fillet Fairing ..... B

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| 53-01 | Belly Fairing Vent Louver Vane |
|---|---|

Ident.: 8-53-01-00003015.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 53-01<br>BELLY FAIRING VENT LOUVER VANE | Quantity installed<br>- |
|---|---|

**(m)** *Refer to AMM Task 53-35-00-040-802*

Three may be missing per vent louver.

*Note:* *Vane with a crack length higher than 50 % must be removed before next flight.*

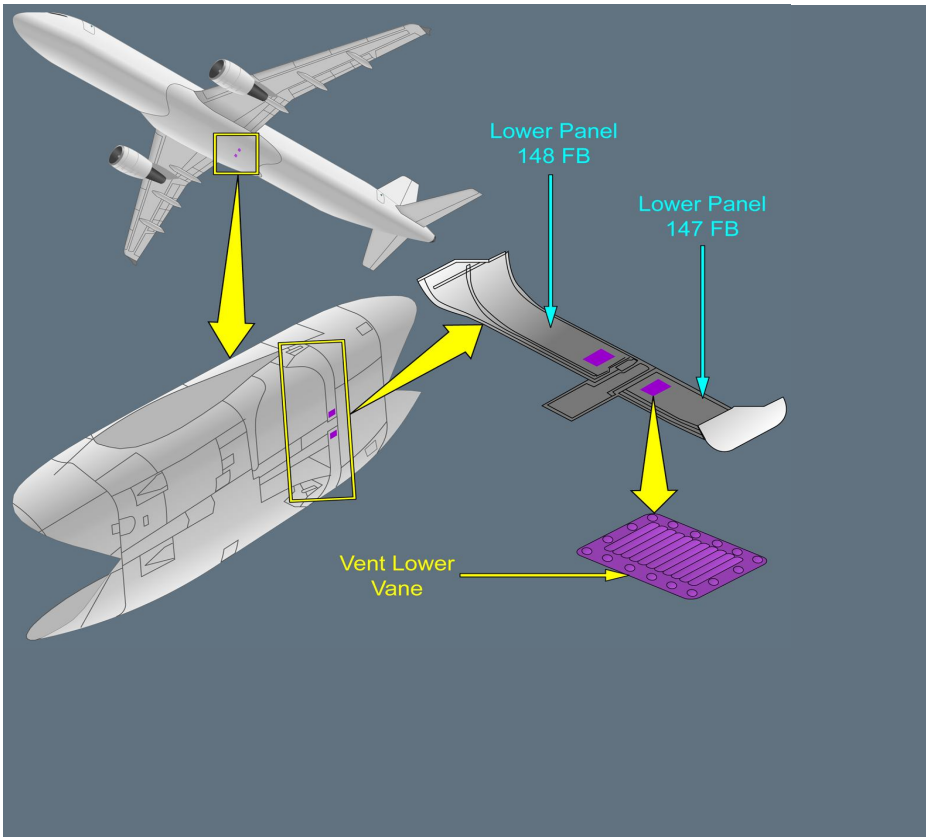
*Refer to 8-53-01 Illustration Belly Fairing Vent Louver Vane*

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## ILLUSTRATION BELLY FAIRING VENT LOUVER VANE

Ident.: 8-53-01-00003016.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-53-01 Belly Fairing Vent Louver Vane*

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| 53-03 | Root Fillet Fairing |
|---|---|

Ident.: 8-53-03-00007155.0000001 / 11 NOV 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

| 53-03<br>ROOT FILLET FAIRING | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 53-35-00-040-001*

All may be missing.

*Note:* *Must not be combined with MCDL item 54-01 (Refer to 8-54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 1560 kg (3440 lb).

*Refer to 8-53-03 Illustration Root Fillet Fairing*

| 53-03 | Root Fillet Fairing |
|---|---|

Ident.: 8-53-03-00007155.0000002 / 11 NOV 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| 53-03<br>ROOT FILLET FAIRING | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 53-35-00-040-001*

All may be missing.

*Note:* *Must not be combined with MCDL item 54-01 (Refer to 8-54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 900 kg (1985 lb).

*Refer to 8-53-03 Illustration Root Fillet Fairing*

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| 53-03 | Root Fillet Fairing |
|---|---|

Ident.: 8-53-03-00007155.0000003 / 11 NOV 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| 53-03<br>ROOT FILLET FAIRING | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 53-35-00-040-001*

All may be missing.

*Note:* *Must not be combined with MCDL item 54-01 (Refer to 8-54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

*Refer to 8-53-03 Illustration Root Fillet Fairing*

| 53-03 | Root Fillet Fairing |
|---|---|

Ident.: 8-53-03-00007155.0000004 / 11 NOV 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

| 53-03<br>ROOT FILLET FAIRING | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 53-35-00-040-001*

All may be missing.

*Note:* *Must not be combined with MCDL item 54-01 (Refer to 8-54-01 Nacelle Strake) or MCDL item 54-03 (Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 1800 kg (3969 lb).

*Refer to 8-53-03 Illustration Root Fillet Fairing*

| 53-03 | Root Fillet Fairing |
|---|---|

Ident.: 8-53-03-00007155.0000005 / 11 NOV 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 53-03 | Quantity installed |
|---|---|

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| ROOT FILLET FAIRING | 2 |
|---|---|

**(m)** *Refer to AMM Task 53-35-00-040-001*

All may be missing.

*Note:* *Must not be combined with the following MCDL item*
– *54-01 (Refer to 8-54-01 Nacelle Strake)*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 1450 kg (3197 lb).

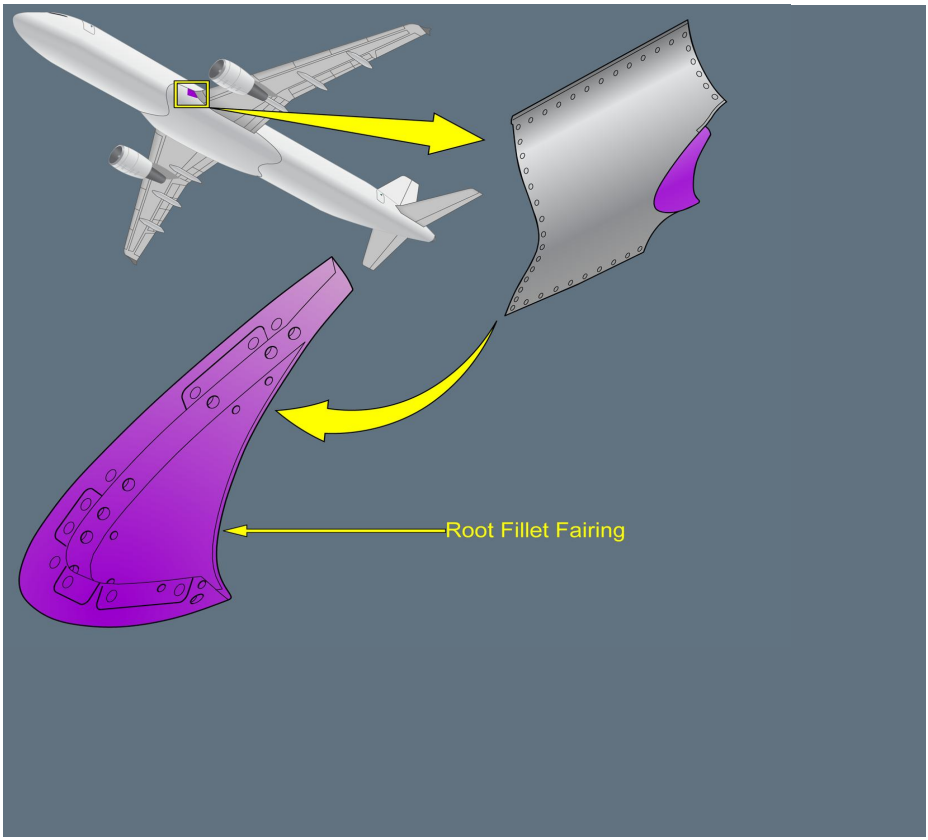
*Refer to 8-53-03 Illustration Root Fillet Fairing*

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## ILLUSTRATION ROOT FILLET FAIRING

Ident.: 8-53-03-00003018.0000001 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-53-03 Root Fillet Fairing*

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**8-54-01 Nacelle Strake**

54-01 Nacelle Strake ..... A
Illustration Nacelle Strake ..... B

**8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR**

54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR ..... A
Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR ..... B

**8-54-04 Pylon Access Door 415(425) AL - 415(425) AR**

54-04 Pylon Access Door 415(425) AL - 415(425) AR ..... A
Illustration Pylon Access Door 415(425) AL - 415(425) AR ..... B

**8-54-05 Pylon Fairing Seal**

54-05 Pylon Fairing seal ..... A
Illustration Pylon Fairing Seal ..... B

**8-54-06 Aerodynamic Seal**

54-06 Aerodynamic Seal ..... A
Illustration Aerodynamic Seal ..... B

**8-54-13 Wing Pylon Seal**

54-13 Wing Pylon Seal ..... A
Illustration Wing Pylon Seal ..... B

**8-54-14 Aerodynamic Finger Seal on Rear Mount Fairing**

54-14 Aerodynamic Finger Seal on Rear Mount Fairing ..... A
Illustration Aerodynamic Finger Seal on Rear Mount Fairing ..... B

**8-54-15 Pylon Right Hand Side Apron Fitting**

54-15 Pylon Right Hand Side Apron Fitting ..... A
Illustration Pylon Right Hand Side Apron Fitting ..... B

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| 54-01 | Nacelle Strake |
|---|---|

Ident.: 8-54-01-00003019.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

| 54-01<br>NACELLE STRAKE | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 71-13-15-040-803*

All may be missing.

*Note:* *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door To Potable Water Filling And Drainage 133 AL - 171 AL - 192 NB).*

- **Procedures:**

  Approach speed: VAPP + 5 kt.

  Landing distance: multiply by 1.08.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – Takeoff performance limiting weight is reduced by 2630 kg (5799 lb).

*Refer to 8-54-01 Illustration Nacelle Strake*

| 54-01 | Nacelle Strake |
|---|---|

Ident.: 8-54-01-00003019.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| 54-01<br>NACELLE STRAKE | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 71-13-19-040-801*

All may be missing.

*Note:* *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Procedures:**

  Approach speed: VAPP + 4 kt

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Landing distance: multiply by 1.09.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable:

  – If no internal strakes and one or both external strakes are missing, takeoff performance limiting weight is reduced by 900 kg (1985 lb)

  – If one or both internal strakes are missing (with or without external strakes missing), takeoff performance limiting weight is reduced by 2780 kg (6129 lb)

*Refer to 8-54-01 Illustration Nacelle Strake*

| 54-01 | Nacelle Strake |
|---|---|

Ident.: 8-54-01-00003019.0000003 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| 54-01<br>NACELLE STRAKE | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 71-13-15-040-803*

All may be missing.

Note: *Must not be combined with MCDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Procedures:**

  Approach speed: VAPP + 4 kt.

  Landing distance: multiply by 1.09.

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – If no internal strakes and one or both external strakes are missing, takeoff performance limiting weight is reduced by 2380 kg (5248 lb)

  – If one or both internal strakes are missing (with or without external strakes missing), takeoff performance limiting weight is reduced by 3270 kg (7210 lb)

  – Increase V2 and VR by 1 kt.

*Refer to 8-54-01 Illustration Nacelle Strake*

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| 54-01 | Nacelle Strake |
|---|---|

Ident.: 8-54-01-00003019.0000004 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

| 54-01<br>NACELLE STRAKE | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 71-13-15-040-803*
*Refer to AMM Task 71-13-19-040-801*

All may be missing.

*Note:* *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Procedures:**

  Approach speed: VAPP + 3 kt.

  Landing distance: multiply by 1.05.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – If no internal strakes and one or both external strakes are missing, takeoff performance limiting weight is reduced by 4800 kg (10583 lb)

  – If one or both internal strakes are missing (with or without external strakes missing), takeoff performance limiting weight is reduced by 6400 kg (14110 lb)

  – Increase V2 and VR by 1 kt.

*Refer to 8-54-01 Illustration Nacelle Strake*

| 54-01 | Nacelle Strake |
|---|---|

Ident.: 8-54-01-00003019.0000005 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 54-01<br>NACELLE STRAKE | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 71-13-00-040-813*

All may be missing provided that the hole is covered.

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The time limitation for each missing item is 50 flight cycles.

*Note:* *Must not be combined with the following MCDL item: 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Procedures:**

  Approach speed: VAPP + 7 kt.

  Landing distance: multiply by 1.11.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalty is applicable per engine: takeoff performance limiting weight is reduced by 3160 kg (6967 lb) for one or both strake missing.

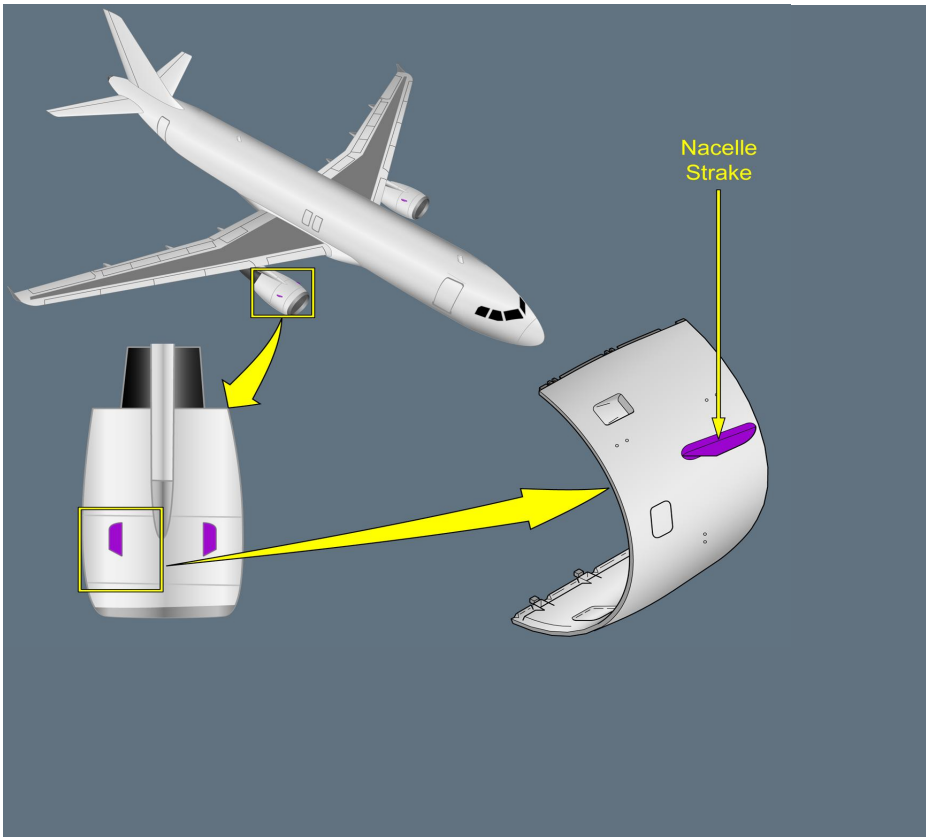
*Refer to 8-54-01 Illustration Nacelle Strake*

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## ILLUSTRATION NACELLE STRAKE

Ident.: 8-54-01-00003020.0000100 / 28 JUN 2022
**Criteria: A319 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN**



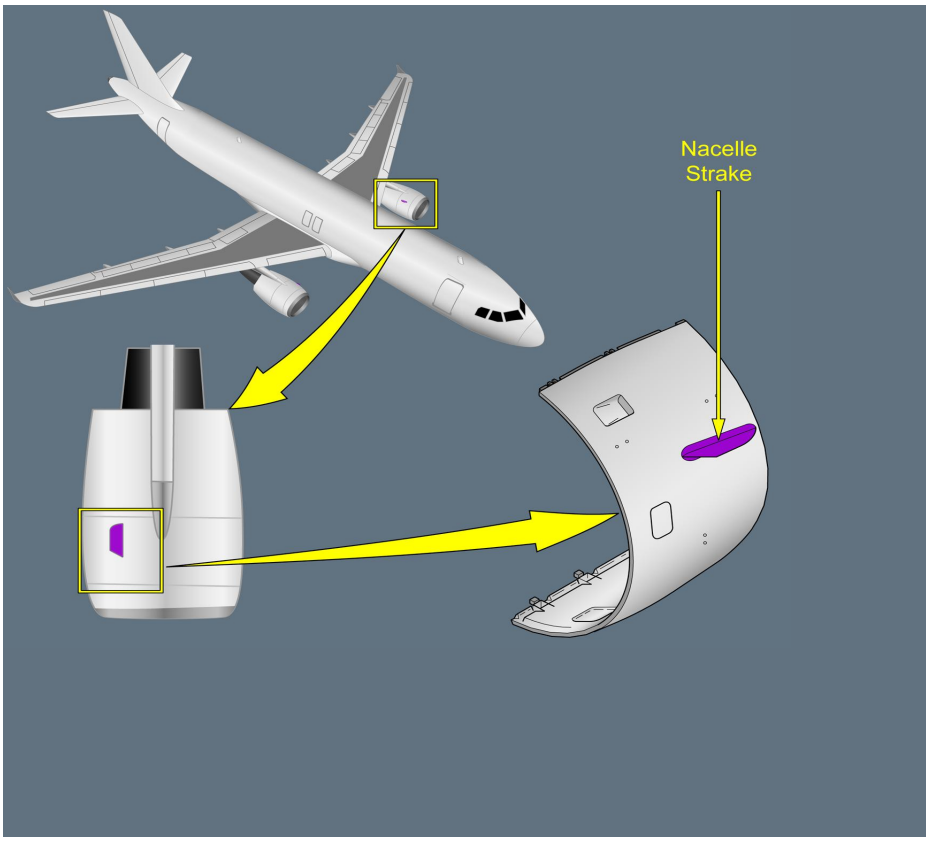

For dispatch conditions:*Refer to 8-54-01 Nacelle Strake*

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## ILLUSTRATION NACELLE STRAKE

Ident.: 8-54-01-00003020.0000200 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**



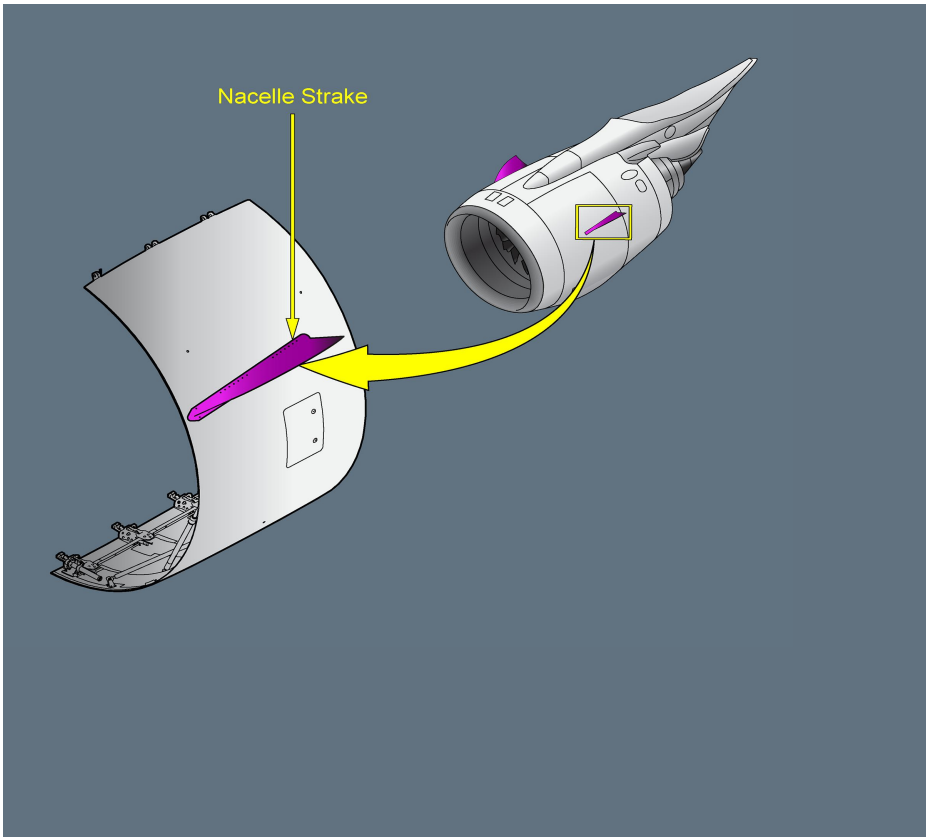

For dispatch conditions:*Refer to 8-54-01 Nacelle Strake*

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## ILLUSTRATION NACELLE STRAKE

Ident.: 8-54-01-00003020.0000300 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-54-01 Nacelle Strake*.

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| 54-03 | Pylon Pressure Relief Door 413(423) BL - 414(424) BR |
|---|---|

Ident.: 8-54-03-00003021.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

| 54-03<br>PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 54-52-00-040-001*

All may be missing.

The time limitation for each missing item is 5 flight cycles.

*Note:* 1. *If one door is missing on a pylon, the other door on the same pylon must be removed.*
2. *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Limitations:**

  Maximum cruise speed: M 0.78.

- **Procedures:**

  Approach speed: VAPP + 4 kt.

  Landing distance: multiply by 1.07.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 2630 kg (5799 lb)

  – If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door

  – If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

*Refer to 8-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR*

| 54-03 | Pylon Pressure Relief Door 413(423) BL - 414(424) BR |
|---|---|

Ident.: 8-54-03-00003021.0000002 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

| 54-03 | Quantity installed |
|---|---|

Printouts are for information only!



| PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR | 4 |
|---|---|

**(m)** *Refer to AMM Task 54-52-00-040-001*

All may be missing.

The time limitation for each missing item is 5 flight cycles.

*Note:* *1. If one door is missing on a pylon, the other door on the same pylon must be removed.*
*2. Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Limitations:**

  Maximum cruise speed: M 0.78.

- **Procedures:**

  Approach speed: VAPP + 4 kt.

  Landing distance: multiply by 1.07.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 3840 kg (8466 lb)

  – Increase V2 and VR by 1 kt

  – If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door

  – If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

*Refer to 8-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR*

| 54-03 | Pylon Pressure Relief Door 413(423) BL - 414(424) BR |
|---|---|

Ident.: 8-54-03-00003021.0000300 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| 54-03<br>PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 54-52-00-040-001*

All may be missing.

The time limitation for each missing item is 5 flight cycles.

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*Note:* 1. *If one door is missing on a pylon, the other door on the same pylon must be removed.*
2. *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Limitations:**

  Maximum cruise speed: M 0.78.

- **Procedures:**

  Approach speed: VAPP + 4 kt.

  Landing distance: multiply by 1.09.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 900 kg (1985 lb)

  – If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door

  – If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

*Refer to 8-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR*

| 54-03 | Pylon Pressure Relief Door 413(423) BL - 414(424) BR |
|---|---|

Ident.: 8-54-03-00003021.0000400 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| 54-03<br>PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 54-52-00-040-001*

All may be missing.

The time limitation for each missing item is 5 flight cycles.

*Note:* 1. *If one door is missing on a pylon, the other door on the same pylon must be removed.*
2. *Must not be combined with CDL item 53-03 (Refer to 8-52-03 Access Door to Potable Water Filling and Drainage).*

- **Limitations:**

  Maximum cruise speed: M 0.78.

- **Procedures:**

Printouts are for information only!



Approach speed: VAPP + 4 kt.

Landing distance: multiply by 1.09.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 2380 kg (5248 lb)

  – Increase V2 and VR by 1 kt

  – If two or more doors are missing, en route performance limiting weight is reduced by 40 kg (89 lb) per missing door

  – If three or more doors are missing, fuel consumption is increased by 0.09 % per missing door.

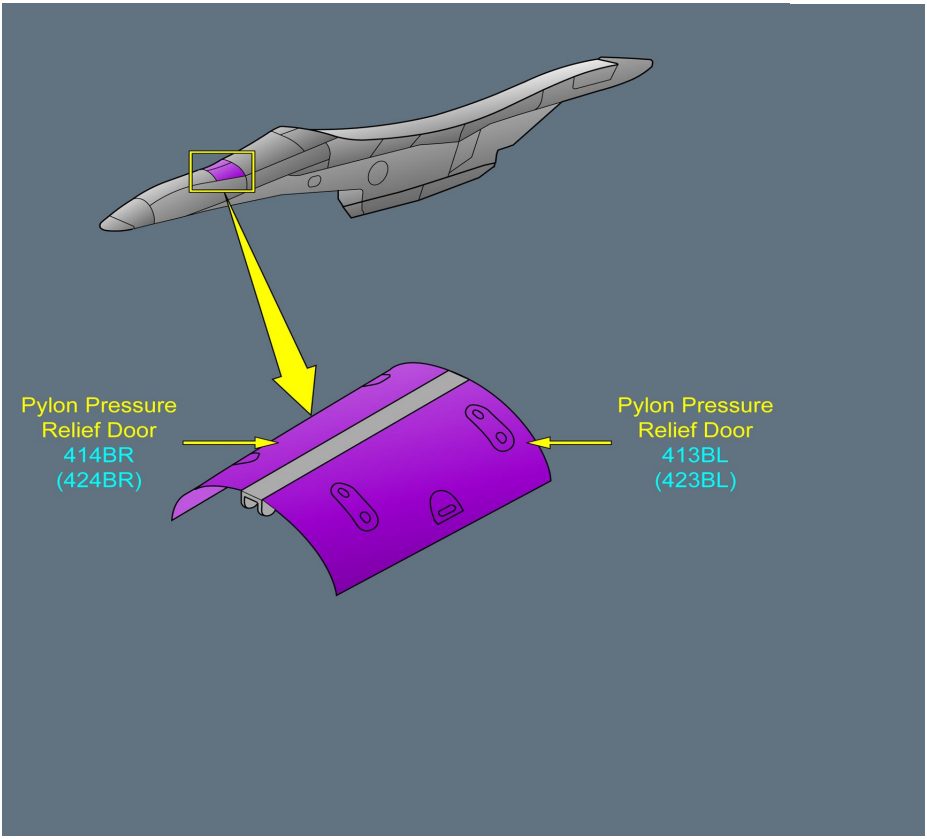
*Refer to 8-54-03 Illustration Pylon Pressure Relief Door 413(423) BL - 414(424) BR*

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## ILLUSTRATION PYLON PRESSURE RELIEF DOOR 413(423) BL - 414(424) BR

Ident.: 8-54-03-00003022.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-54-03 Pylon Pressure Relief Door 413(423) BL - 414(424) BR*

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| 54-04 | Pylon Access Door 415(425) AL - 415(425) AR |
|---|---|

Ident.: 8-54-04-00003023.0000001 / 11 NOV 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 54-04<br>PYLON ACCESS DOOR 415(425) AL - 415(425) AR | Quantity installed<br>- |
|---|---|

**(m)** *Refer to AMM Task 54-51-21-040-802*

All may be missing provided the hole is covered.

The time limitation for each missing item is 5 flight cycles.

- **Limitations:**

  Flight in forecasted thunderstorm conditions is not allowed.

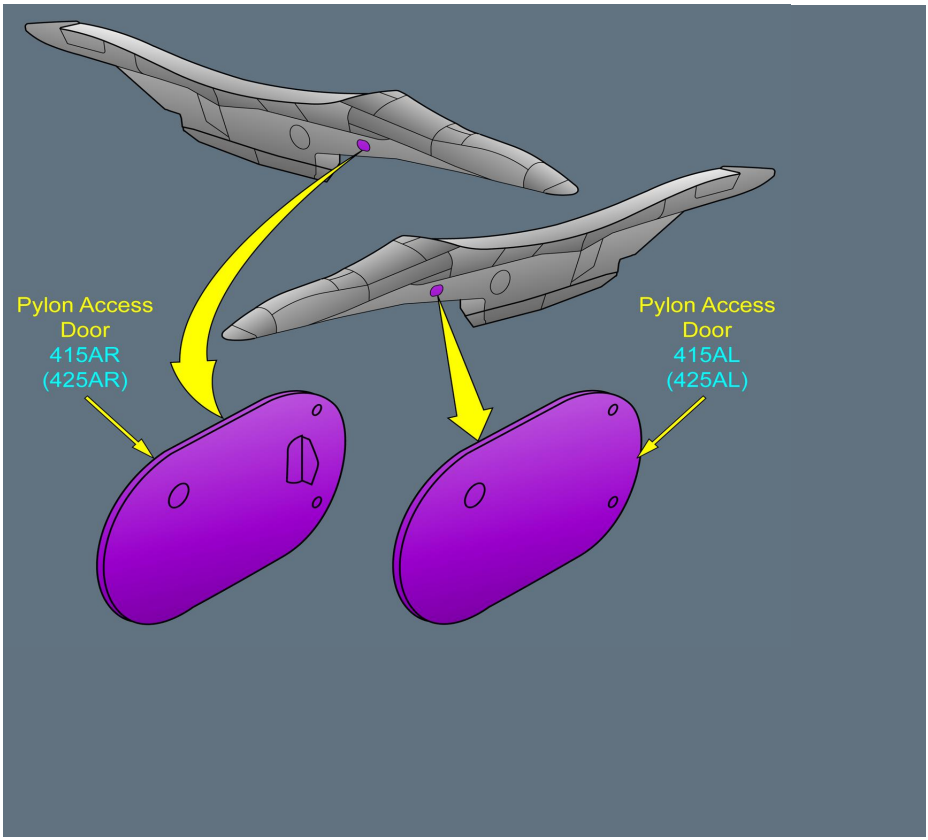
*Refer to 8-54-04 Illustration Pylon Access Door 415(425) AL - 415(425) AR*

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## ILLUSTRATION PYLON ACCESS DOOR 415(425) AL - 415(425) AR

Ident.: 8-54-04-00003024.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-54-04 Pylon Access Door 415(425) AL - 415(425) AR*

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| 54-05 | Pylon Fairing seal |
|---|---|

Ident.: 8-54-05-00003025.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 54-05<br>PYLON FAIRING SEAL | Quantity installed<br>8 |
|---|---|

One may be missing per pylon.

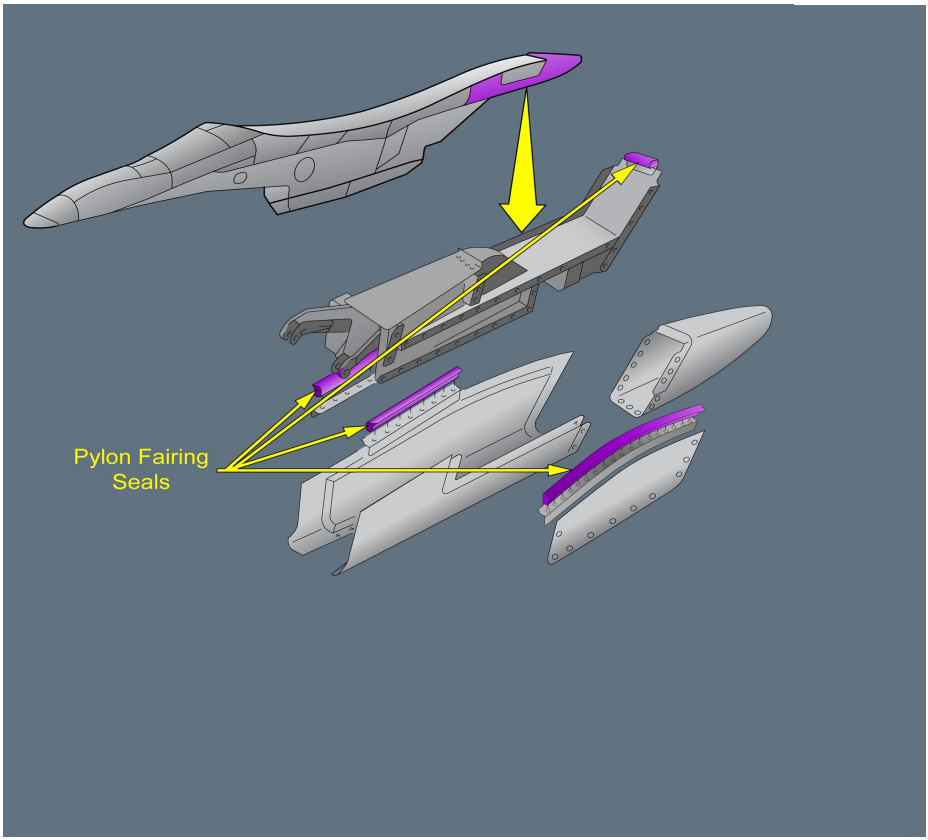
*Refer to 8-54-05 Illustration Pylon Fairing Seal*

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## ILLUSTRATION PYLON FAIRING SEAL

Ident.: 8-54-05-00003026.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-54-05 Pylon Fairing Seal*

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| 54-06 | Aerodynamic Seal |
|---|---|

Ident.: 8-54-06-00003027.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 54-06<br>AERODYNAMIC SEAL | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 54-53-00-040-001*

All may be missing.

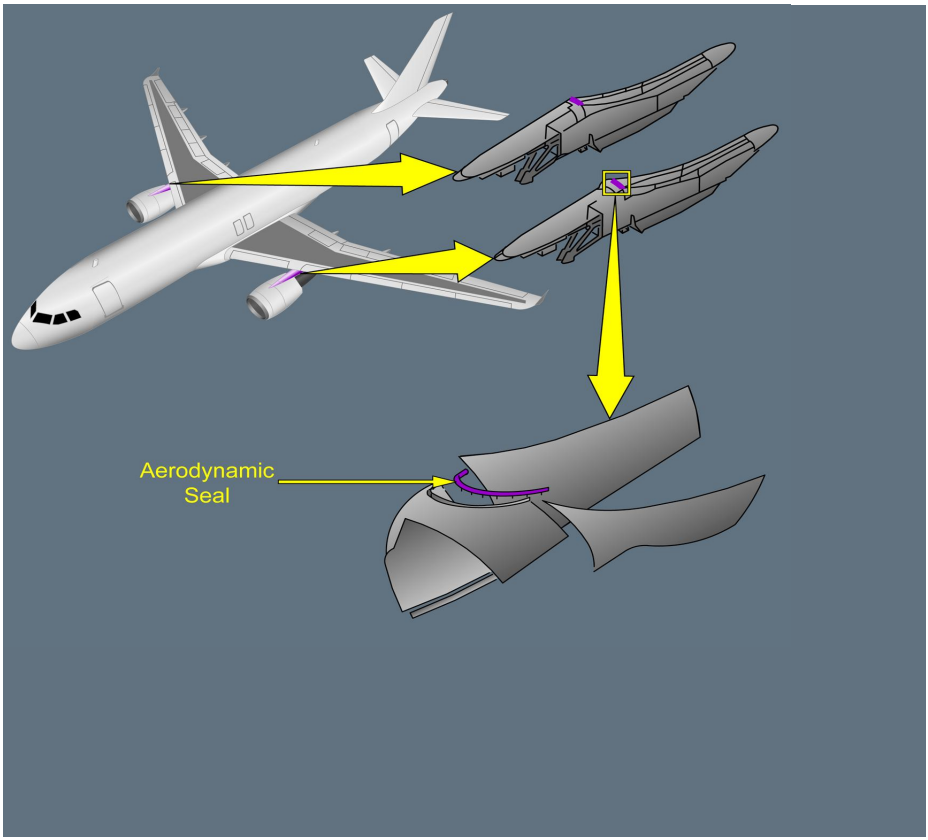
*Refer to 8-54-06 Illustration Aerodynamic Seal*

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## ILLUSTRATION AERODYNAMIC SEAL

Ident.: 8-54-06-00003028.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-54-06 Aerodynamic Seal*

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| 54-13 | Wing Pylon Seal |
|---|---|

Ident.: 8-54-13-00003029.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 54-13<br>WING PYLON SEAL | Quantity installed<br>2 |
|---|---|

All may be missing.

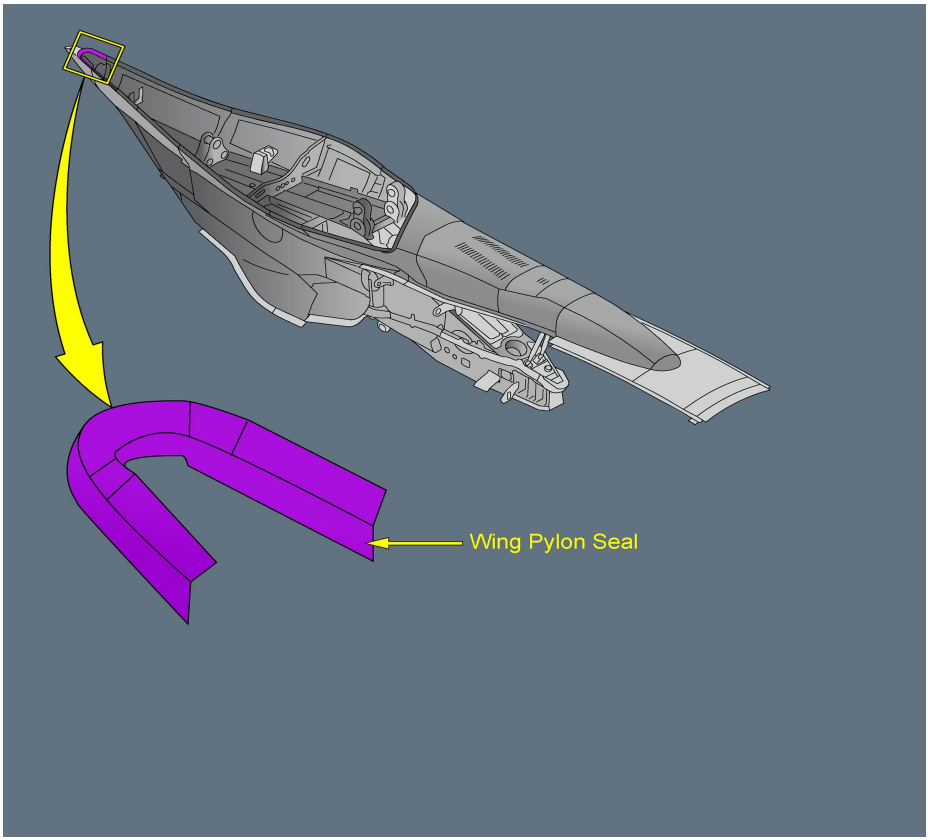
*Refer to 8-54-13 Illustration Wing Pylon Seal*

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## ILLUSTRATION WING PYLON SEAL

Ident.: 8-54-13-00003030.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-54-13 Wing Pylon Seal*.

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| 54-14 | Aerodynamic Finger Seal on Rear Mount Fairing |
|---|---|

Ident.: 8-54-14-00003031.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 54-14<br>AERODYNAMIC FINGER SEAL ON REAR MOUNT FAIRING | Quantity installed<br>4 |
|---|---|

All may be missing.

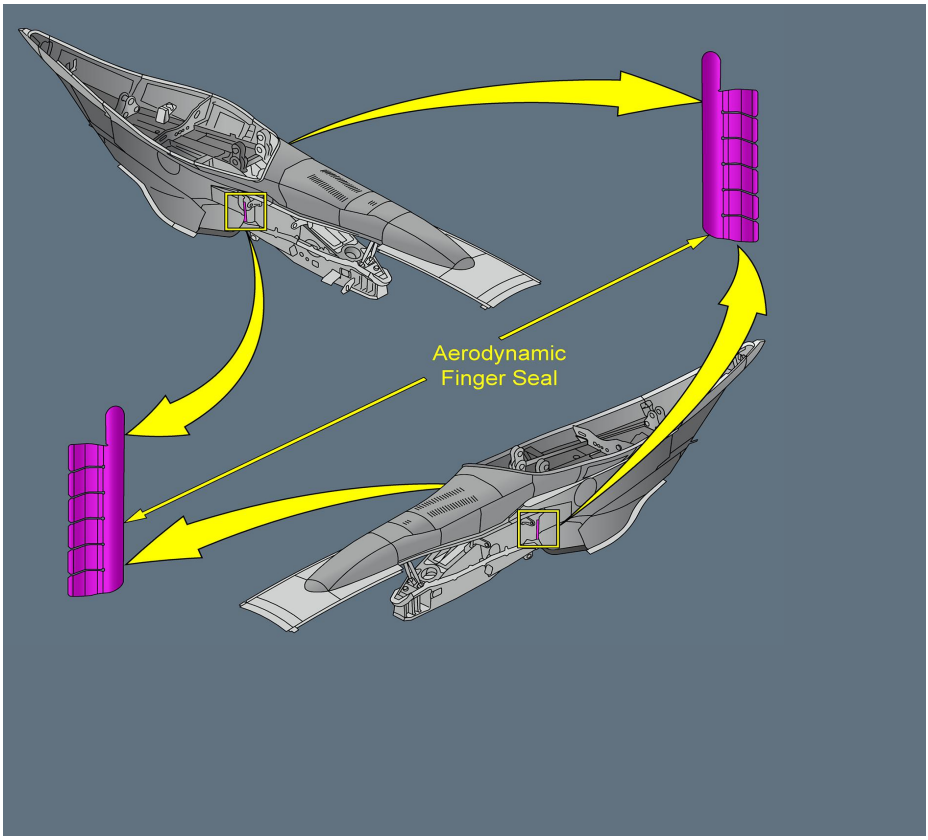
*Refer to 8-54-14 Illustration Aerodynamic Finger Seal on Rear Mount Fairing*

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## ILLUSTRATION AERODYNAMIC FINGER SEAL ON REAR MOUNT FAIRING

Ident.: 8-54-14-00003032.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-54-14 Aerodynamic Finger Seal on Rear Mount Fairing*.

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| 54-15 | Pylon Right Hand Side Apron Fitting |
|---|---|

Ident.: 8-54-15-00003033.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 54-15<br>PYLON RIGHT HAND SIDE APRON FITTING | Quantity installed<br>2 |
|---|---|

All may be missing.

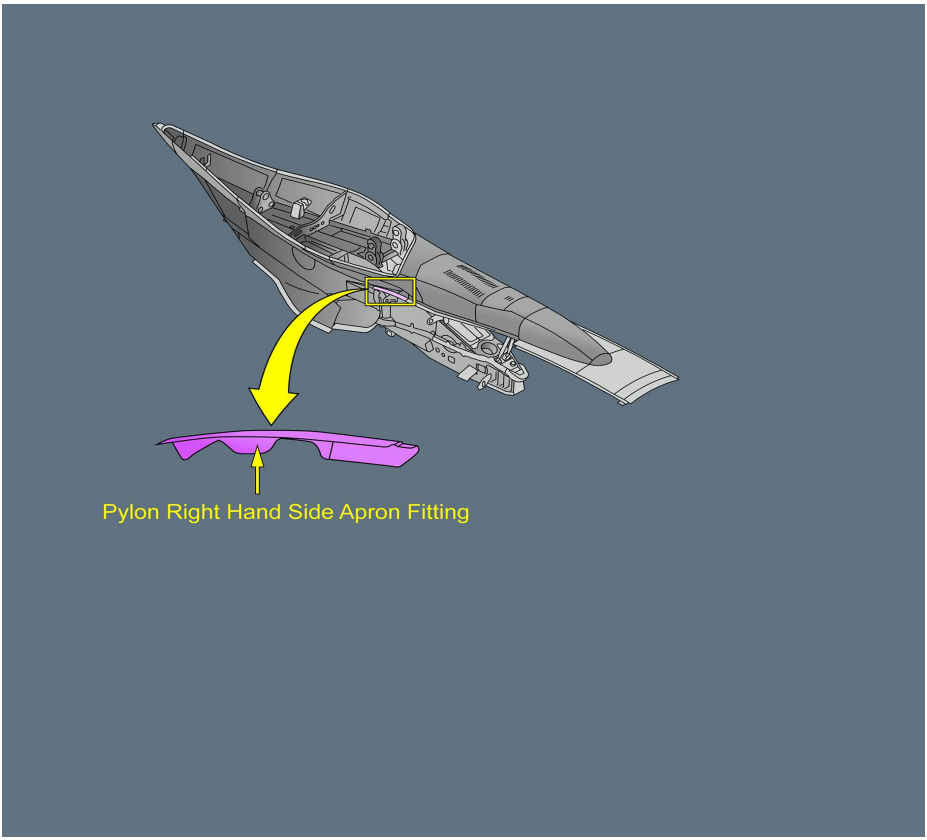
*Refer to 8-54-15 Illustration Pylon Right Hand Side Apron Fitting*

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## ILLUSTRATION PYLON RIGHT HAND SIDE APRON FITTING

Ident.: 8-54-15-00003034.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-54-15 Pylon Right Hand Side Apron Fitting*.

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## 8-57-01 Wing Tip Fence

57-01 Wing Tip Fence ..... A
Illustration Wing Tip Fence ..... B

## 8-57-02 Belly Fairing Sliding Panel

57-02 Belly Fairing Sliding Panel ..... A
Illustration Belly Fairing Sliding Panel ..... B

## 8-57-03 Outboard Flaps Rubbing Strip

57-03 Outboard Flap Rubbing Strip Items 10, 15, 20, 40 ..... A
Illustration Outboard Flap Rubbing Strip ..... B

## 8-57-04 Inboard Flap Rubbing Strip

57-04 Inboard Flap Rubbing Strip items 1, 5, 10, 30 ..... A
Illustration Inboard Flap Rubbing Strip ..... B

## 8-57-05 Vortex Generator

57-05 Vortex Generator ..... A
Illustration Vortex Generator ..... B

## 8-57-06 Outer Flap Blade Seal

57-06 Outer Flap Blade Seal ..... A
Illustration Outer Flap Blade Seal ..... B

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| 57-01 | Wing Tip Fence |
|---|---|

Ident.: 8-57-01-00003035.0000100 / 15 DEC 2023
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**a)**

| 57-01<br>WING TIP FENCE | Quantity installed<br>2 |
|---|---|

**LOWER PART OF WING TIP FENCE**

**(m)** *Refer to AMM Task 57-31-00-040-001*

One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.

Note: *Maintenance Procedure required every 3 days.*

Note:
- *The static discharger that is on the removed wing tip fence part must be considered inoperative (Refer to 8-23-01 Static Discharger).*
- *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 4480 kg (9877 lb)

  – En-route performance limiting weight is reduced by 378 kg (834 lb)

  – Fuel consumption is increased by 0.88 %.

**–or–**

**b)**

| 57-01<br>WING TIP FENCE | Quantity installed<br>2 |
|---|---|

**COMPLETE WING TIP FENCE**

**(m)** *Refer to AMM Task 57-31-00-040-001*

One complete wing tip fence may be missing provided that:

– The associated aileron is equipped with four static dischargers

– The exposed interior structure is covered

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– The protective material is inspected before each flight and replaced if necessary.

Note: – *The static dischargers that are on the removed wing tip fence must be considered inoperative (Refer to 8-23-01 Static Discharger).*
– *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 10080 kg (22223 lb)

  – En-route performance limiting weight is reduced by 756 kg (1667 lb)

  – Fuel consumption is increased by 1.69 %.

*Refer to 8-57-01 Illustration Wing Tip Fence*

| 57-01 | Wing Tip Fence |
|---|---|

Ident.: 8-57-01-00003035.0000200 / 15 DEC 2023
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

**a)**

| 57-01<br>WING TIP FENCE | Quantity installed<br>2 |
|---|---|

**LOWER PART OF WING TIP FENCE**

**(m)** *Refer to AMM Task 57-31-00-040-001*

One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.

Note: *Maintenance Procedure required every 3 days.*

Note: – *The static discharger that is on the removed wing tip fence part must be considered inoperative (Refer to 8-23-01 Static Discharger).*
– *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 3608 kg (7955 lb)

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– En-route performance limiting weight is reduced by 378 kg (834 lb)

– Fuel consumption is increased by 0.88 %.

**–or–**

**b)**

| 57-01<br>WING TIP FENCE | Quantity installed<br>2 |
|---|---|

**COMPLETE WING TIP FENCE**

**(m)** *Refer to AMM Task 57-31-00-040-001*

One complete wing tip fence may be missing provided that:

– The associated aileron is equipped with four static dischargers

– The exposed interior structure is covered

– The protective material is inspected before each flight and replaced if necessary.

*Note:* – *The static dischargers that are on the removed wing tip fence must be considered inoperative (Refer to 8-23-01 Static Discharger).*

– *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

• **Performance:**

*Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

The following performance penalties are applicable:

– Takeoff and approach climb performance limiting weights are reduced by 8118 kg (17898 lb)

– En-route performance limiting weight is reduced by 756 kg (1667 lb)

– Fuel consumption is increased by 1.69 %.

*Refer to 8-57-01 Illustration Wing Tip Fence*

| 57-01 | Wing Tip Fence |
|---|---|

Ident.: 8-57-01-00003035.0000300 / 15 DEC 2023
**Criteria: A321 (-AEUC, -AIRN)**
**Applicable to: D-AEUC, D-AIRN**

**a)**

| 57-01 | Quantity installed |
|---|---|

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| **WING TIP FENCE** | **2** |
|---|---|

**LOWER PART OF WING TIP FENCE**

**(m)** *Refer to AMM Task 57-31-00-040-001*

One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.

Note: *Maintenance Procedure required every 3 days.*

Note:
- *The static discharger that is on the removed wing tip fence part must be considered inoperative (Refer to 8-23-01 Static Discharger).*
- *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 3960 kg (8731 lb)

  – En-route performance limiting weight is reduced by 378 kg (834 lb)

  – Fuel consumption is increased by 0.88 %.

**–or–**

**b)**

| **57-01**<br>**WING TIP FENCE** | **Quantity installed**<br>**2** |
|---|---|

**COMPLETE WING TIP FENCE**

**(m)** *Refer to AMM Task 57-31-00-040-001*

One complete wing tip fence may be missing provided that:

– The associated aileron is equipped with four static dischargers

– The exposed interior structure is covered

– The protective material is inspected before each flight and replaced if necessary.

Note:
- *The static dischargers that are on the removed wing tip fence must be considered inoperative (Refer to 8-23-01 Static Discharger).*
- *May be combined with CDL item 57-05 (Refer to 8-57-05 Vortex Generator).*

- **Performance:**

  Note: *Takeoff performance penalties are applied by EFB T/O performance calculation.*

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The following performance penalties are applicable:

– Takeoff and approach climb performance limiting weights are reduced by 8910 kg (19644 lb)

– En-route performance limiting weight is reduced by 735 kg (1621 lb)

– Fuel consumption is increased by 1.34 %.

*Refer to 8-57-01 Illustration Wing Tip Fence*

| 57-01 | Wing Tip Fence |
|---|---|

Ident.: 8-57-01-00003035.0000400 / 15 DEC 2023
**Criteria: A321 (-AEUA, -AEUI, -AEUJ)**
**Applicable to: D-AEUA, D-AEUI, D-AEUJ**

**a)**

| 57-01<br>WING TIP FENCE | Quantity installed<br>2 |
|---|---|

**LOWER PART OF WING TIP FENCE**

**(m)** *Refer to AMM Task 57-31-00-040-001*

One lower part of a wing tip fence may be missing provided the broken part is removed and holes are covered.

*Note:* *Maintenance Procedure required every 3 days.*

*Note:* – *The static discharger that is on the removed wing tip fence part must be considered inoperative (Refer to 8-23-01 Static Discharger).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 3960 kg (8731 lb)

  – En-route performance limiting weight is reduced by 378 kg (834 lb)

  – Fuel consumption is increased by 0.88 %.

**–or–**

**b)**

| 57-01 | Quantity installed |
|---|---|

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| WING TIP FENCE | 2 |
|---|---|

**COMPLETE WING TIP FENCE**

**(m)** *Refer to AMM Task 57-31-00-040-001*

One complete wing tip fence may be missing provided that:

– The associated aileron is equipped with four static dischargers

– The exposed interior structure is covered

– The protective material is inspected before each flight and replaced if necessary.

*Note:* – *The static dischargers that are on the removed wing tip fence must be considered inoperative (Refer to 8-23-01 Static Discharger).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 8910 kg (19644 lb)

  – En-route performance limiting weight is reduced by 735 kg (1621 lb)

  – Fuel consumption is increased by 1.34 %.

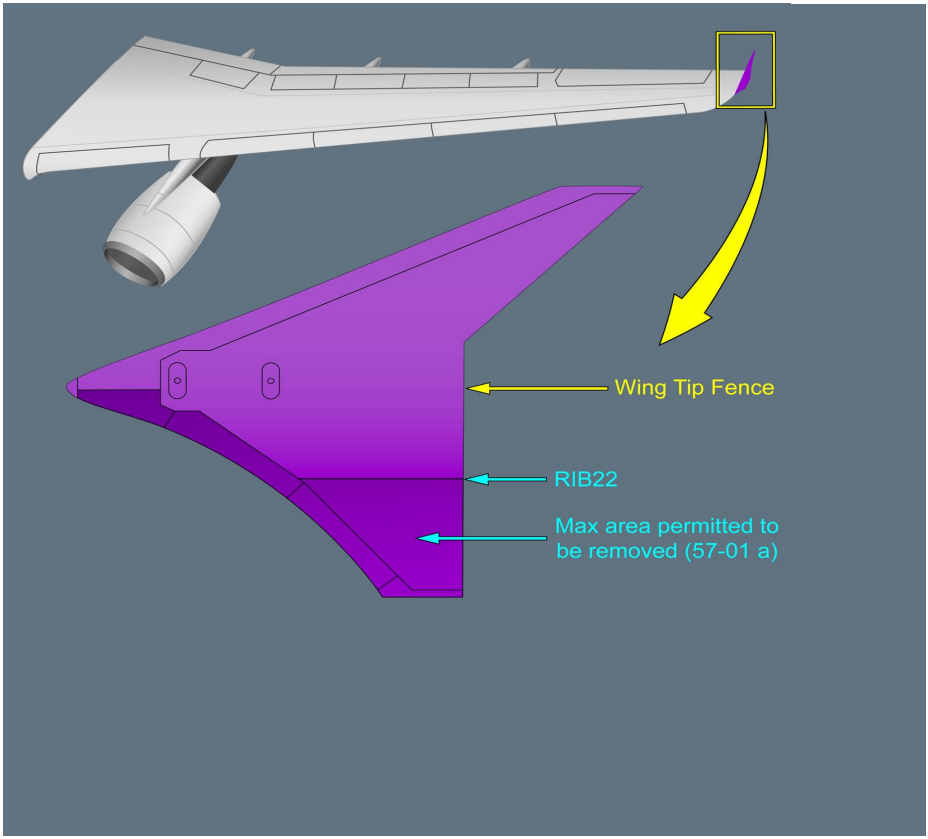
*Refer to 8-57-01 Illustration Wing Tip Fence*

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## ILLUSTRATION WING TIP FENCE

Ident.: 8-57-01-00003036.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-57-01 Wing Tip Fence*

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| 57-02 | Belly Fairing Sliding Panel |
|---|---|

Ident.: 8-57-02-00003037.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 57-02<br>BELLY FAIRING SLIDING PANEL | Quantity installed<br>2 |
|---|---|

All may be missing.

*Note:* *May be combined with MCDL item 57-06 (Refer to AFM/MCDL-57-06 57-06 Outer Flap Blade Seal).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If two panels are missing, the following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 96 kg (212 lb)

  – En route performance limiting weight is reduced by 108 kg (238 lb)

  – Fuel consumption is increased by 0.28 %.

*Refer to 8-57-02 Illustration Belly Fairing Sliding Panel*

| 57-02 | Belly Fairing Sliding Panel |
|---|---|

Ident.: 8-57-02-00003037.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 57-02<br>BELLY FAIRING SLIDING PANEL | Quantity installed<br>2 |
|---|---|

All may be missing.

*Note:* *May be combined with CDL item 57-06 (Refer to 8-57-06 Outer Flap Blade Seal).*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – En route performance limiting weight is reduced by 66 kg (146 lb) per missing panel

  – If both panels are missing:

    – Takeoff performance limiting weight is reduced by 44 kg (97 lb) per missing panel

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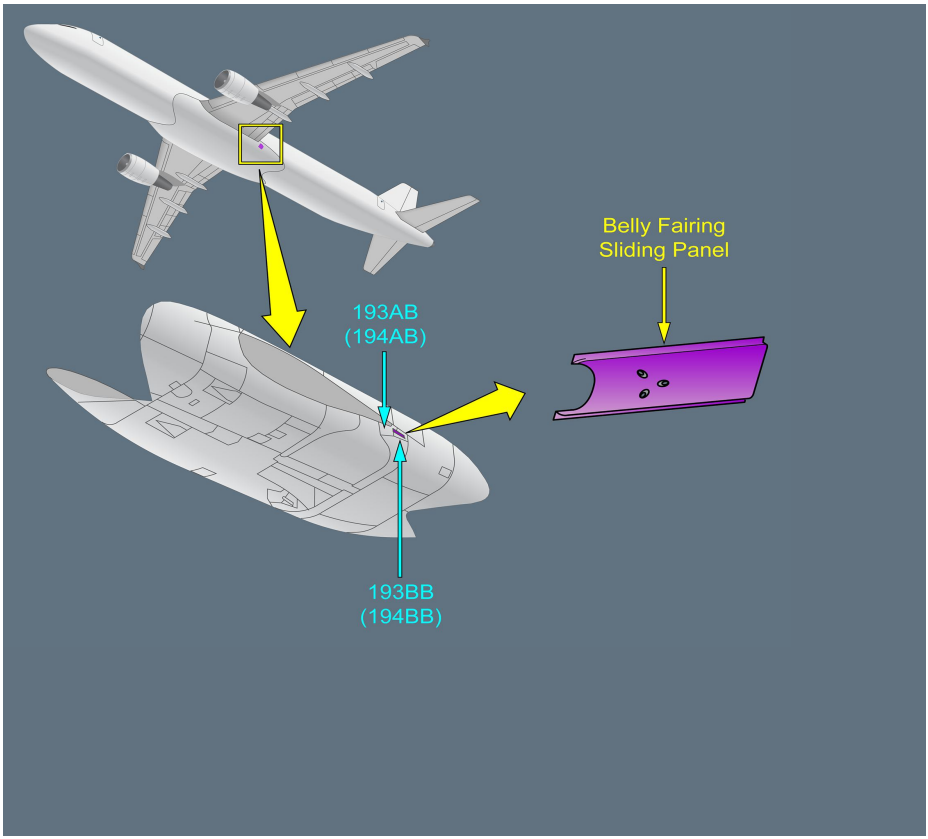


– Approach climb limiting weight is reduced 22 kg (49 lb) per missing panel
– Fuel consumption is increased by 0.12 % per missing panel.

*Refer to 8-57-02 Illustration Belly Fairing Sliding Panel*

## ILLUSTRATION BELLY FAIRING SLIDING PANEL

Ident.: 8-57-02-00003038.0000002 / 28 JUN 2022
**Applicable to: ALL**




For dispatch conditions:*Refer to 8-57-02 Belly Fairing Sliding Panel*

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| 57-03 | Outboard Flap Rubbing Strip Items 10, 15, 20, 40 |
|---|---|

Ident.: 8-57-03-00003039.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 57-03<br>OUTBOARD FLAP RUBBING STRIP ITEMS 10, 15, 20, 40 | Quantity installed<br>12 |
|---|---|

All may be missing.

*Refer to 8-57-03 Illustration Outboard Flap Rubbing Strip*

| 57-03 | Outboard Flap Rubbing Strip Items 40, 70, 80, 85, 100, 120 |
|---|---|

Ident.: 8-57-03-00003039.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AEUC, -AIRN)**
**Applicable to: D-AEUA, D-AEUC, D-AIRN**

| 57-03<br>OUTBOARD FLAP RUBBING STRIP ITEMS 40, 70, 80, 85, 100, 120 | Quantity installed<br>12 |
|---|---|

All may be missing.

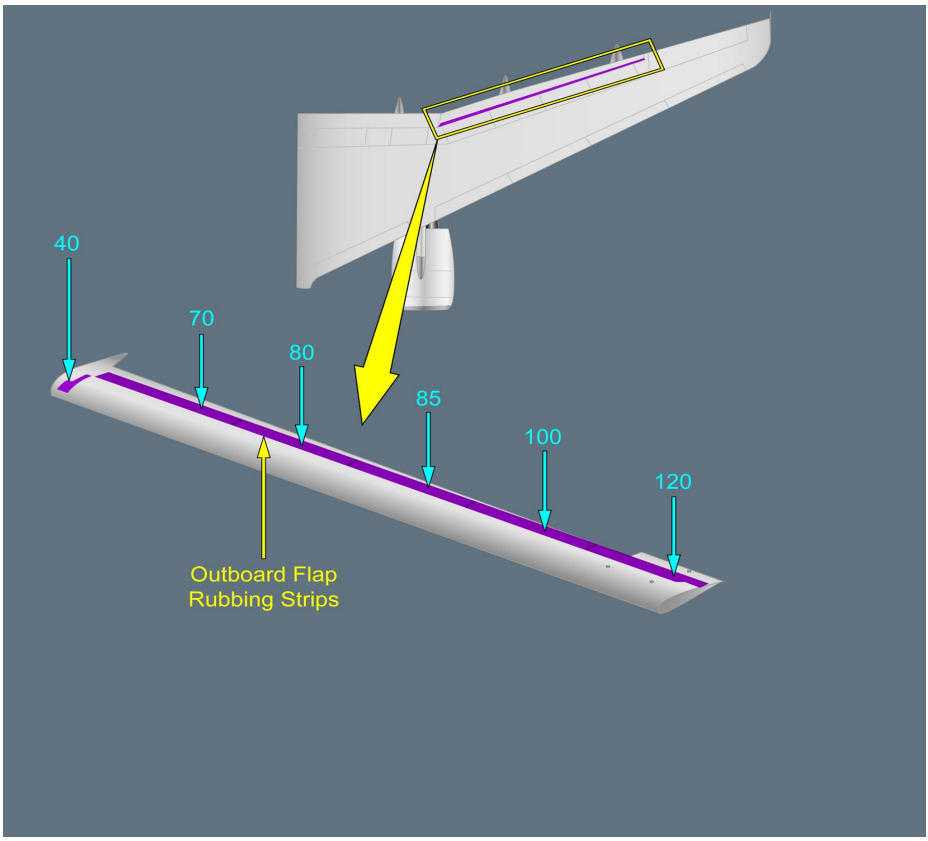
*Refer to 8-57-03 Illustration Outboard Flap Rubbing Strip*

Printouts are for information only!



## ILLUSTRATION OUTBOARD FLAP RUBBING STRIP

Ident.: 8-57-03-00003040.0000100 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AEUC, -AIRN)**
**Applicable to: D-AEUA, D-AEUC, D-AIRN**



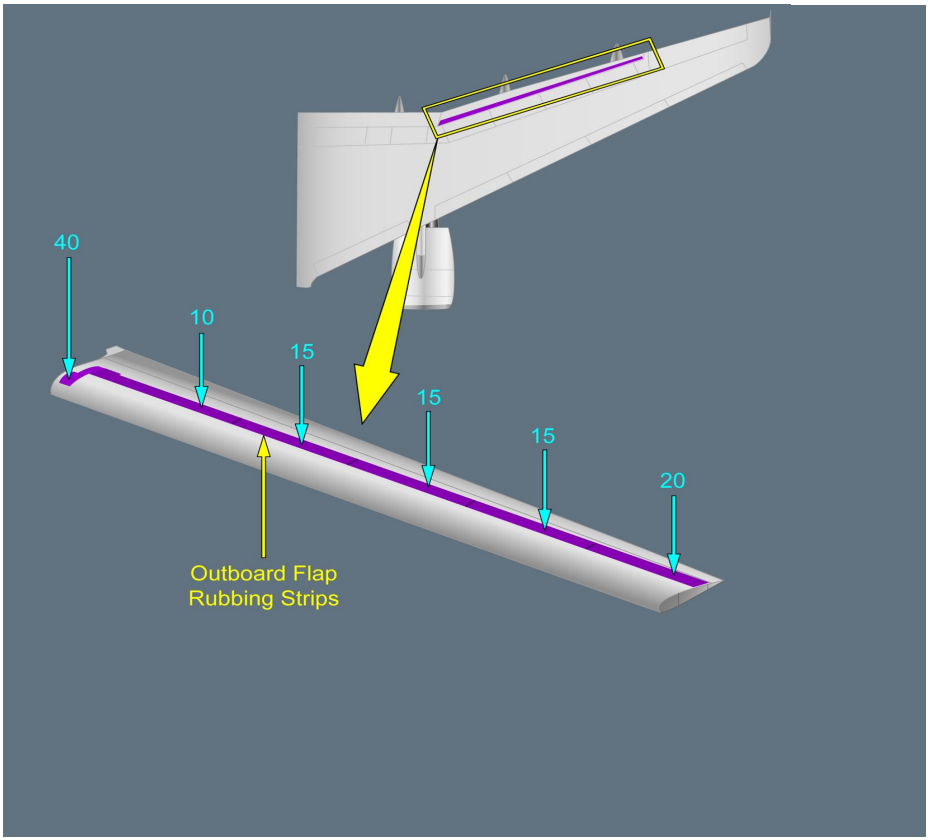

For dispatch conditions:*Refer to 8-57-03 Outboard Flap Rubbing Strip*

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## ILLUSTRATION OUTBOARD FLAP RUBBING STRIP

Ident.: 8-57-03-00003040.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**




For dispatch conditions:*Refer to 8-57-03 Outboard Flap Rubbing Strip*

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| 57-04 | Inboard Flap Rubbing Strip items 1, 5, 10, 30 |
|---|---|

Ident.: 8-57-04-00003041.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 57-04<br>INBOARD FLAP RUBBING STRIP ITEMS 1, 5, 10, 30 | Quantity installed<br>8 |
|---|---|

All may be missing.

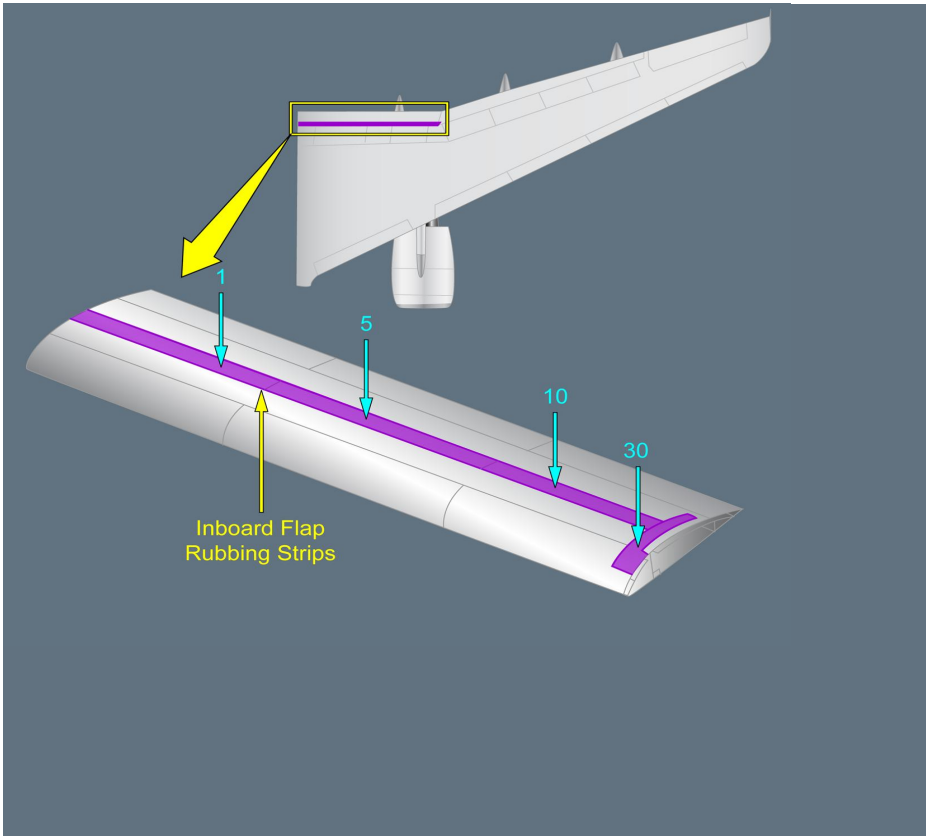
*Refer to 8-57-04 Illustration Inboard Flap Rubbing Strip*

Printouts are for information only!



## ILLUSTRATION INBOARD FLAP RUBBING STRIP

Ident.: 8-57-04-00003042.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**




For dispatch conditions:*Refer to 8-57-04 Inboard Flap Rubbing Strip*

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| 57-05 | Vortex Generator |
|---|---|

Ident.: 8-57-05-00003043.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUC, -AIRN)**
**Applicable to: D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 57-05<br>VORTEX GENERATOR | Quantity installed<br>4 |
|---|---|

All may be missing.

*Note:* *May be combined with MCDL item 57-01 (Refer to 8-57-01 Wing Tip Fence).*

*Refer to 8-57-05 Illustration Vortex Generator*

| 57-05 | Vortex Generator |
|---|---|

Ident.: 8-57-05-00003043.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 57-05<br>VORTEX GENERATOR | Quantity installed<br>4 |
|---|---|

All may be missing.

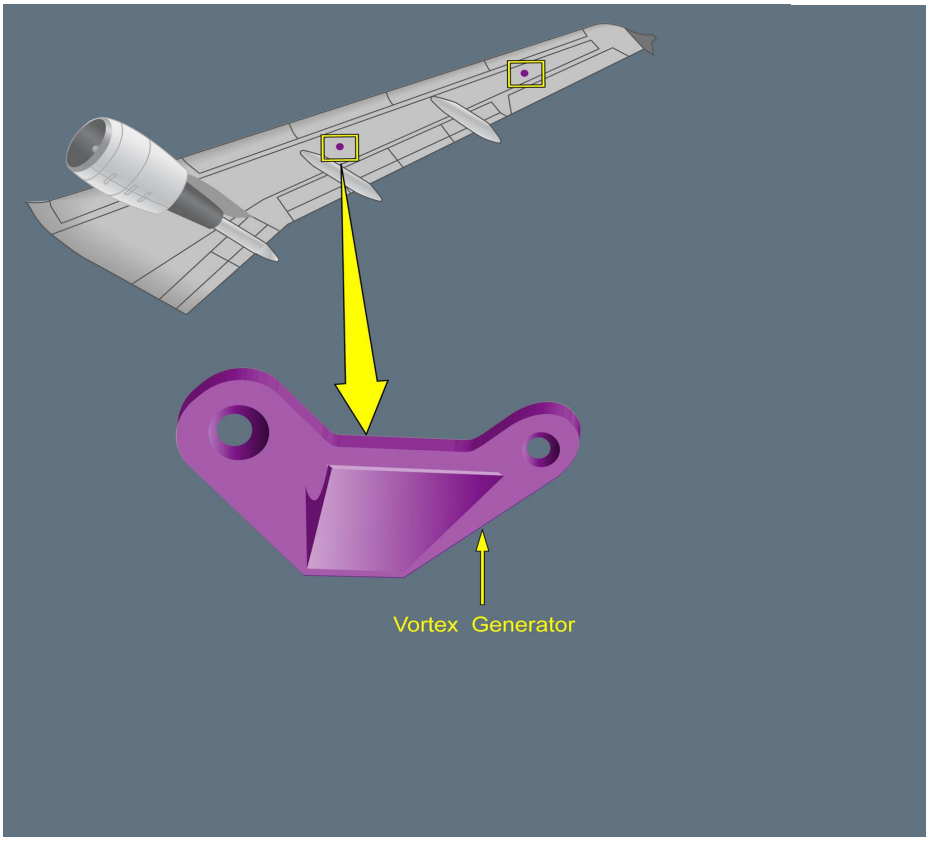
*Refer to 8-57-05 Illustration Vortex Generator*

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## ILLUSTRATION VORTEX GENERATOR

Ident.: 8-57-05-00003044.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AEUC, -AIRN)**
**Applicable to: D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**




For dispatch conditions:*Refer to 8-57-05 Vortex Generator*

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| 57-06 | Outer Flap Blade Seal |
|---|---|

Ident.: 8-57-06-00003045.0000001 / 28 JUN 2022
**Applicable to: ALL**

| 57-06<br>OUTER FLAP BLADE SEAL | Quantity installed<br>2 |
|---|---|

All may be missing.

*Note:* *May be combined with MCDL item 57-02 (Refer to 8-57-02 Belly Fairing Sliding Panel).*

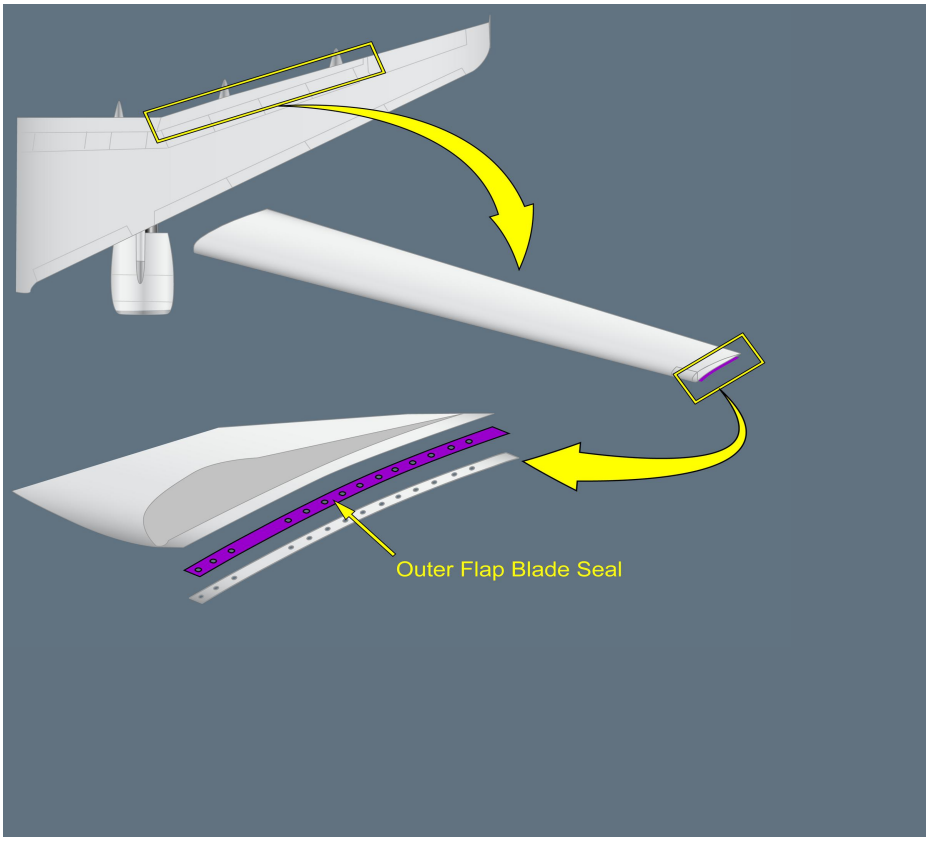
*Refer to 8-57-06 Illustration Outer Flap Blade Seal*

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## ILLUSTRATION OUTER FLAP BLADE SEAL

Ident.: 8-57-06-00003046.0000100 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**



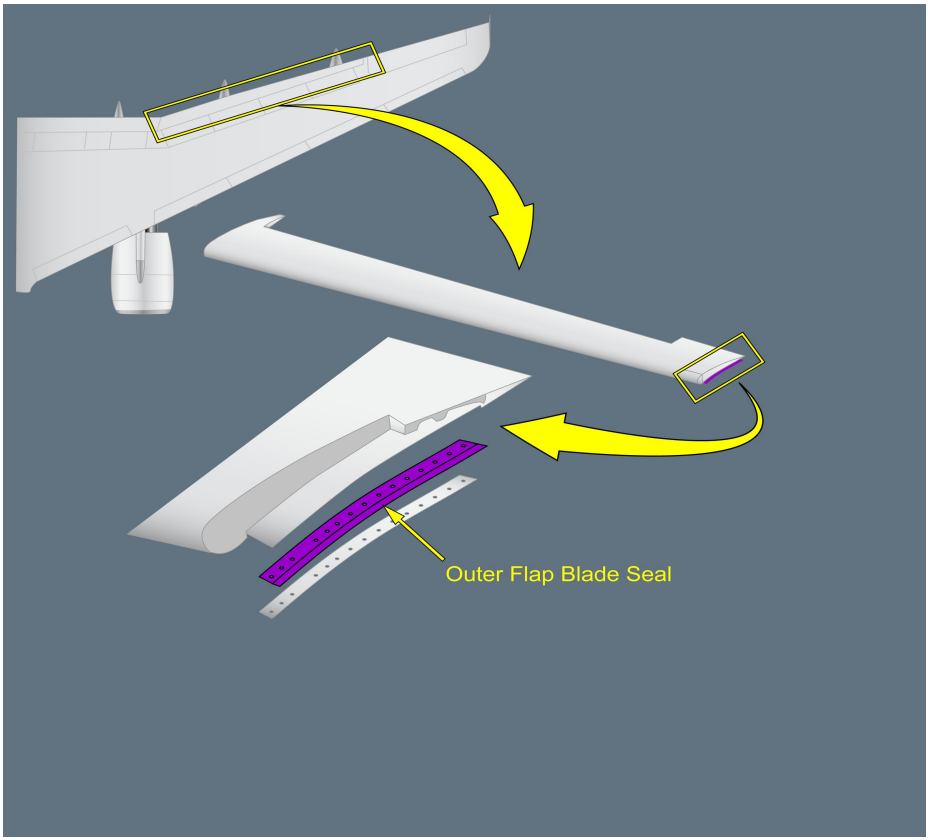

For dispatch conditions: *Refer to 8-57-06 Outer Flap Blade Seal*

Printouts are for information only!



## ILLUSTRATION OUTER FLAP BLADE SEAL

Ident.: 8-57-06-00003046.0000200 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**




For dispatch conditions:*Refer to 8-57-06 Outer Flap Blade Seal*

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**8-71-01 Frangible Drain Mast**

71-01 Frangible Drain Mast ..... A
Illustration Frangible Drain Mast ..... B

**8-71-06 NAI Hoisting Point Plug**

71-06 NAI Hoisting Point Plug ..... A
Illustration NAI Hoisting Point Plug ..... B

**8-71-08 Fan Cowl Hoisting Point Plug**

71-08 Fan Cowl Hoisting Point Plug ..... A
Illustration Fan Cowl Hoisting Point Plug ..... B

**8-71-09 Fan Cowl Hold Open Rod**

71-09 Fan Cowl Hold Open Rod ..... A
Illustration Fan Cowl Hold Open Rod ..... B

**8-71-12 Air Intake Cowl Aerofiller**

71-12 Air Intake Cowl Aerofiller ..... A
Illustration Air Intake Cowl Aerofiller ..... B

**8-71-14 Fan Cowl Hold Open Rod Bracket/Fitting**

71-14 Fan Cowl Hold Open Rod Bracket/Fitting ..... A
Illustration Fan Cowl Hold Open Rod Bracket/Fitting ..... B

**8-71-17 Hinge Beam Seal**

71-17 Hinge Beam Seal ..... A
Illustration Hinge Beam Seal ..... B

**8-71-19 Fan Cowl Push Open Device**

71-19 Fan Cowl Push Open Device ..... A
Illustration Fan Cowl Push Open Device ..... B

**8-71-20 Push Open Device Target Plate**

71-20 Push Open Device Target Plate ..... A
Illustration Push Open Device Target Plate ..... B

**8-71-24 Inlet Rub Strip**

71-24 Inlet Rub Strip ..... A

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Illustration Inlet Rub Strip ..... B

## 8-71-25 Forward Latch Beam Seal

71-25 Forward Latch Beam Seal ..... A
Illustration Forward Latch Beam Seal ..... B

## 8-71-26 Hinge Beam Aft Seal

71-26 Hinge Beam Aft Seal ..... A
Illustration Hinge Beam Aft Seal ..... B

## 8-71-28 Fan Cowl Reflective Tape

71-28 Fan Cowl Reflective Tape ..... A
Illustration Fan Cowl Reflective Tape ..... B

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| 71-01 | Frangible Drain Mast |
|---|---|

Ident.: 8-71-01-00003047.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

| 71-01<br>FRANGIBLE DRAIN MAST | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 71-71-42-040-044*

All may be missing.

*Note:* *Maintenance Procedure required prior to each departure.*

*Refer to 8-71-01 Illustration Frangible Drain Mast*

| 71-01 | Frangible Drain Mast |
|---|---|

Ident.: 8-71-01-00003047.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZA**

| 71-01<br>FRANGIBLE DRAIN MAST | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 71-71-42-040-045*

All may be missing.

*Note:* *Maintenance Procedure required prior to each departure.*

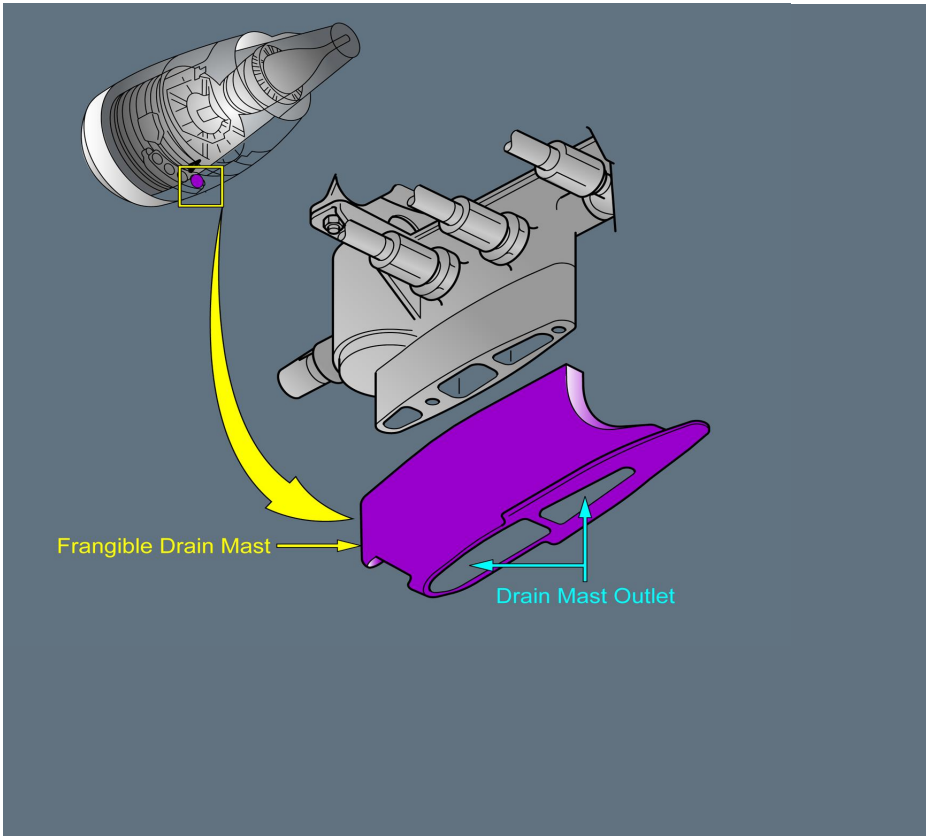
*Refer to 8-71-01 Illustration Frangible Drain Mast*

Printouts are for information only!



## ILLUSTRATION FRANGIBLE DRAIN MAST

Ident.: 8-71-01-00003048.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**




For dispatch conditions:*Refer to 8-71-01 Frangible Drain Mast*

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| 71-06 | NAI Hoisting Point Plug |
|---|---|

Ident.: 8-71-06-00003049.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| 71-06<br>NAI HOISTING POINT PLUG | Quantity installed<br>8 |
|---|---|

All may be missing.

*Note:* *May be combined with any other item listed in CDL 71 chapter.*

*Refer to 8-71-06 Illustration NAI Hoisting Point Plug*

| 71-06 | NAI Hoisting Point Plug |
|---|---|

Ident.: 8-71-06-00003049.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZA**

| 71-06<br>NAI HOISTING POINT PLUG | Quantity installed<br>24 |
|---|---|

**(m)** *Refer to AMM Task 71-11-00-040-801*
*Refer to AMM Task 71-11-00-040-802*

All may be missing provided each hole is covered.

*Note:* *Maintenance Procedure required every 3 days.*

Refer to AMM task 71-11-00-040-801.

*Note:* *May be combined with any other item listed in CDL 71 chapter.*

*Refer to 8-71-06 Illustration NAI Hoisting Point Plug*

| 71-06 | NAI Hoisting Point Plug |
|---|---|

Ident.: 8-71-06-00003049.0000300 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

| 71-06<br>NAI HOISTING POINT PLUG | Quantity installed<br>24 |
|---|---|

**(m)** *Refer to AMM Task 71-11-00-040-801*
*Refer to AMM Task 71-11-00-040-802*

All may be missing provided each hole is covered.

Printouts are for information only!



*Note:* *Maintenance Procedure required every 3 days.*

Refer to AMM task 71-11-00-040-802.

*Note:* *May be combined with any other item listed in CDL 71 chapter.*

*Refer to 8-71-06 Illustration NAI Hoisting Point Plug*

| 71-06 | NAI Hoisting Point Plug |
|---|---|

Ident.: 8-71-06-00003049.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-06<br>NAI HOISTING POINT PLUG | Quantity installed<br>8 |
|---|---|

**(m)** *Refer to AMM Task 71-61-00-040-805*

All may be missing provided that the hole is covered.

*Note:* *Maintenance Procedure required every 3 days.*

*Note:* *May be combined with any other item listed in CDL-71 chapter.*

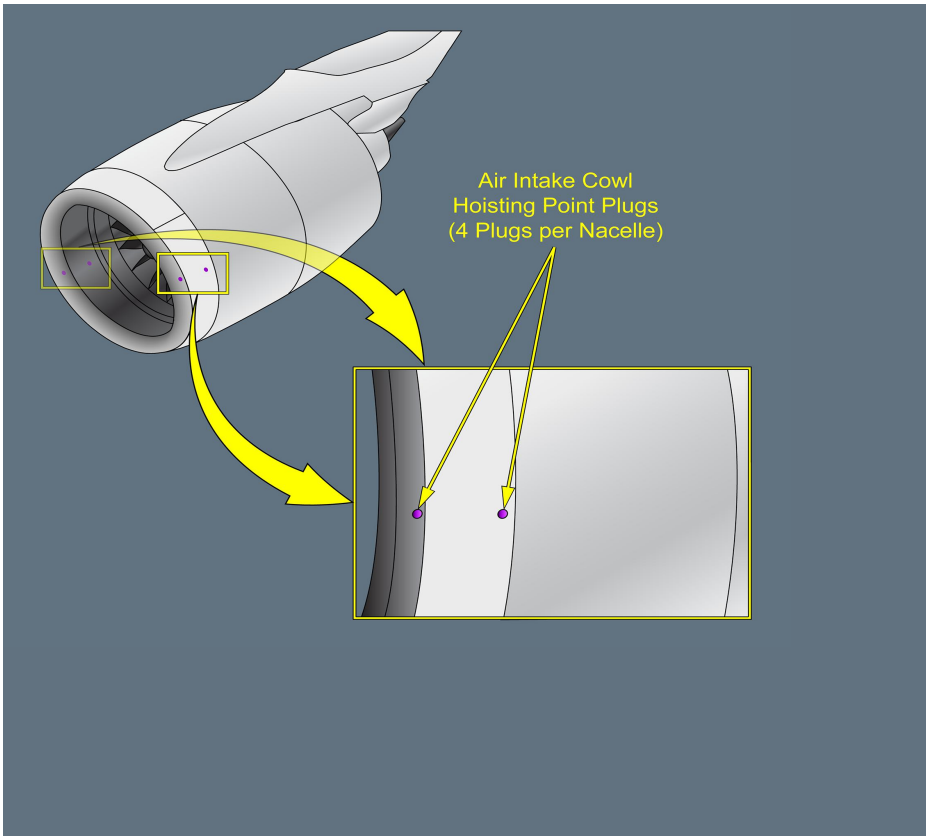
*Refer to 8-71-06 Illustration NAI Hoisting Point Plug*

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## ILLUSTRATION NAI HOISTING POINT PLUG

Ident.: 8-71-06-00003050.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**



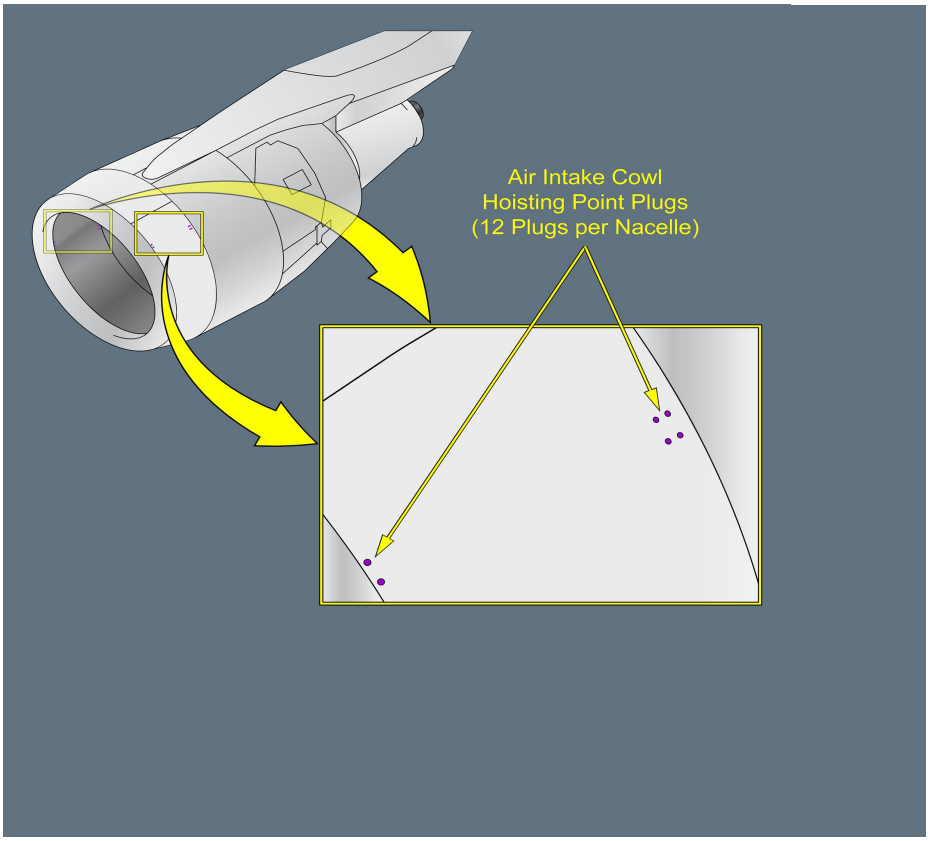

For dispatch conditions: *Refer to 8-71-06 NAI Hoisting Point Plug*.

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## ILLUSTRATION NAI HOISTING POINT PLUG

Ident.: 8-71-06-00003050.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**



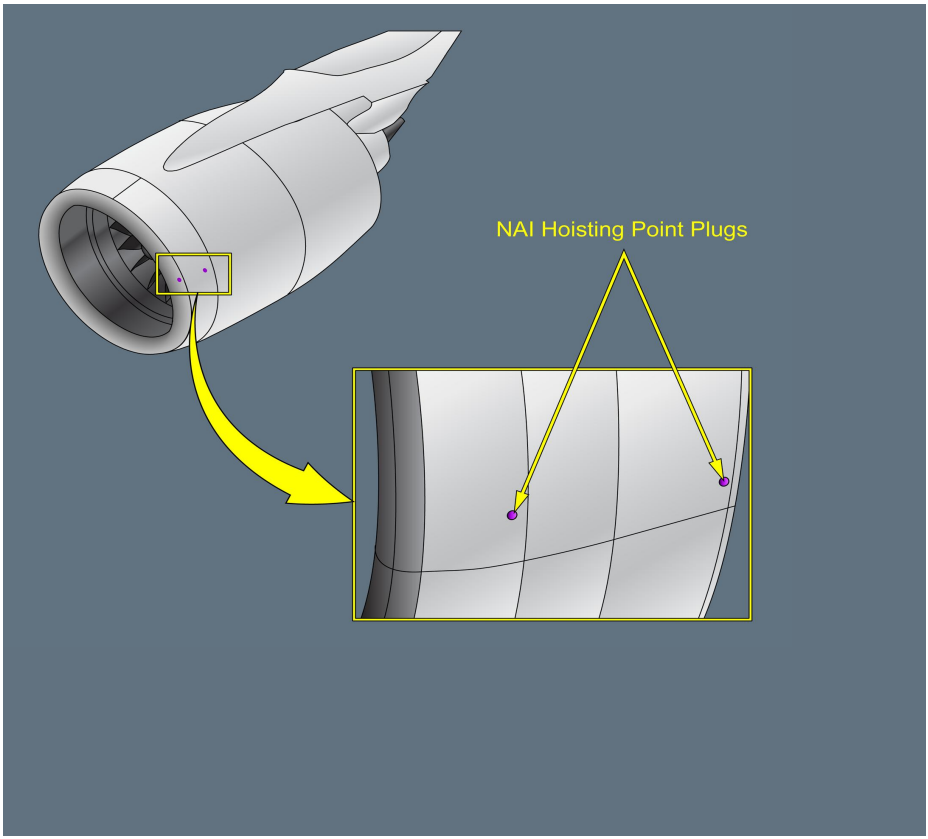

For dispatch conditions: *Refer to 8-71-06 NAI Hoisting Point Plug*.

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## ILLUSTRATION NAI HOISTING POINT PLUG

Ident.: 8-71-06-00003050.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-06 NAI Hoisting Point Plug*.

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| 71-08 | Fan Cowl Hoisting Point Plug |
|---|---|

Ident.: 8-71-08-00003051.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| 71-08<br>FAN COWL HOISTING POINT PLUG | Quantity installed<br>8 |
|---|---|

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-71 chapter.*

*Refer to 8-71-08 Illustration Fan Cowl Hoisting Point Plug*

| 71-08 | Fan Cowl Hoisting Point Plug |
|---|---|

Ident.: 8-71-08-00003051.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-08<br>FAN COWL HOISTING POINT PLUG | Quantity installed<br>24 |
|---|---|

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-71 chapter.*

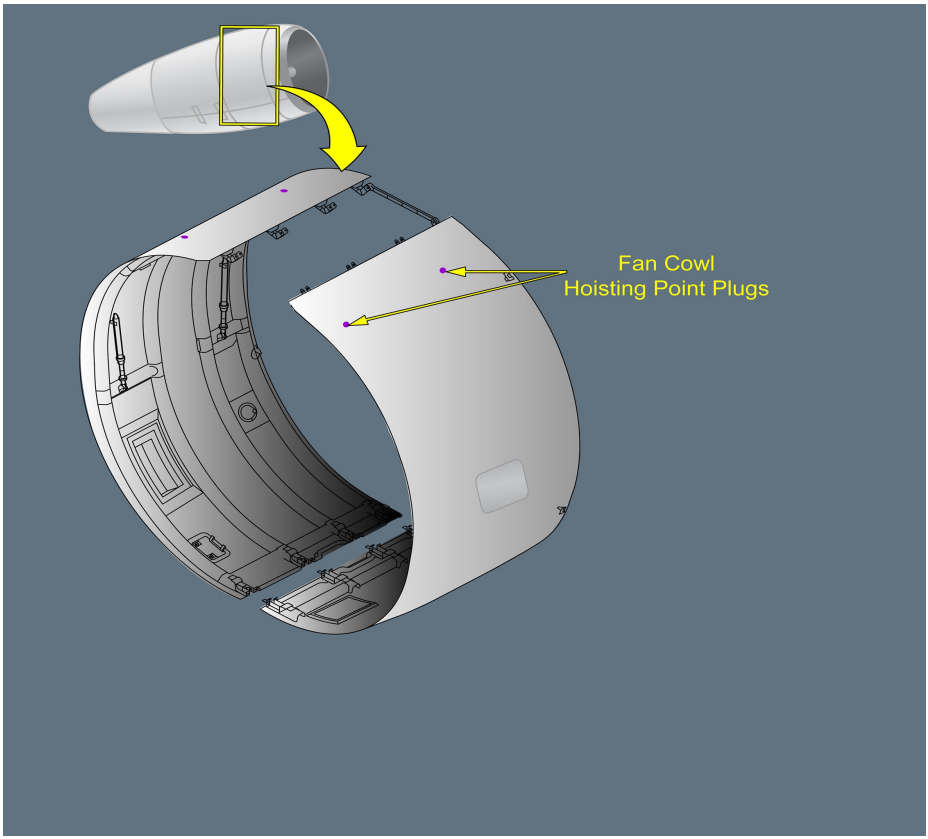
*Refer to 8-71-08 Illustration Fan Cowl Hoisting Point Plug*

Printouts are for information only!



## ILLUSTRATION FAN COWL HOISTING POINT PLUG

Ident.: 8-71-08-00003052.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**



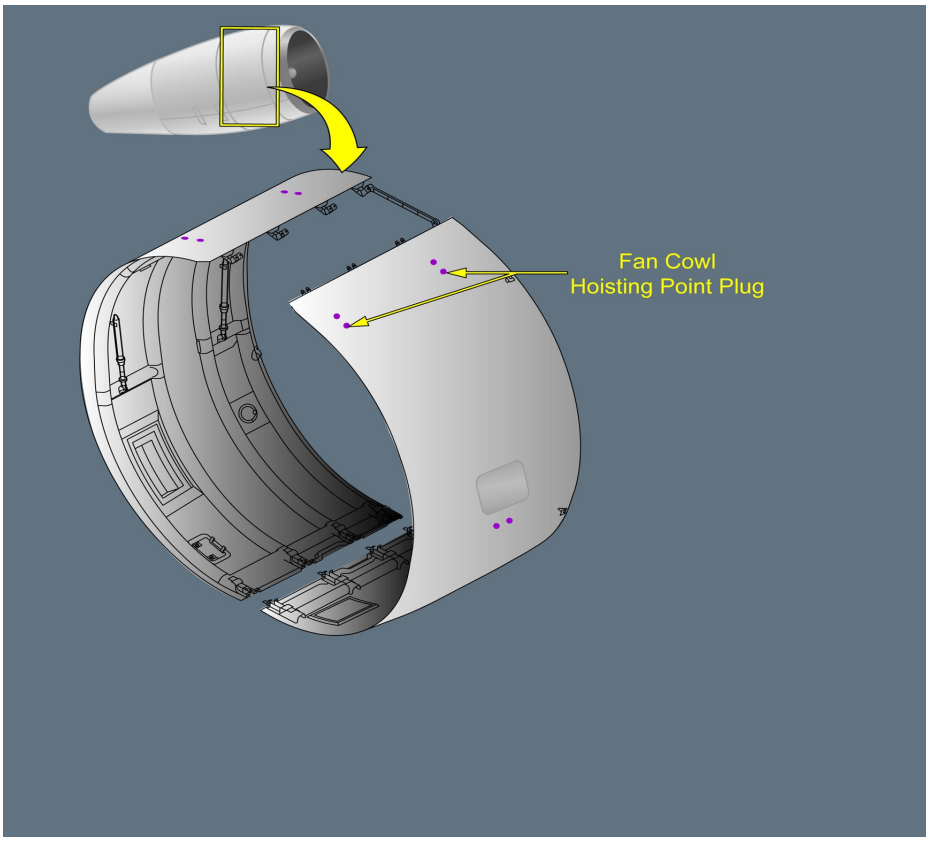

For dispatch conditions: *Refer to 8-71-08 Fan Cowl Hoisting Point Plug*.

Printouts are for information only!



## ILLUSTRATION FAN COWL HOISTING POINT PLUG

Ident.: 8-71-08-00003052.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-08 Fan Cowl Hoisting Point Plug*

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| 71-09 | Fan Cowl Hold Open Rod |
|---|---|

Ident.: 8-71-09-00003053.0000005 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 71-09<br>FAN COWL HOLD OPEN ROD | Quantity installed<br>8 |
|---|---|

**(m)** *Refer to AMM Task 71-13-00-040-803*
*Refer to AMM Task 71-13-00-040-804*

All may be missing.

*Refer to 8-71-09 Illustration Fan Cowl Hold Open Rod*

| 71-09 | Fan Cowl Hold Open Rod |
|---|---|

Ident.: 8-71-09-00003053.0000006 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| 71-09<br>FAN COWL HOLD OPEN ROD | Quantity installed<br>8 |
|---|---|

**(m)** *Refer to AMM Task 71-13-00-040-818*

All may be missing.

*Refer to 8-71-09 Illustration Fan Cowl Hold Open Rod*

| 71-09 | Fan Cowl Hold Open Rod |
|---|---|

Ident.: 8-71-09-00003053.0000007 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-09<br>FAN COWL HOLD OPEN ROD | Quantity installed<br>8 |
|---|---|

**(m)** *Refer to AMM Task 71-13-00-040-806*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-71 chapter.*

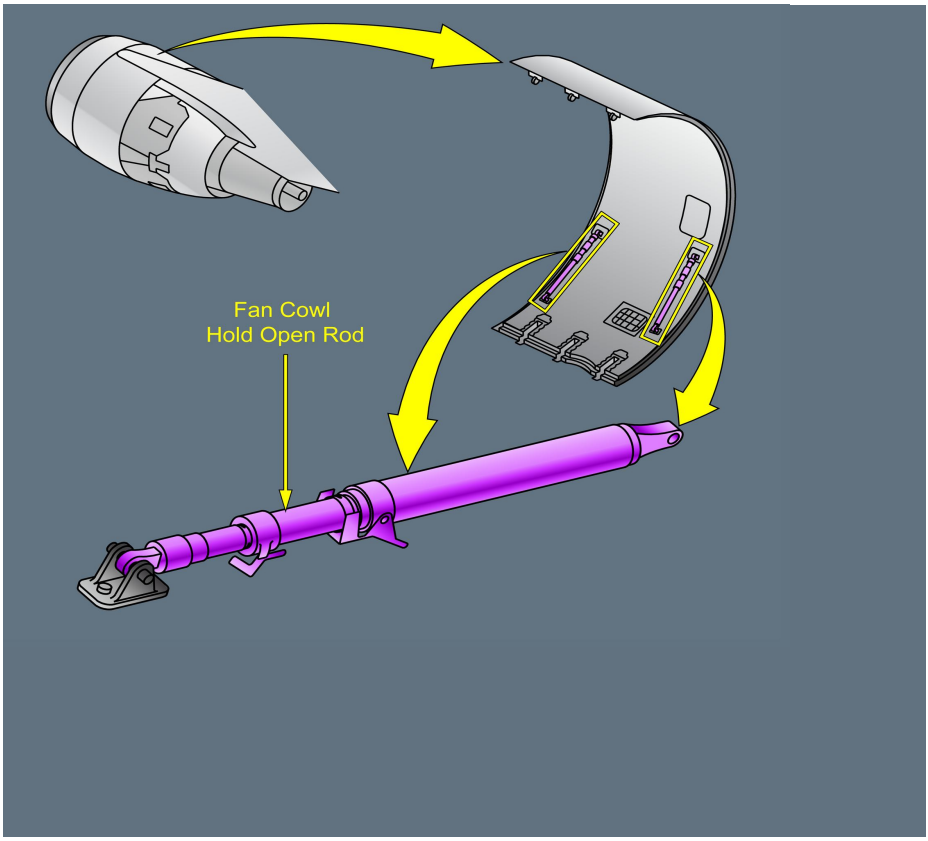
*Refer to 8-71-09 Illustration Fan Cowl Hold Open Rod*

Printouts are for information only!



## ILLUSTRATION FAN COWL HOLD OPEN ROD

Ident.: 8-71-09-00003054.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**



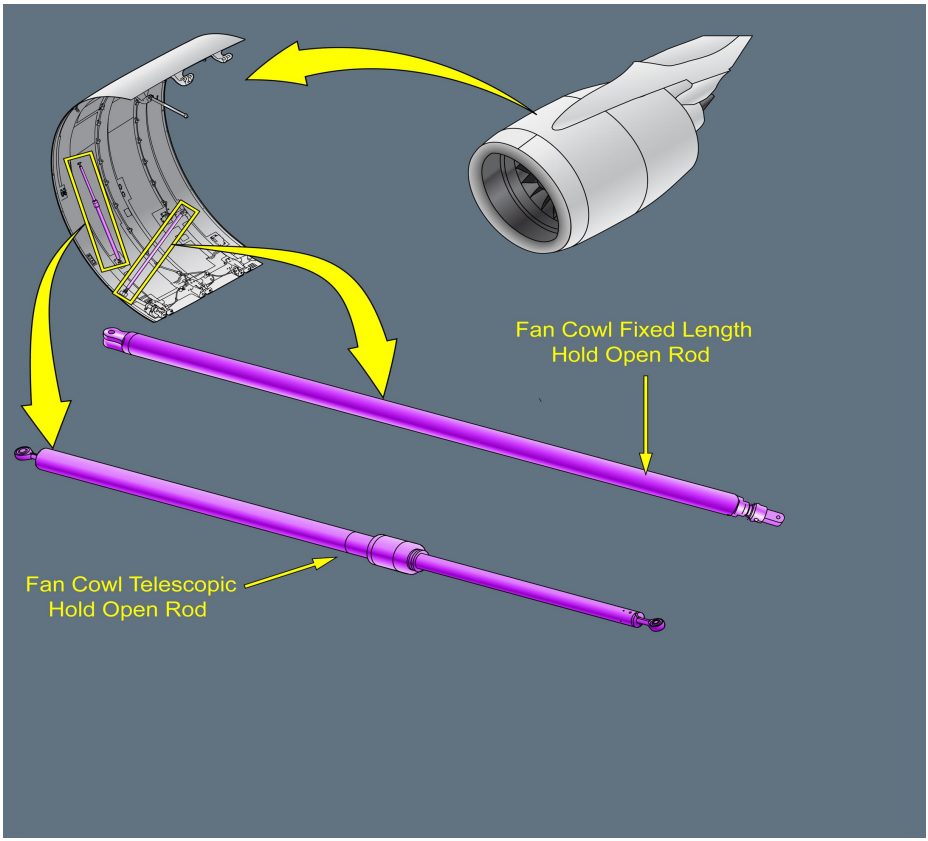

For dispatch conditions:*Refer to 8-71-09 Fan Cowl Hold Open Rod*

Printouts are for information only!



## ILLUSTRATION FAN COWL HOLD OPEN ROD

Ident.: 8-71-09-00003054.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**



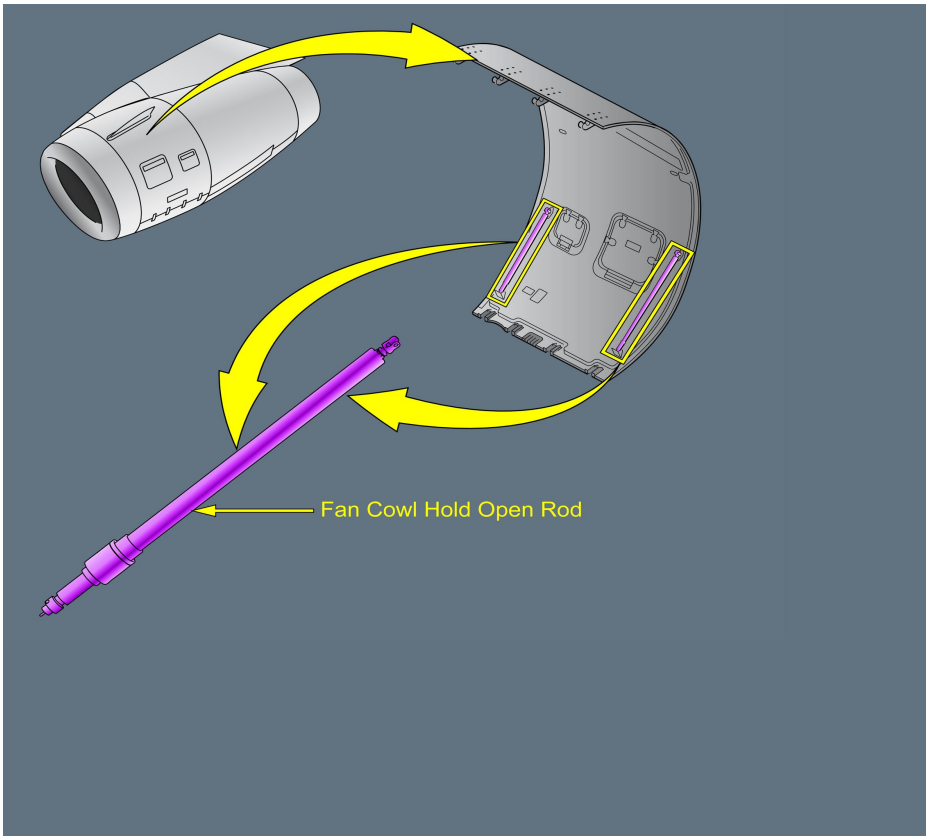

For dispatch conditions:*Refer to 8-71-09 Fan Cowl Hold Open Rod*.

Printouts are for information only!



## ILLUSTRATION FAN COWL HOLD OPEN ROD

Ident.: 8-71-09-00003054.0000300 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**




For dispatch conditions:*Refer to 8-71-09 Fan Cowl Hold Open Rod*

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| 71-12 | Air Intake Cowl Aerofiller |
|---|---|

Ident.: 8-71-12-00003055.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-12<br>AIR INTAKE COWL AEROFILLER | Quantity installed<br>12 |
|---|---|

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-71 chapter.*

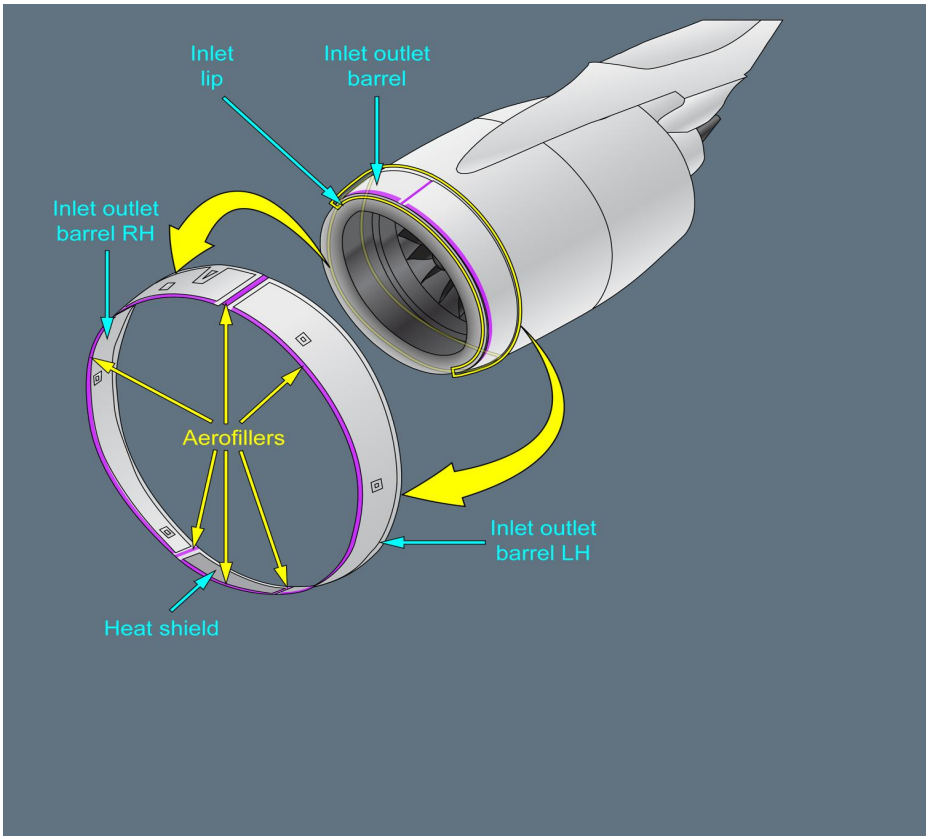
*Refer to 8-71-12 Illustration Air Intake Cowl Aerofiller*

Printouts are for information only!



## ILLUSTRATION AIR INTAKE COWL AEROFILLER

Ident.: 8-71-12-00003056.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-12 Air Intake Cowl Aerofiller*.

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| 71-14 | Fan Cowl Hold Open Rod Bracket/Fitting |
|---|---|

Ident.: 8-71-14-00003057.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-14<br>FAN COWL HOLD OPEN ROD BRACKET/FITTING | Quantity installed<br>20 |
|---|---|

**(m)** *Refer to AMM Task 71-13-00-040-807*

All may be missing provided that the affected Fan Cowl Hold Open Rod is removed (*Refer to 8-71-09 Fan Cowl Hold Open Rod*).

*Note:* *May be combined with any other item listed in MCDL-71 chapter.*

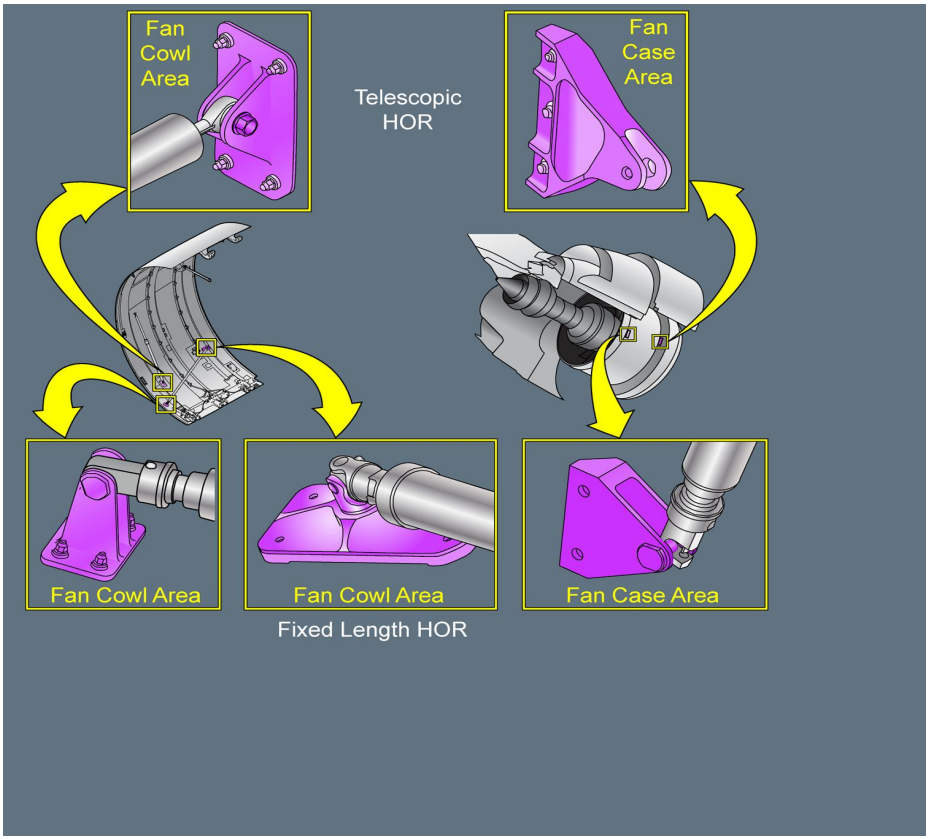
*Refer to 8-71-14 Illustration Fan Cowl Hold Open Rod Bracket/Fitting*

Printouts are for information only!



## ILLUSTRATION FAN COWL HOLD OPEN ROD BRACKET/FITTING

Ident.: 8-71-14-00003058.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-14 Fan Cowl Hold Open Rod Bracket/Fitting*.

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| 71-17 | Hinge Beam Seal |
|---|---|

Ident.: 8-71-17-00003059.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-17<br>HINGE BEAM SEAL | Quantity installed<br>16 |
|---|---|

All may be missing.

*Note:* 1. *May be combined with any other item listed in CDL-71 chapter.*
2. *The vapour barrier seal cannot be missing.*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 69 kg (152 lb) per missing seal
  – En-route performance limiting weight is reduced by 90 kg (198 lb) per missing seal
  – Approach climb limiting weight is reduced by 35 kg (77 lb) per missing seal
  – Fuel consumption is increased by 0.16 % per missing seal.

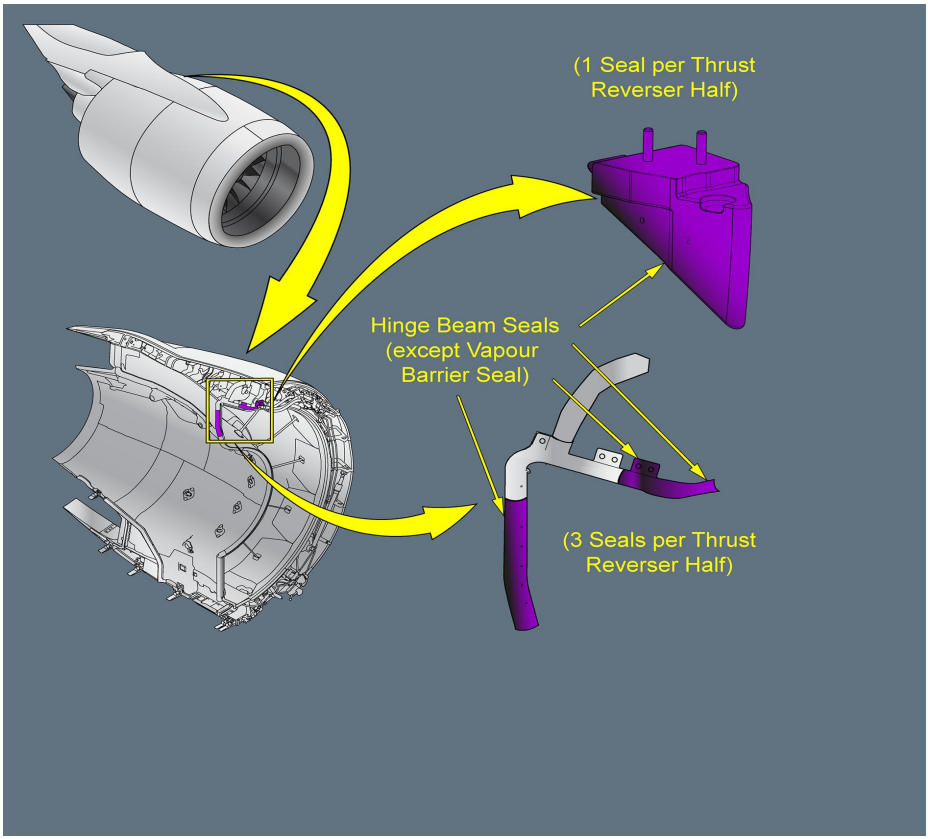
*Refer to 8-71-17 Illustration Hinge Beam Seal*

Printouts are for information only!



## ILLUSTRATION HINGE BEAM SEAL

Ident.: 8-71-17-00003060.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-17 Hinge Beam Seal*.

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| 71-19 | Fan Cowl Push Open Device |
|---|---|

Ident.: 8-71-19-00003061.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-19<br>FAN COWL PUSH OPEN DEVICE | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 71-13-00-040-808*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-71 chapter.*

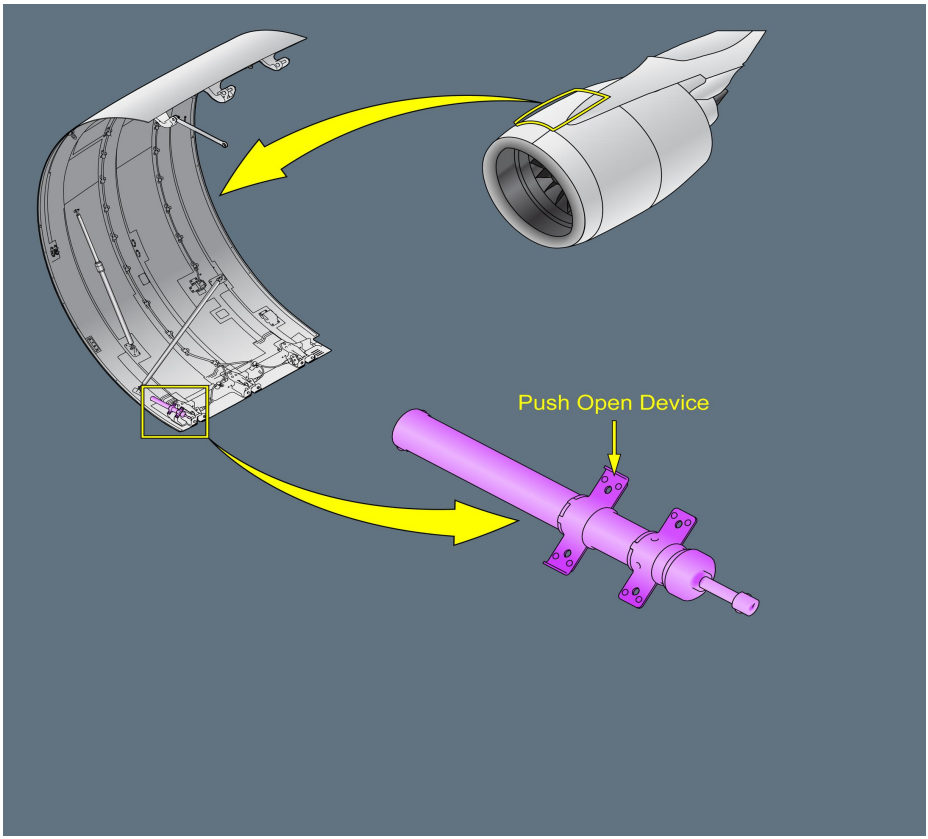
*Refer to 8-71-19 Illustration Fan Cowl Push Open Device*

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## ILLUSTRATION FAN COWL PUSH OPEN DEVICE

Ident.: 8-71-19-00003062.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-19 Fan Cowl Push Open Device*.

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| 71-20 | Push Open Device Target Plate |
|---|---|

Ident.: 8-71-20-00003063.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-20<br>PUSH OPEN DEVICE TARGET PLATE | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 71-13-00-040-809*

All may be missing provided that the Fan Cowl Push Open Device is removed (*Refer to 8-71-19 Fan Cowl Push Open Device*).

*Note:* *May be combined with any other item listed in MCDL-71 chapter.*

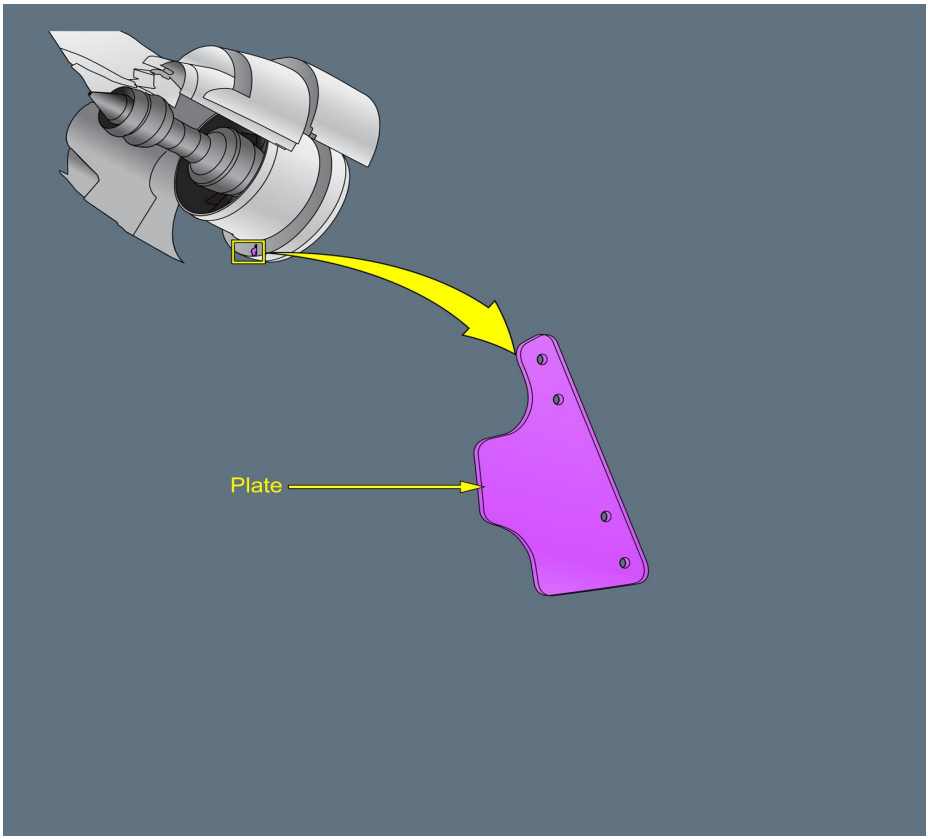
*Refer to 8-71-20 Illustration Push Open Device Target Plate*

Printouts are for information only!



## ILLUSTRATION PUSH OPEN DEVICE TARGET PLATE

Ident.: 8-71-20-00003064.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-20 Push Open Device Target Plate*.

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| 71-24 | Inlet Rub Strip |
|---|---|

Ident.: 8-71-24-00003065.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-24<br>INLET RUB STRIP | Quantity installed<br>18 |
|---|---|

One per nacelle may be missing.

*Note:* *May be combined with any other item listed in MCDL-71 chapter.*

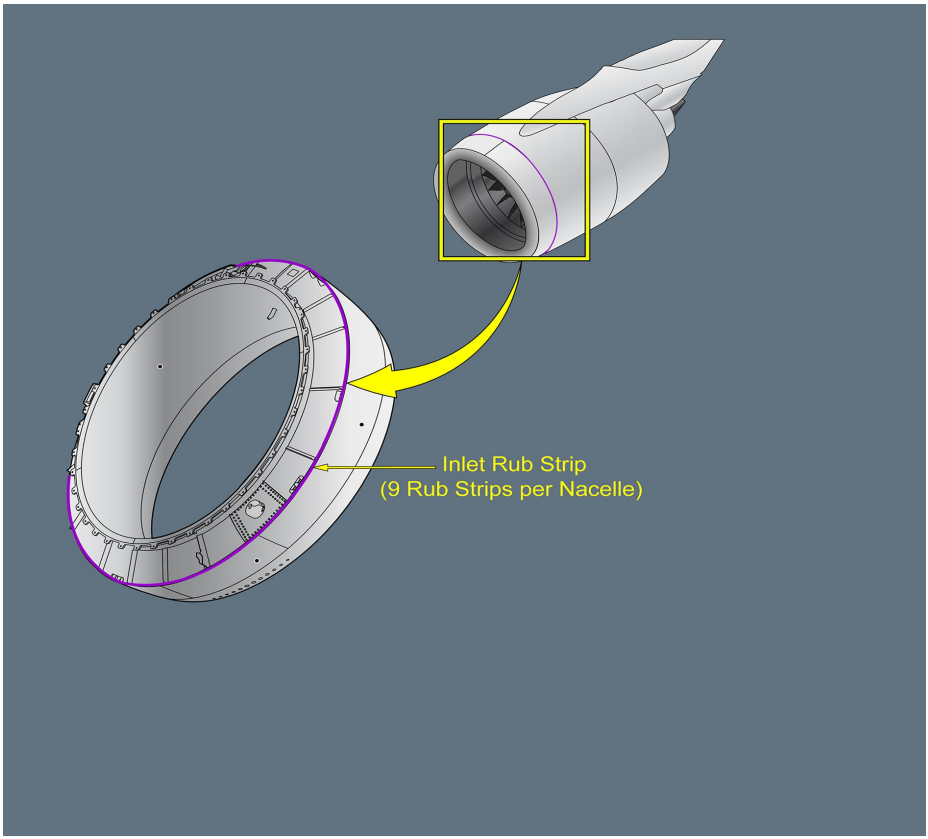
*Refer to 8-71-24 Illustration Inlet Rub Strip*

Printouts are for information only!



## ILLUSTRATION INLET RUB STRIP

Ident.: 8-71-24-00003066.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-24 Inlet Rub Strip*.

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| 71-25 | Forward Latch Beam Seal |
|---|---|

Ident.: 8-71-25-00003067.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-25<br>FORWARD LATCH BEAM SEAL | Quantity installed<br>8 |
|---|---|

All may be missing.

*Note:* *May be combined with any other item listed in CDL-71 chapter.*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If two seals or more are missing, the following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 43 kg (95 lb) per missing seal
  – En-route performance limiting weight is reduced by 55 kg (121 lb) per missing seal
  – Approach climb limiting weight is reduced by 21 kg (46 lb) per missing seal
  – Fuel consumption is increased by 0.1 % per missing seal.

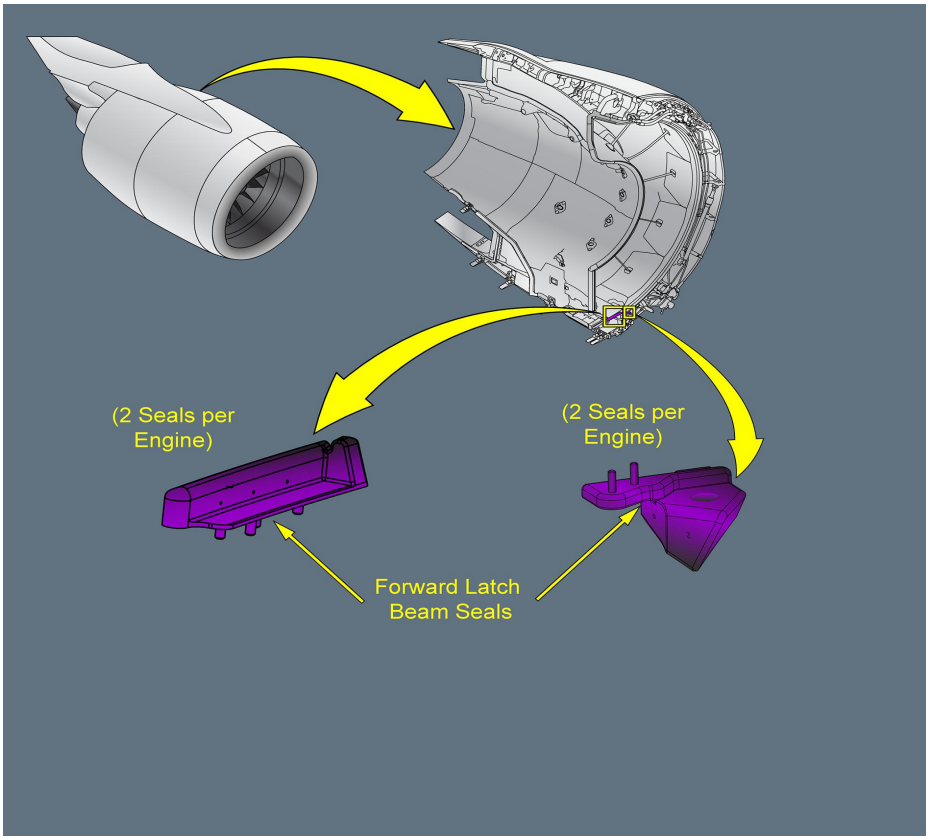
*Refer to 8-71-25 Illustration Forward Latch Beam Seal*

Printouts are for information only!



## ILLUSTRATION FORWARD LATCH BEAM SEAL

Ident.: 8-71-25-00003068.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-25 Forward Latch Beam Seal*.

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| 71-26 | Hinge Beam Aft Seal |
|---|---|

Ident.: 8-71-26-00003069.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-26<br>HINGE BEAM AFT SEAL | Quantity installed<br>4 |
|---|---|

All may be missing.

*Note:* *May be combined with any other item listed in CDL-71 chapter.*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If four seals are missing, the following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 64 kg (141 lb)

  – En-route performance limiting weight is reduced by 84 kg (186 lb).

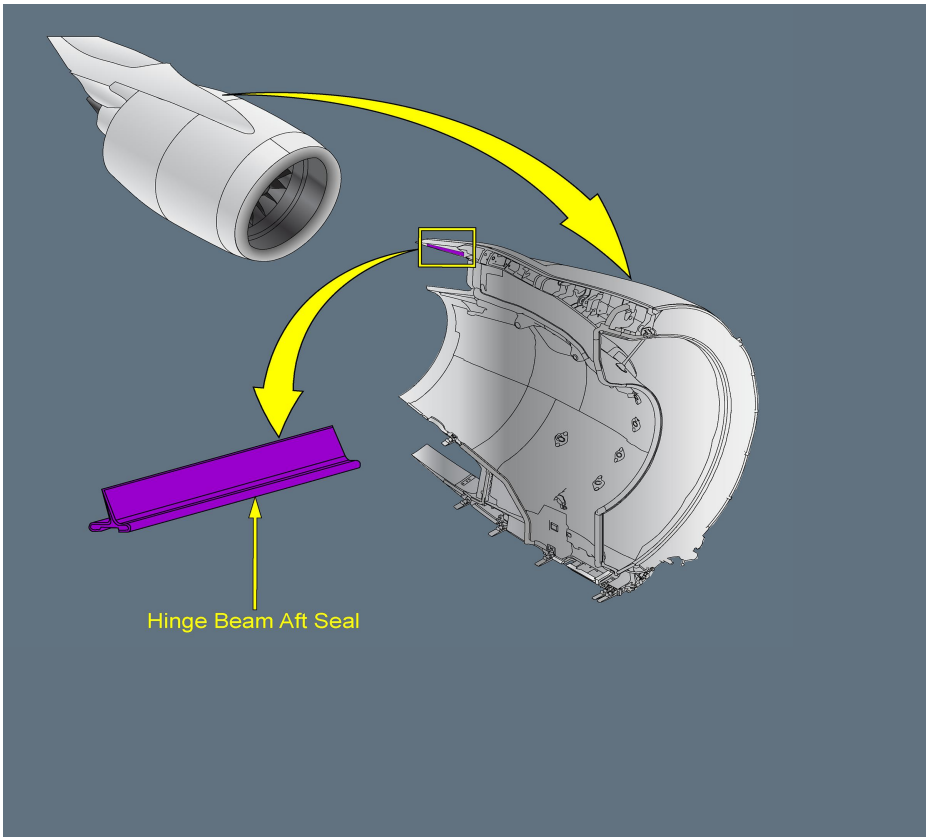
*Refer to 8-71-26 Illustration Hinge Beam Aft Seal*

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## ILLUSTRATION HINGE BEAM AFT SEAL

Ident.: 8-71-26-00003070.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-26 Hinge Beam Aft Seal*.

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| 71-28 | Fan Cowl Reflective Tape |
|---|---|

Ident.: 8-71-28-00003071.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 71-28<br>FAN COWL REFLECTIVE TAPE | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 71-13-00-040-815*

All may be missing provided that the item is not combined with MMEL item 71-09-01 A (*Refer to 9-MI-71-09-01 ENG 1(2) FAN COWL NOT CLSD Alert*) and Fan Cowl monitoring is operative.

*Note:* *May be combined with any other item listed in MCDL-71 chapter.*

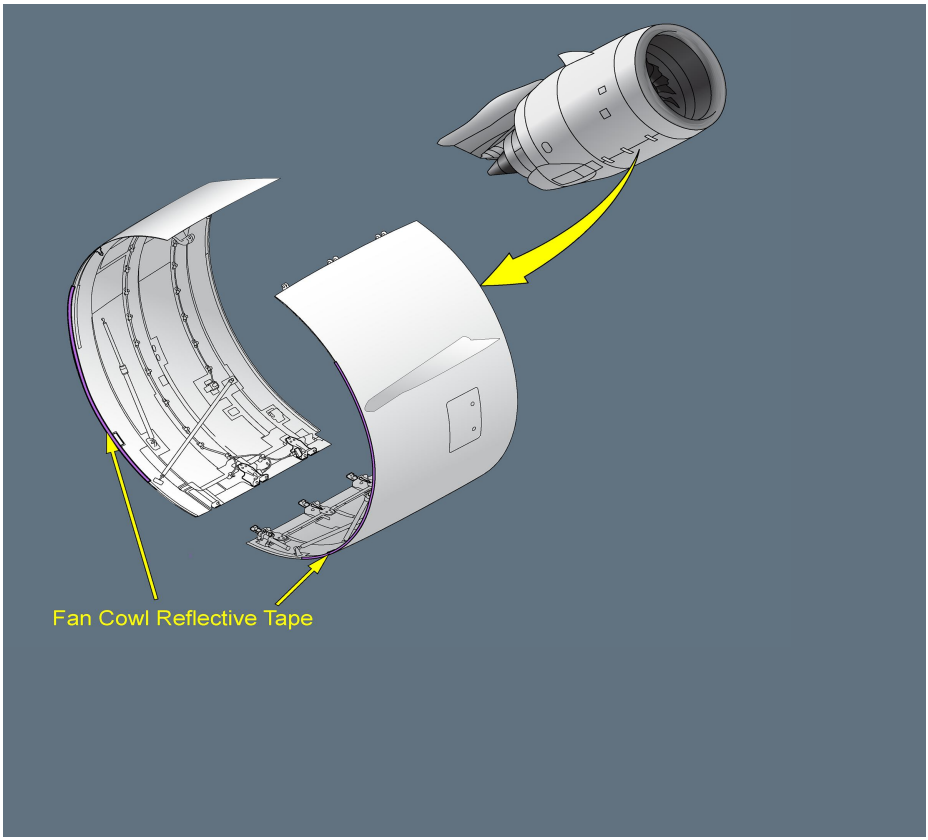
*Refer to 8-71-28 Illustration Fan Cowl Reflective Tape*

Printouts are for information only!



## ILLUSTRATION FAN COWL REFLECTIVE TAPE

Ident.: 8-71-28-00003072.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-71-28 Fan Cowl Reflective Tape*.

Printouts are for information only!



**8-78-01 Thrust Reverser Opening Actuator**

78-01 Thrust Reverser Opening Actuator ..... A
Illustration Thrust Reverser Opening Actuator ..... B

**8-78-03 Thrust Reverser Blocker Door**

78-03 Thrust Reverser Blocker Door ..... A
Illustration Thrust Reverser Blocker Door ..... B

**8-78-04 Lockout Pin**

78-04 Lockout Pin ..... A
Illustration Lockout Pin ..... B

**8-78-07 Thrust Reverser Hold Open Rod**

78-07 Thrust Reverser Hold Open Rod ..... A
Illustration Thrust Reverser Hold Open Rod ..... B

**8-78-09 Thrust Reverser 11 and 1 O'clock Struts**

78-09 Thrust Reverser 11 and 1 O'clock Struts ..... A
Illustration Thrust Reverser 11 and 1 O'clock Struts ..... B

**8-78-11 Thrust Reverser Lockout Fairing**

78-11 Thrust Reverser Lockout Fairing ..... A
Illustration of the Thrust Reverser Lockout Fairing ..... B

**8-78-14 Duct Opening Actuator Fitting**

78-14 Duct Opening Actuator Fitting ..... A
Illustration Duct Opening Actuator Fitting ..... B

**8-78-15 Beam Track Block Seal**

78-15 Beam Track Block Seal ..... A
Illustration Beam Track Block Seal ..... B

**8-78-16 Bullnose Seal**

78-16 Bullnose Seal ..... A
Illustration Bullnose Seal ..... B

**8-78-17 Thrust Reverser Upper Cascade**

78-17 Thrust Reverser Upper Cascade ..... A

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Illustration Thrust Reverser Upper Cascade ..... B

## 8-78-19 Thrust Reverser Drag Link Assembly

78-19 Thrust Reverser Drag Link Assembly ..... A
Illustration Thrust Reverser Drag Link Assembly ..... B

## 8-78-21 Manual Drive Unit

78-21 Manual Drive Unit ..... A
Illustration Manual Drive Unit ..... B

## 8-78-22 Thrust Reverser Guide Ramp

78-22 Thrust Reverser Guide Ramp ..... A
Illustration Thrust Reverser Guide Ramp ..... B

## 8-78-24 Thrust Reverser aft Lower Bifurcation Seal

78-24 Thrust Reverser aft Lower Bifurcation Seal ..... A
Illustration Thrust Reverser aft Lower Bifurcation Seal ..... B

## 8-78-25 Thrust Reverser Translating Sleeve Stopper Pin

78-25 Thrust Reverser Translating Sleeve Stopper Pin ..... A
Illustration Thrust Reverser Translating Sleeve Stopper Pin ..... B

## 8-78-26 Upper and Lower Blocker Door Fairing

78-26 Upper and Lower Blocker Door Fairing ..... A
Illustration Upper and Lower Blocker Door Fairing ..... B

## 8-78-27 Tertiary Lock Pin Cover on Latch Beam

78-27 Tertiary Lock Pin Cover on Latch Beam ..... A
Illustration Tertiary Lock Pin Cover on Latch Beam ..... B

## 8-78-28 Tertiary Lock Cover Plate

78-28 Tertiary Lock Cover Plate ..... A
Illustration Tertiary Lock Cover Plate ..... B

## 8-78-29 Tertiary Lock Inhibition Pin

78-29 Tertiary Lock Inhibition Pin ..... A
Illustration Tertiary Lock Inhibition Pin ..... B

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**8-78-30 Pre-cooler Fairing**

78-30 Pre-cooler Fairing ..... A
Illustration Pre-cooler Fairing ..... B

**8-78-35 Hydraulic Control Unit Inhibition Handle**

78-35 Hydraulic Control Unit Inhibition Handle ..... A
Illustration Hydraulic Control Unit Inhibition Handle ..... B

**8-78-36 Turnbuckle**

78-36 Turnbuckle ..... A
Illustration Turnbuckle ..... B

**8-78-37 Turnbuckle Flag**

78-37 Turnbuckle Flag ..... A
Illustration Turnbuckle Flag ..... B

**8-78-38 Turnbuckle Bracket/Fitting**

78-38 Turnbuckle Bracket/Fitting ..... A
Illustration Turnbuckle Bracket/Fitting ..... B

**8-78-42 Thrust Reverser Hold Open Rod Fitting**

78-42 Thrust Reverser Hold Open Rod Fitting ..... A
Illustration Thrust Reverser Hold Open Rod Fitting ..... B

**8-78-43 Thrust Reverser Flipper Door**

78-43 Thrust Reverser Flipper Door ..... A
Illustration Thrust Reverser Flipper Door ..... B

**8-78-44 Thrust Reverser Inhibition Pin**

78-44 Thrust Reverser Inhibition Pin ..... A
Illustration Thrust Reverser Inhibition Pin ..... B

Printouts are for information only!



| 78-01 | Thrust Reverser Opening Actuator |
|---|---|

Ident.: 8-78-01-00003075.0000004 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 78-01<br>THRUST REVERSER OPENING ACTUATOR | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-36-00-040-801*

All may be missing.

*Refer to 8-78-01 Illustration Thrust Reverser Opening Actuator*

| 78-01 | Thrust Reverser Opening Actuator |
|---|---|

Ident.: 8-78-01-00003075.0000005 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| 78-01<br>THRUST REVERSER OPENING ACTUATOR | Quantity installed<br>4 |
|---|---|

All may be missing.

*Refer to 8-78-01 Illustration Thrust Reverser Opening Actuator*

| 78-01 | Thrust Reverser Opening Actuator |
|---|---|

Ident.: 8-78-01-00003075.0000006 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-01<br>THRUST REVERSER OPENING ACTUATOR | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-36-00-040-809*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

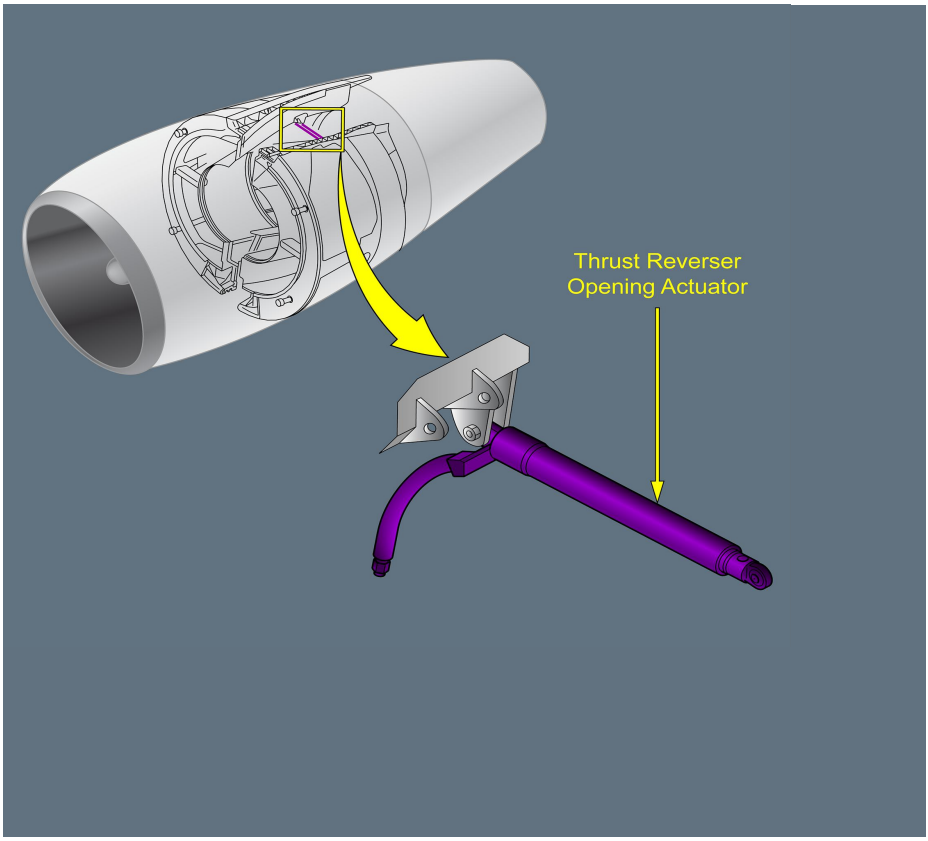
*Refer to 8-78-01 Illustration Thrust Reverser Opening Actuator*

Printouts are for information only!



## ILLUSTRATION THRUST REVERSER OPENING ACTUATOR

Ident.: 8-78-01-00003076.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**



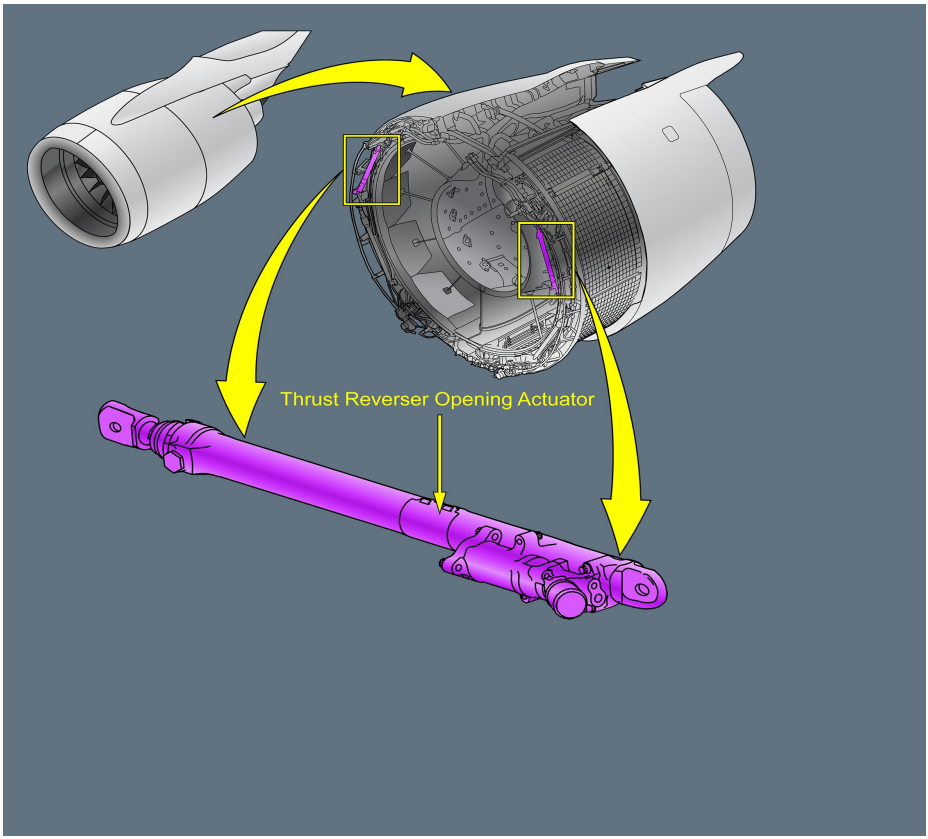

For dispatch conditions:*Refer to 8-78-01 Thrust Reverser Opening Actuator*

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## ILLUSTRATION THRUST REVERSER OPENING ACTUATOR

Ident.: 8-78-01-00003076.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**



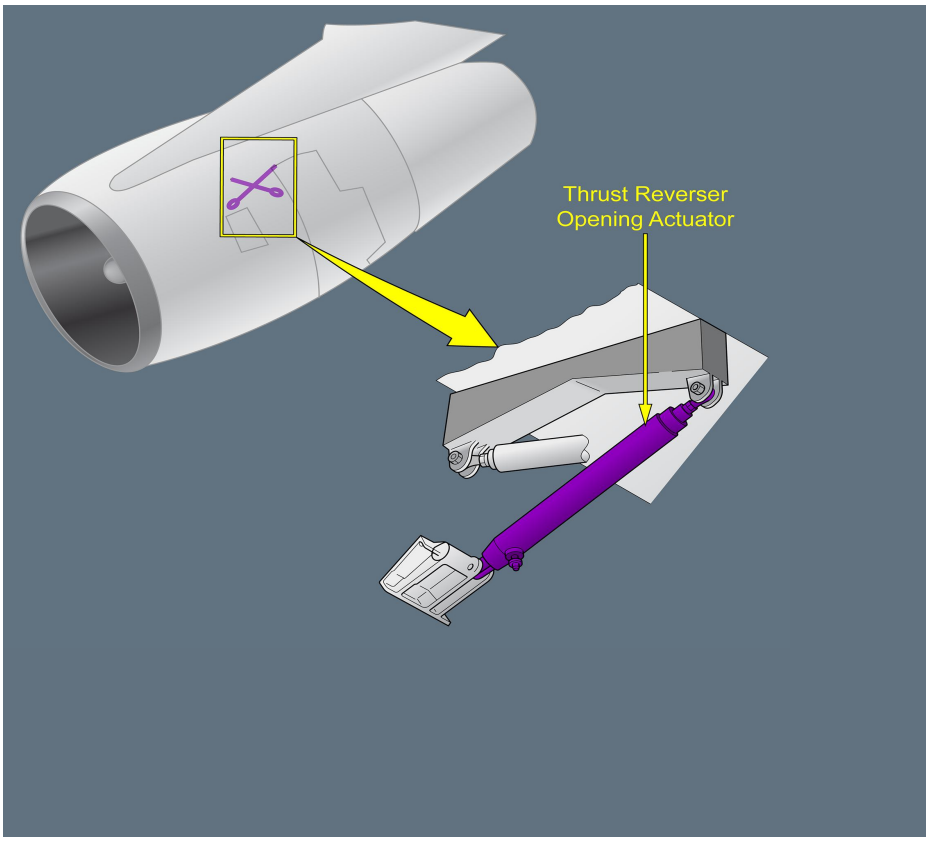

For dispatch conditions:*Refer to 8-78-01 Thrust Reverser Opening Actuator*.

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## ILLUSTRATION THRUST REVERSER OPENING ACTUATOR

Ident.: 8-78-01-00003076.0000300 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**




For dispatch conditions:*Refer to 8-78-01 Thrust Reverser Opening Actuator*

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| 78-03 | Thrust Reverser Blocker Door |
|---|---|

Ident.: 8-78-03-00003077.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| 78-03<br>THRUST REVERSER BLOCKER DOOR | Quantity installed<br>20 |
|---|---|

**(m)** *Refer to AMM Task 78-32-00-040-011*

One may be missing provided the associated linkage is removed.

*Note: The associated thrust reverser must be deactivated (Refer to 9-MI-78-30-01 Thrust Reverser).*

- **Performance:**

  *Note: Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff and approach climb performance limiting weights are reduced by 249 kg (549 lb)

  – Enroute performance limiting weight is reduced by 166 kg (366 lb)

  – Fuel consumption is increased by 0.36 %.

*Refer to 8-78-03 Illustration Thrust Reverser Blocker Door*

| 78-03 | Thrust Reverser Blocker Door |
|---|---|

Ident.: 8-78-03-00003077.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-03<br>THRUST REVERSER BLOCKER DOOR | Quantity installed<br>20 |
|---|---|

**(m)** *Refer to AMM Task 78-32-00-040-804*

One blocker door per engine may be missing provided that the corresponding drag link is removed (*Refer to 8-78-19 Thrust Reverser Drag Link Assembly*) and the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

*Note:*
1. *May be combined with any other item listed in CDL-78 chapter.*
2. *May be combined with the following CDL items provided that they are not located on the same engine:*
   – *78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin).*

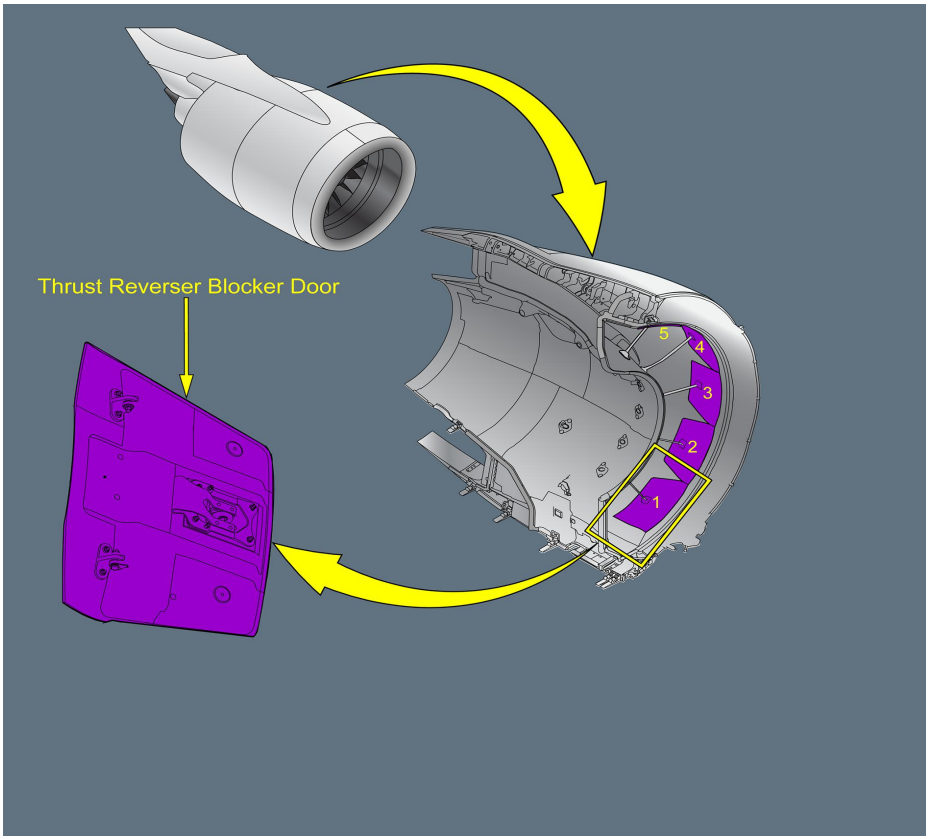
*Refer to 8-78-03 Illustration Thrust Reverser Blocker Door*

Printouts are for information only!



## ILLUSTRATION THRUST REVERSER BLOCKER DOOR

Ident.: 8-78-03-00003078.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**



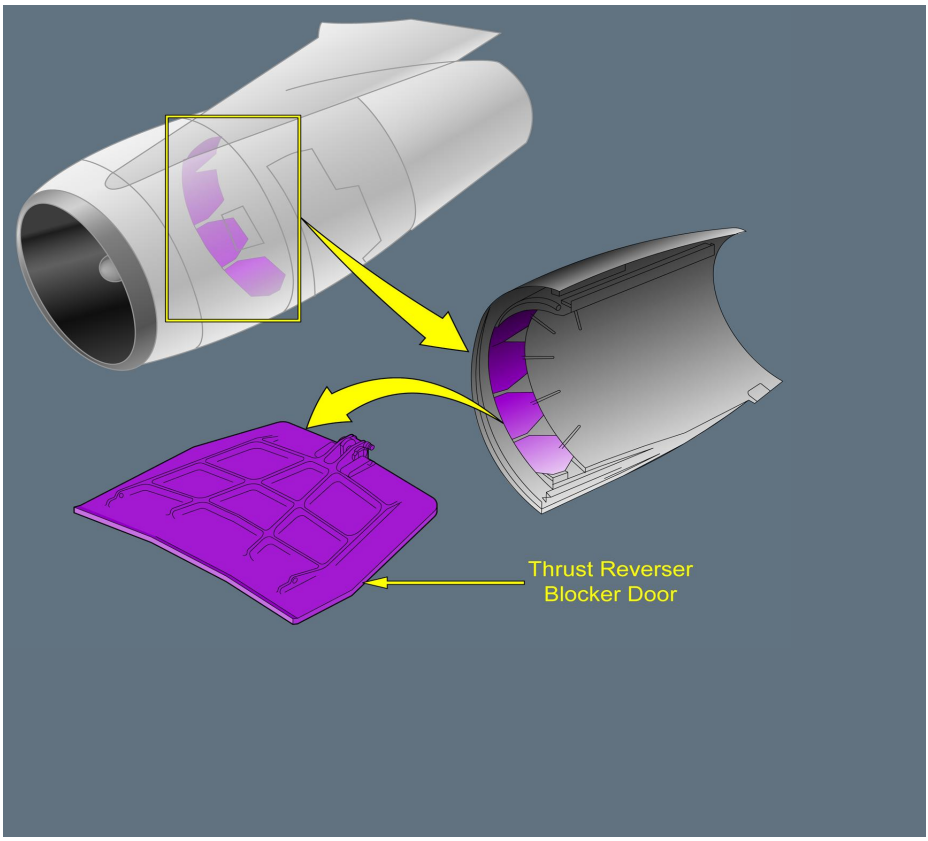

For dispatch conditions:*Refer to 8-78-03 Thrust Reverser Blocker Door*.

Printouts are for information only!



## ILLUSTRATION THRUST REVERSER BLOCKER DOOR

Ident.: 8-78-03-00003078.0000200 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**




For dispatch conditions:*Refer to 8-78-03 Thrust Reverser Blocker Door*

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| 78-04 | Lockout Pin |
|---|---|

Ident.: 8-78-04-00003079.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| 78-04<br>LOCKOUT PIN | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-32-00-040-010*

All may be missing from stowage position provided the hole is covered.

*Note: Without lockout pin, the associated thrust reverser cannot be deactivated.*

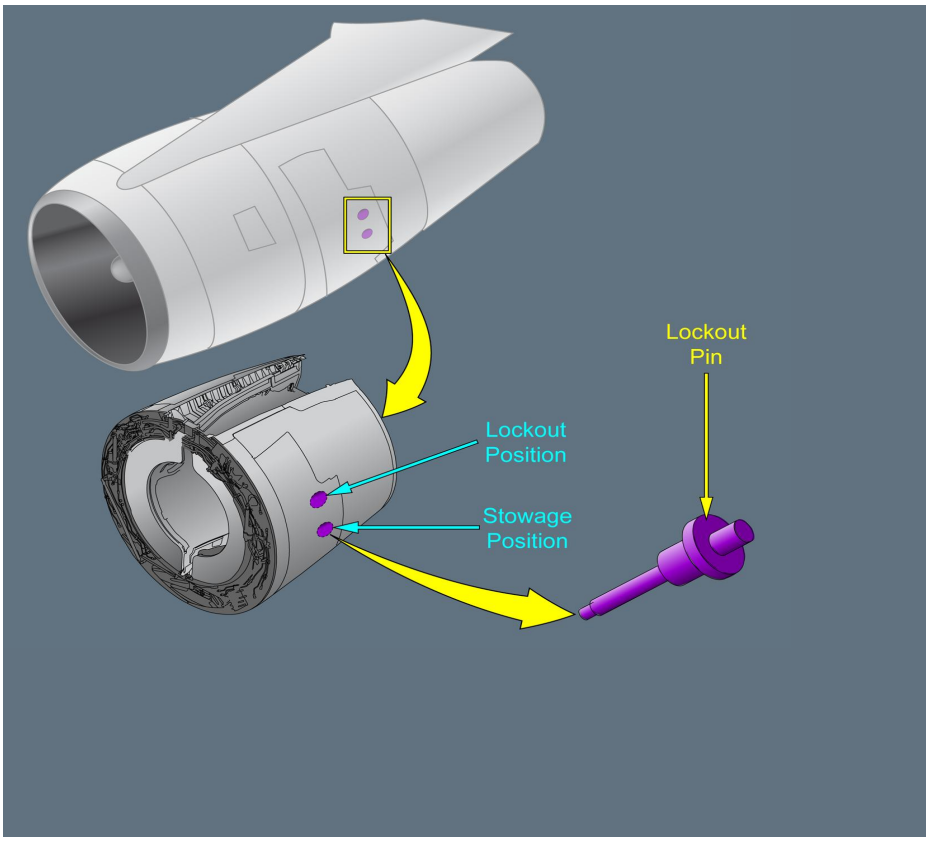
*Refer to 8-78-04 Illustration Lockout Pin*

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## ILLUSTRATION LOCKOUT PIN

Ident.: 8-78-04-00003080.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**




For dispatch conditions:*Refer to 8-78-04 Lockout Pin*

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| 78-07 | Thrust Reverser Hold Open Rod |
|---|---|

Ident.: 8-78-07-00003081.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-07<br>THRUST REVERSER HOLD OPEN ROD | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-36-00-040-805*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

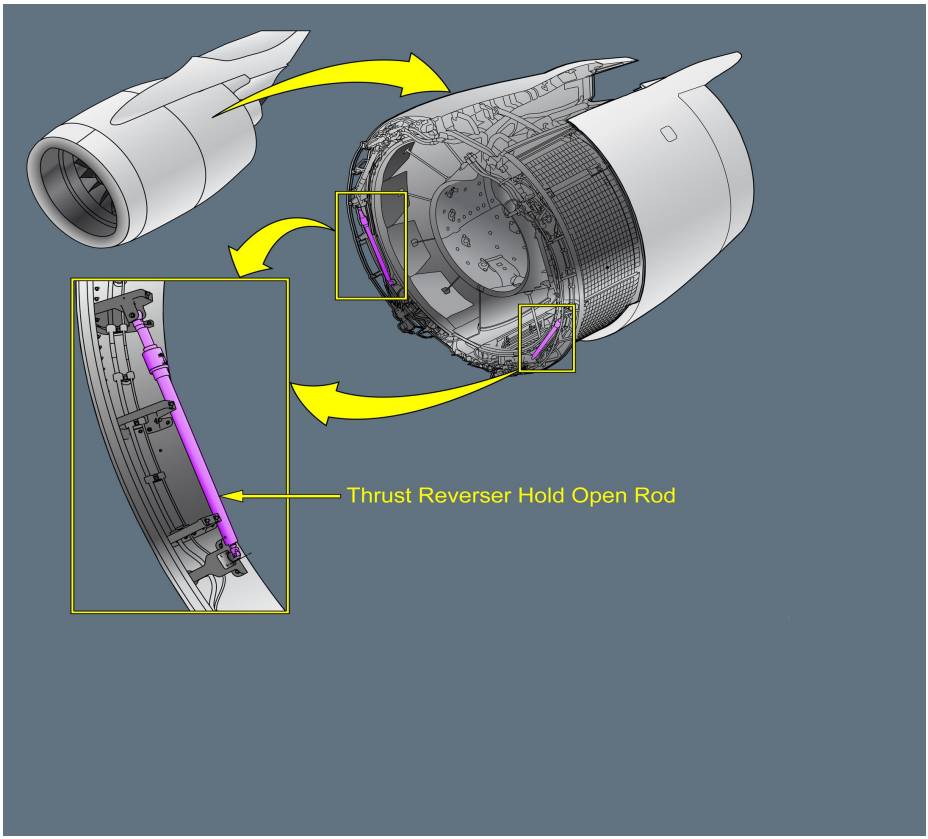
*Refer to 8-78-07 Illustration Thrust Reverser Hold Open Rod*

Printouts are for information only!



## ILLUSTRATION THRUST REVERSER HOLD OPEN ROD

Ident.: 8-78-07-00003082.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-07 Thrust Reverser Hold Open Rod*.

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| 78-09 | Thrust Reverser 11 and 1 O'clock Struts |
|---|---|

Ident.: 8-78-09-00003083.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 78-09<br>THRUST REVERSER 11 AND 1 O'CLOCK STRUTS | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-32-11-040-001*

All may be missing.

*Note:* *The affected thrust reverser must be considered inoperative (Refer to 9-MI-78-30-01 Thrust Reverser).*

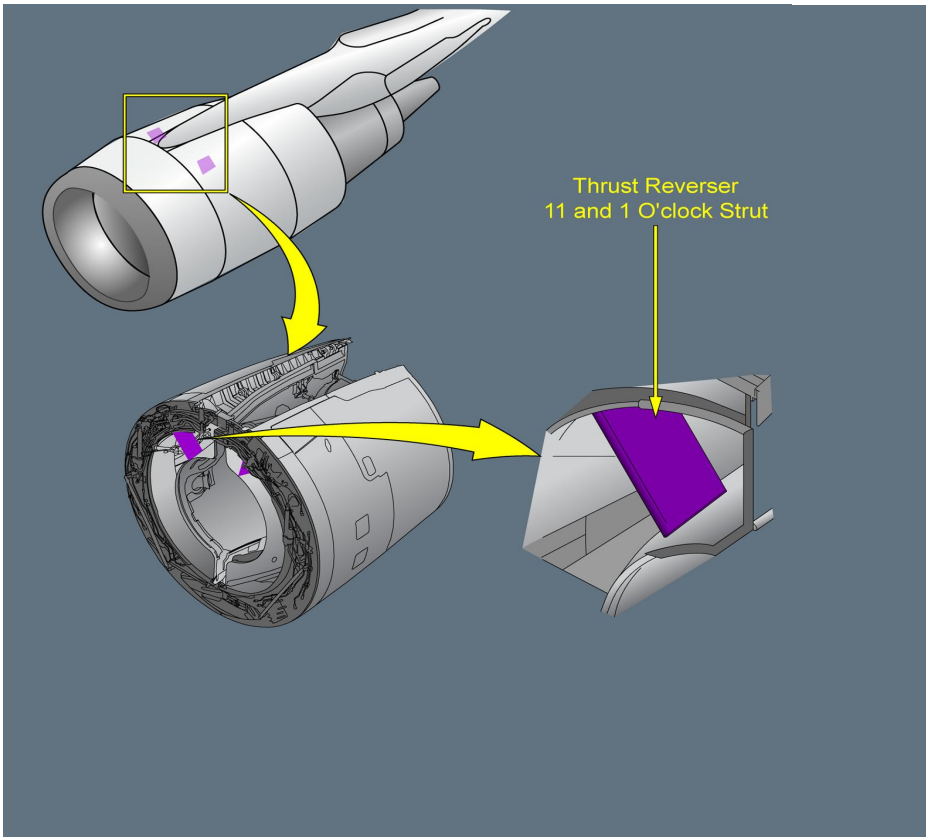
*Refer to 8-78-09 Illustration Thrust Reverser 11 and 1 O'clock Struts*

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## ILLUSTRATION THRUST REVERSER 11 AND 1 O'CLOCK STRUTS

Ident.: 8-78-09-00003084.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**




For dispatch conditions:*Refer to 8-78-09 Thrust Reverser 11 and 1 O'clock Struts*

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| 78-11 | Thrust Reverser Lockout Fairing |
|---|---|

Ident.: 8-78-11-00003085.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 78-11<br>THRUST REVERSER LOCKOUT FAIRING | Quantity installed<br>8 |
|---|---|

**(m)** *Refer to AMM Task 78-30-00-040-804*

All may be missing.

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 325 kg (717 lb) per missing item

  – Approach climb limiting weight is reduced by 260 kg (574 lb) per missing item

  – If two or more Thrust Reverser lockout fairings are missing, en route performance limiting weight is reduced by 45 kg (99 lb) per missing item

  – If two or more Thrust Reverser lockout fairings are missing, fuel consumption is increased by 0.11% per missing item

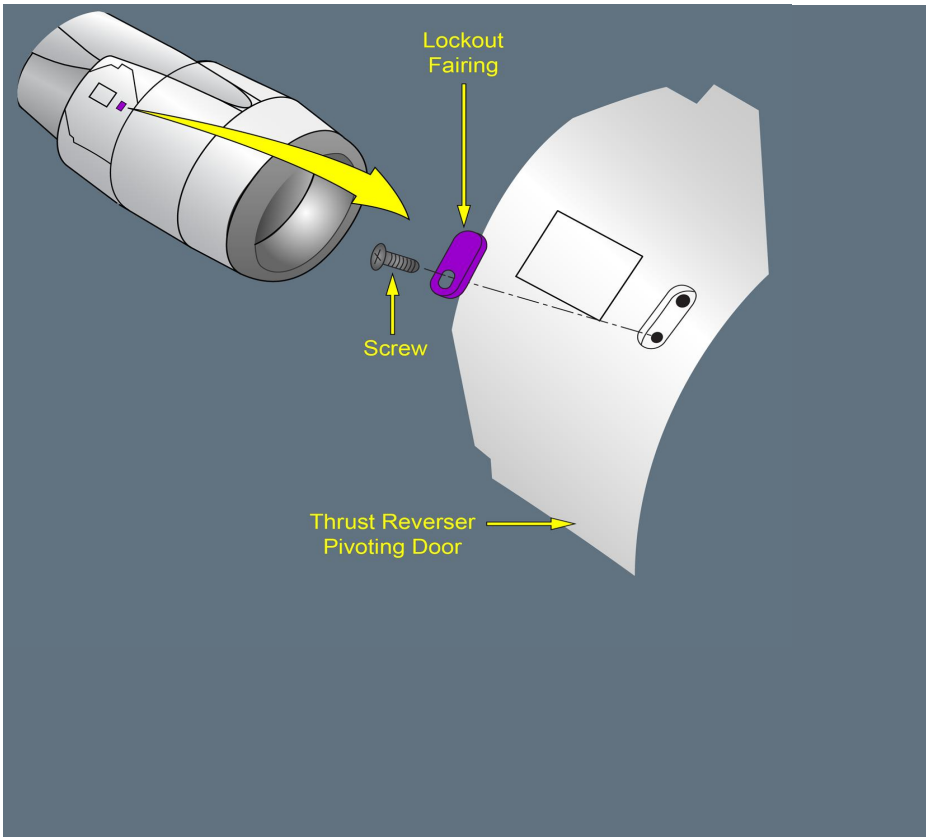
*Refer to 8-78-11 Illustration of the Thrust Reverser Lockout Fairing*

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## ILLUSTRATION OF THE THRUST REVERSER LOCKOUT FAIRING

Ident.: 8-78-11-00003086.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**



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| 78-14 | Duct Opening Actuator Fitting |
|---|---|

Ident.: 8-78-14-00003087.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-14<br>DUCT OPENING ACTUATOR FITTING | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-36-00-040-809*

All may be missing provided that the Duct Opening Actuator is removed (*Refer to 8-78-01 Thrust Reverser Opening Actuator*).

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

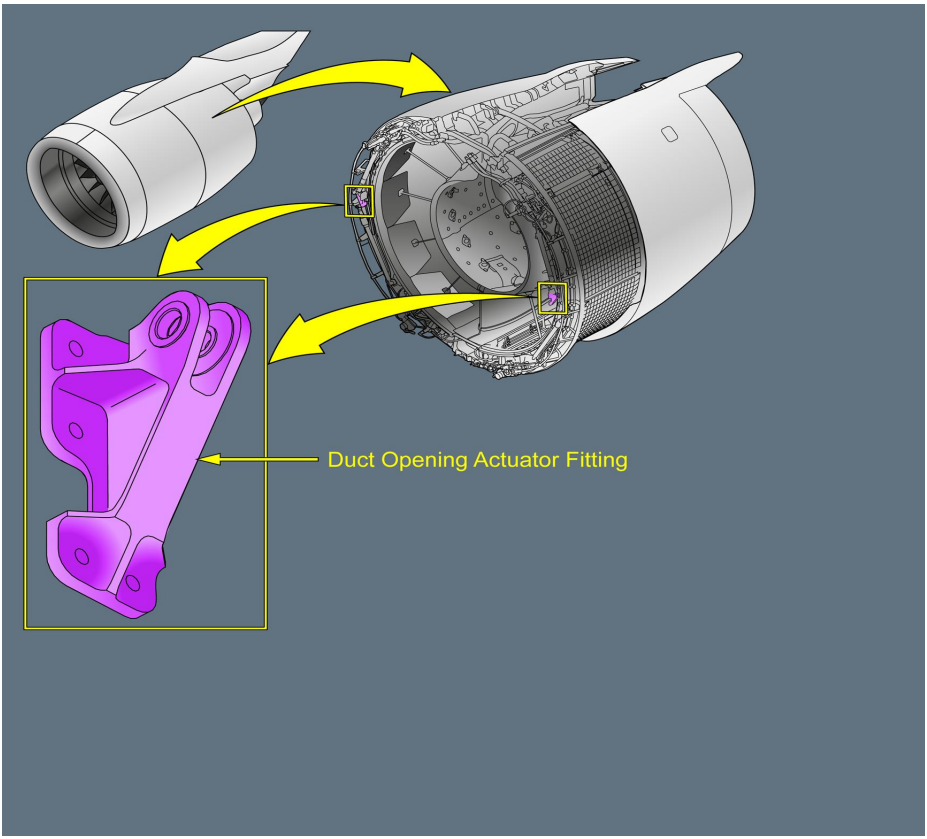
*Refer to 8-78-14 Illustration Duct Opening Actuator Fitting*

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## ILLUSTRATION DUCT OPENING ACTUATOR FITTING

Ident.: 8-78-14-00003088.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-14 Duct Opening Actuator Fitting*.

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| 78-15 | Beam Track Block Seal |
|---|---|

Ident.: 8-78-15-00003089.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-15<br>**BEAM TRACK BLOCK SEAL** | **Quantity installed**<br>**4** |
|---|---|

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

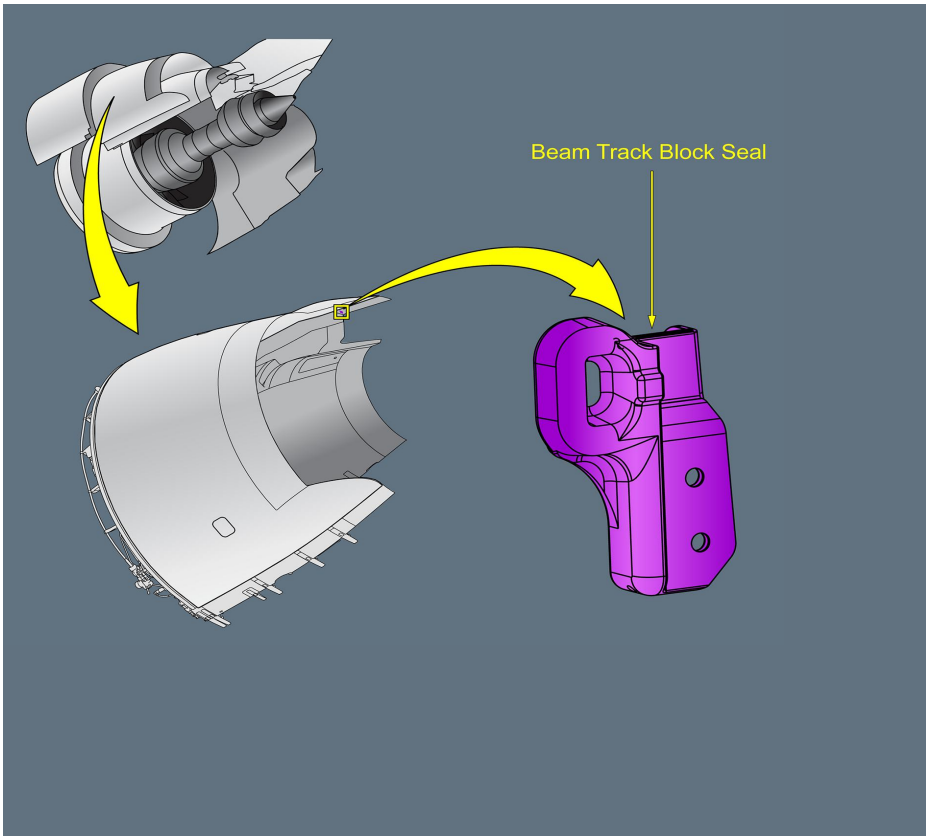
*Refer to 8-78-15 Illustration Beam Track Block Seal*

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## ILLUSTRATION BEAM TRACK BLOCK SEAL

Ident.: 8-78-15-00003090.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-15 Beam Track Block Seal*.

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| 78-16 | Bullnose Seal |
|---|---|

Ident.: 8-78-16-00003091.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-16<br>BULLNOSE SEAL | Quantity installed<br>20 |
|---|---|

One per engine may be missing.

*Note:* *May be combined with any other item listed in CDL-78 chapter.*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  The following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 369 kg (814 lb) per missing seal

  – Approach climb limiting weight is reduced by 185 kg (408 lb) per missing seal

  – En-route performance limiting weight is reduced by 550 kg (1213 lb) per missing seal

  – Fuel consumption is increased by 0.91 % per missing seal.

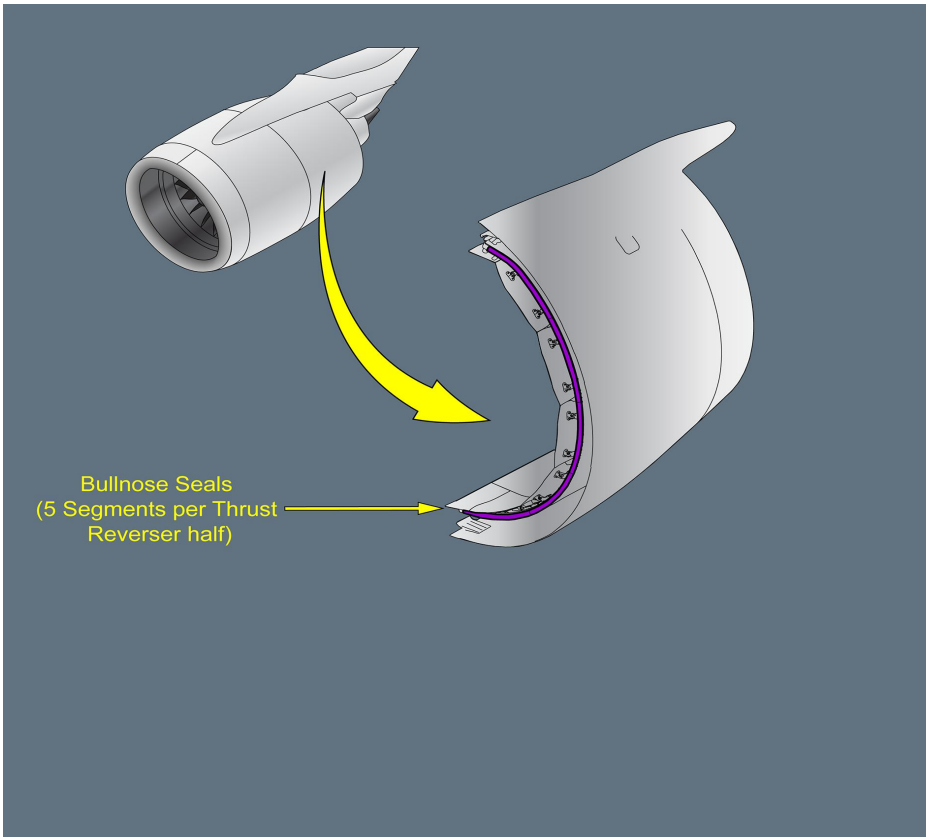
*Refer to 8-78-16 Illustration Bullnose Seal*

Printouts are for information only!



## ILLUSTRATION BULLNOSE SEAL

Ident.: 8-78-16-00003092.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-16 Bullnose Seal*.

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| 78-17 | Thrust Reverser Upper Cascade |
|---|---|

Ident.: 8-78-17-00003093.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-17<br>THRUST REVERSER UPPER CASCADE | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 78-32-00-040-805*

One upper cascade per engine may be missing provided that the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

*Note:*
1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with MCDL item 78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin) provided that they are not located on the same engine.*

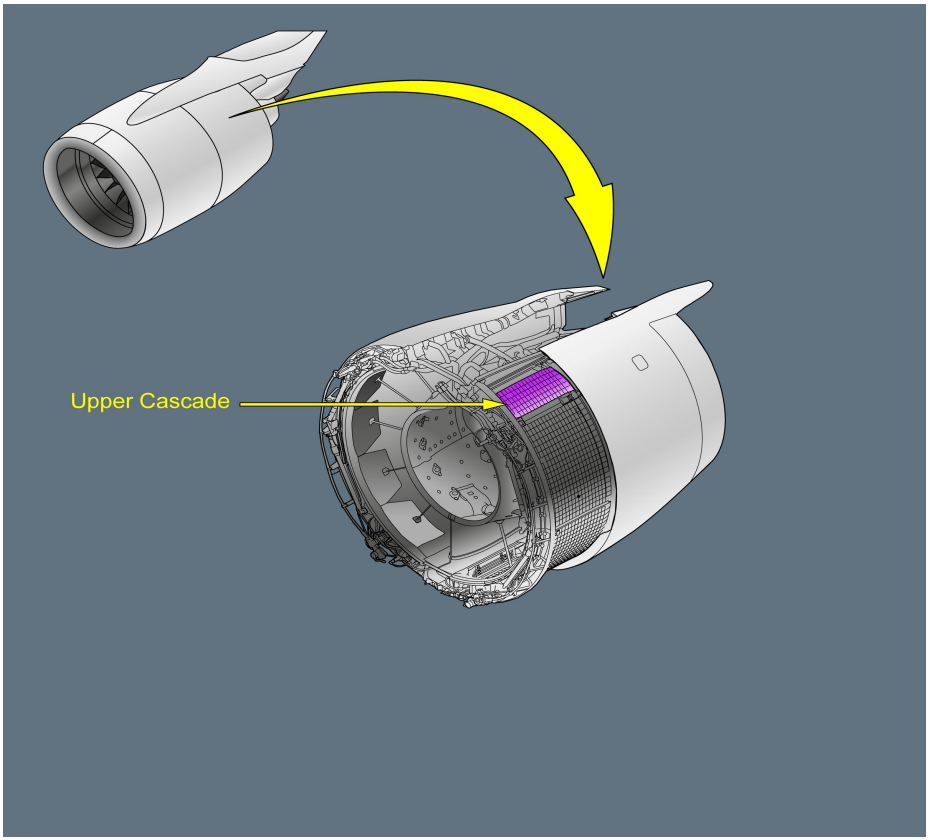
*Refer to 8-78-17 Illustration Thrust Reverser Upper Cascade*

Printouts are for information only!



## ILLUSTRATION THRUST REVERSER UPPER CASCADE

Ident.: 8-78-17-00003094.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-17 Thrust Reverser Upper Cascade*.

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| 78-19 | Thrust Reverser Drag Link Assembly |
|---|---|

Ident.: 8-78-19-00003095.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-19<br>THRUST REVERSER DRAG LINK ASSEMBLY | Quantity installed<br>20 |
|---|---|

**(m)** *Refer to AMM Task 78-32-00-040-804*

One drag link per engine may be missing provided that the corresponding blocker door is removed (*Refer to 8-78-03 Thrust Reverser Blocker Door*) and the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

*Note:* 1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with the following MCDL items provided that they are not located on the same engine:*
– *78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin).*

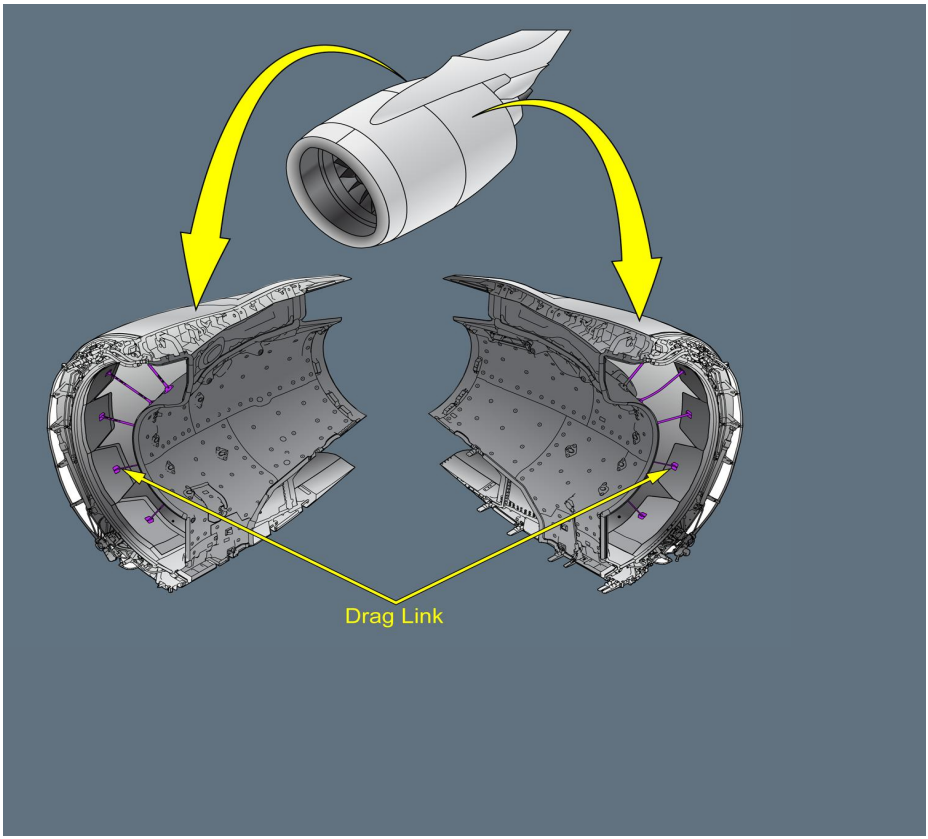
*Refer to 8-78-19 Illustration Thrust Reverser Drag Link Assembly*

Printouts are for information only!



## ILLUSTRATION THRUST REVERSER DRAG LINK ASSEMBLY

Ident.: 8-78-19-00003096.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-19 Thrust Reverser Drag Link Assembly*.

Printouts are for information only!



| 78-21 | Manual Drive Unit |
|---|---|

Ident.: 8-78-21-00003097.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-21<br>MANUAL DRIVE UNIT | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-31-00-040-802*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

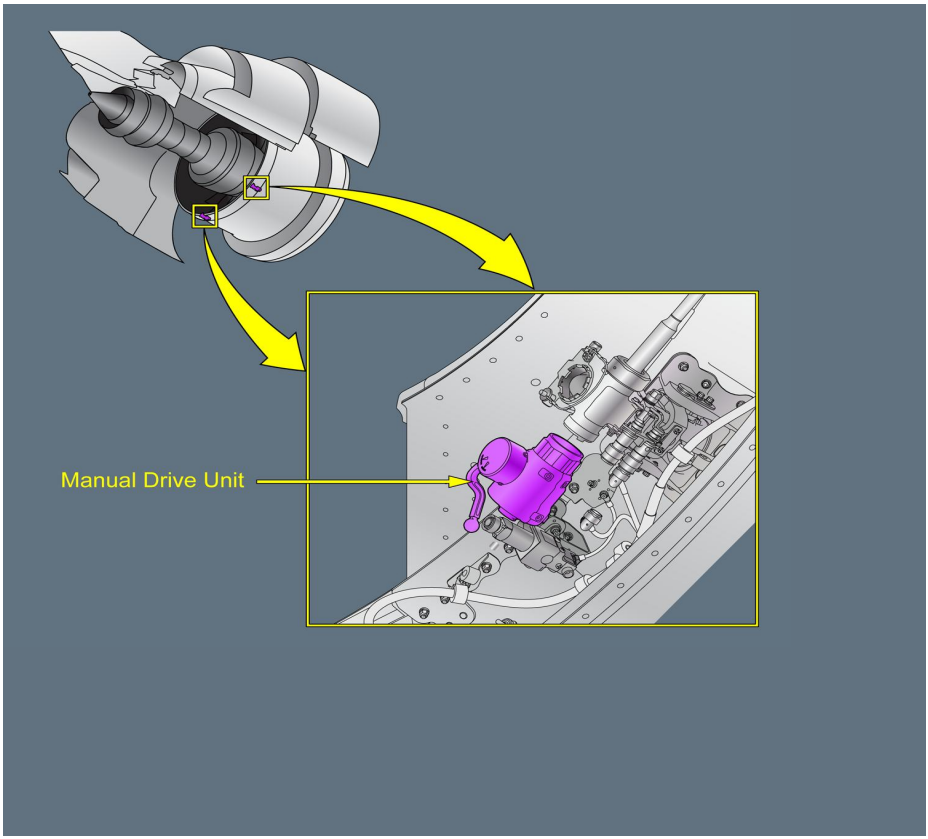
*Refer to 8-78-21 Illustration Manual Drive Unit*

Printouts are for information only!



## ILLUSTRATION MANUAL DRIVE UNIT

Ident.: 8-78-21-00003098.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-21 Manual Drive Unit*.

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| 78-22 | Thrust Reverser Guide Ramp |
|---|---|

Ident.: 8-78-22-00003099.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-22<br>THRUST REVERSER GUIDE RAMP | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-36-00-040-806*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

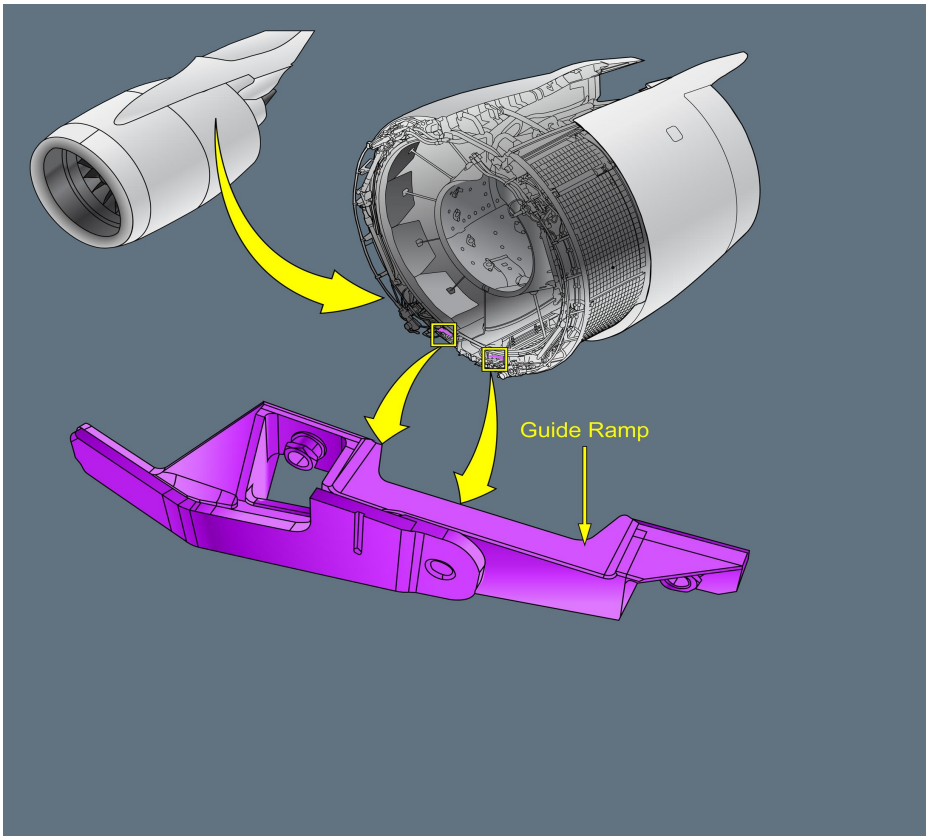
*Refer to 8-78-22 Illustration Thrust Reverser Guide Ramp*

Printouts are for information only!



## ILLUSTRATION THRUST REVERSER GUIDE RAMP

Ident.: 8-78-22-00003100.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-22 Thrust Reverser Guide Ramp*.

Printouts are for information only!



| 78-24 | Thrust Reverser aft Lower Bifurcation Seal |
|---|---|

Ident.: 8-78-24-00003101.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-24<br>THRUST REVERSER AFT LOWER BIFURCATION SEAL | Quantity installed<br>6 |
|---|---|

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

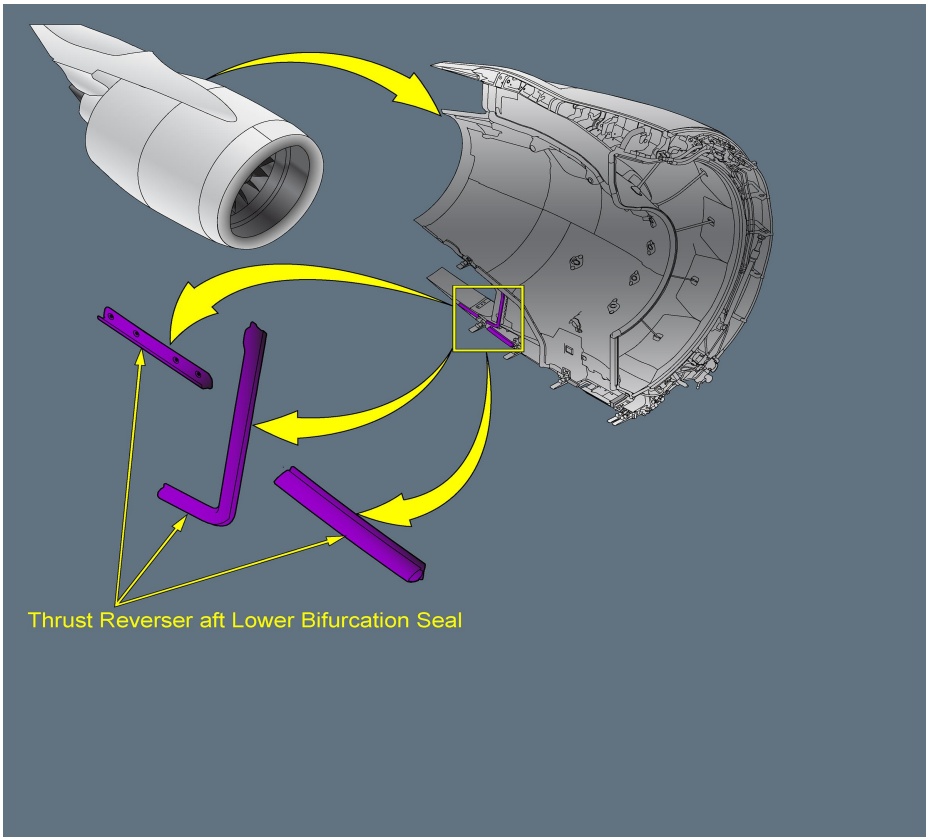
*Refer to 8-78-24 Illustration Thrust Reverser aft Lower Bifurcation Seal*

Printouts are for information only!



## ILLUSTRATION THRUST REVERSER AFT LOWER BIFURCATION SEAL

Ident.: 8-78-24-00003102.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-24 Thrust Reverser aft Lower Bifurcation Seal*.

Printouts are for information only!



| 78-25 | Thrust Reverser Translating Sleeve Stopper Pin |
|---|---|

Ident.: 8-78-25-00003103.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-25<br>THRUST REVERSER TRANSLATING SLEEVE STOPPER PIN | Quantity installed<br>8 |
|---|---|

**(m)** *Refer to AMM Task 78-32-00-040-807*

Four may be missing (one per Thrust Reverser half) provided that the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

*Note:* 1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with MCDL item 78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin) provided that they are not located on the same engine.*

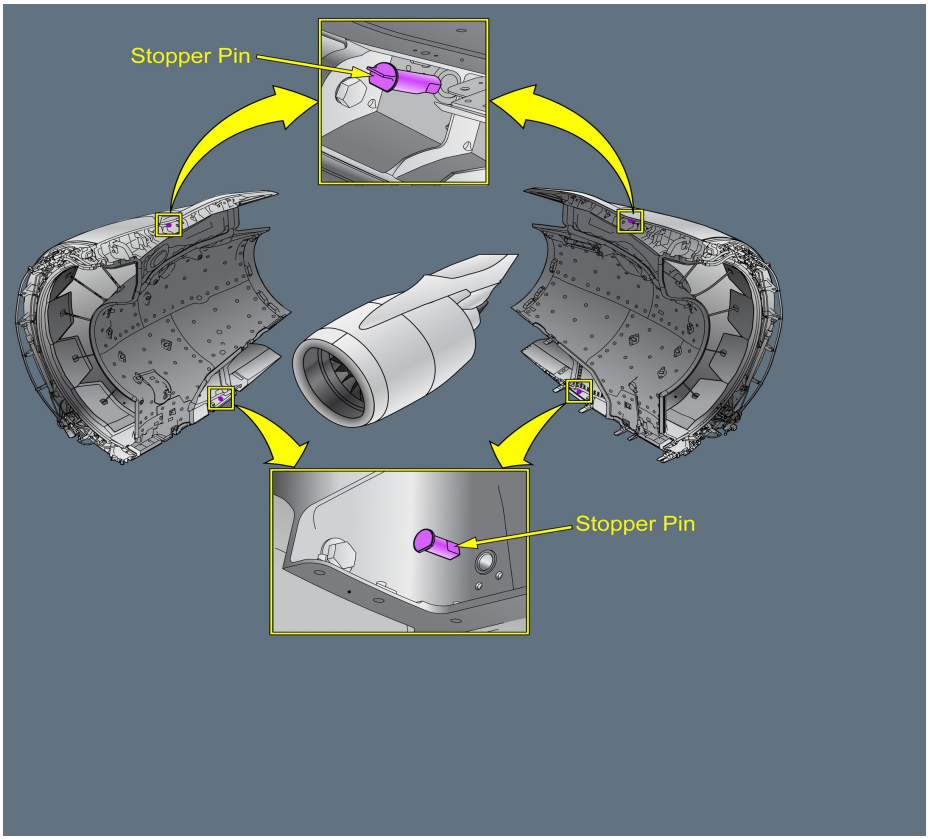
*Refer to 8-78-25 Illustration Thrust Reverser Translating Sleeve Stopper Pin*

Printouts are for information only!



## ILLUSTRATION THRUST REVERSER TRANSLATING SLEEVE STOPPER PIN

Ident.: 8-78-25-00003104.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-25 Thrust Reverser Translating Sleeve Stopper Pin*.

Printouts are for information only!



| 78-26 | Upper and Lower Blocker Door Fairing |
|---|---|

Ident.: 8-78-26-00003105.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-26<br>UPPER AND LOWER BLOCKER DOOR FAIRING | Quantity installed<br>8 |
|---|---|

**(m)** *Refer to AMM Task 78-32-00-040-811*

One fairing per engine may be missing provided that the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

*Note:*
1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with MCDL item 78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin) provided that they are not located on the same engine.*

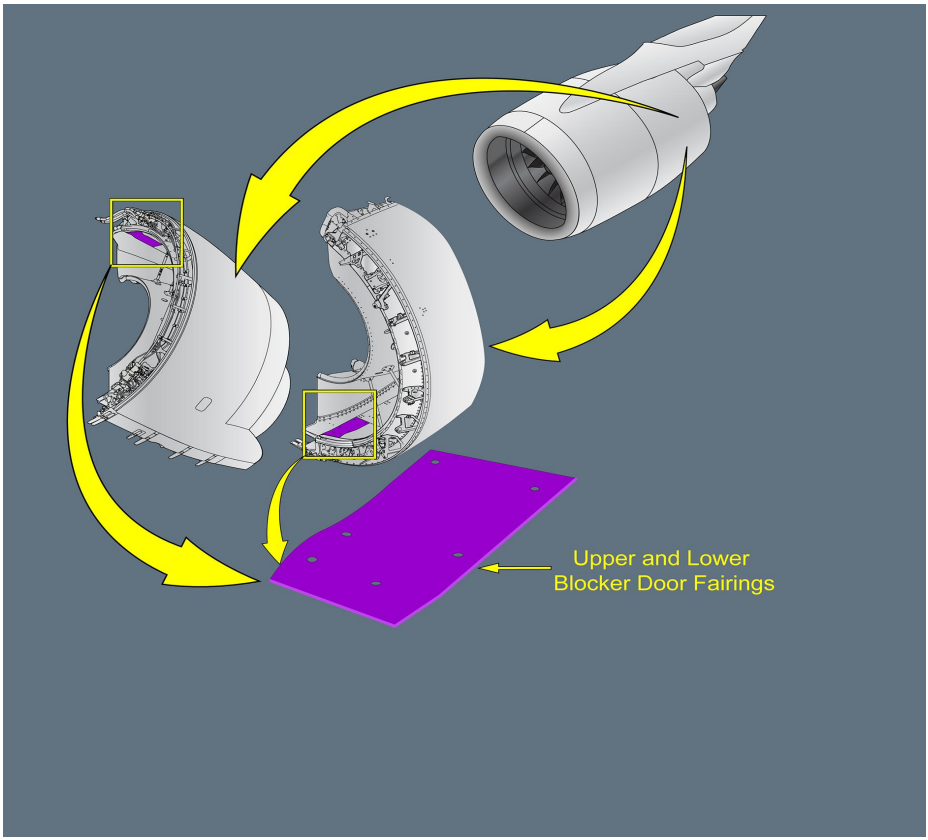
*Refer to 8-78-26 Illustration Upper and Lower Blocker Door Fairing*

Printouts are for information only!



## ILLUSTRATION UPPER AND LOWER BLOCKER DOOR FAIRING

Ident.: 8-78-26-00003106.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-26 Upper and Lower Blocker Door Fairing*.

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| 78-27 | Tertiary Lock Pin Cover on Latch Beam |
|---|---|

Ident.: 8-78-27-00003107.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-27<br>TERTIARY LOCK PIN COVER ON LATCH BEAM | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-32-00-040-812*

All may be missing provided that:

– The Tertiary Lock inhibition pin is removed and the hole is covered

– The item is not combined with MMEL item 78-30-04 B (*Refer to 9-MI-78-30-04 Thrust Reverser Door Tertiary Lock*). In case of Tertiary Lock failure, the thrust reverser shall be deactivated for aircraft dispatch.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

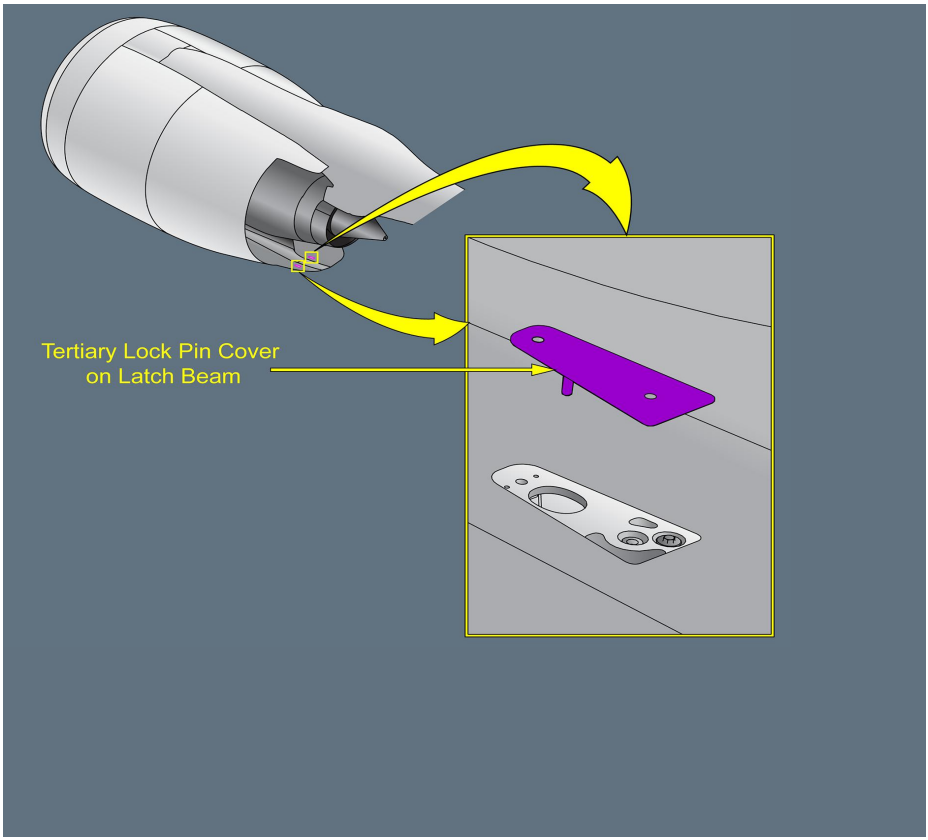
*Refer to 8-78-27 Illustration Tertiary Lock Pin Cover on Latch Beam*

Printouts are for information only!



## ILLUSTRATION TERTIARY LOCK PIN COVER ON LATCH BEAM

Ident.: 8-78-27-00003108.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-27 Tertiary Lock Pin Cover on Latch Beam*.

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| 78-28 | Tertiary Lock Cover Plate |
|---|---|

Ident.: 8-78-28-00003109.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-28<br>TERTIARY LOCK COVER PLATE | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-32-00-040-809*

All may be missing provided that the hole is covered.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

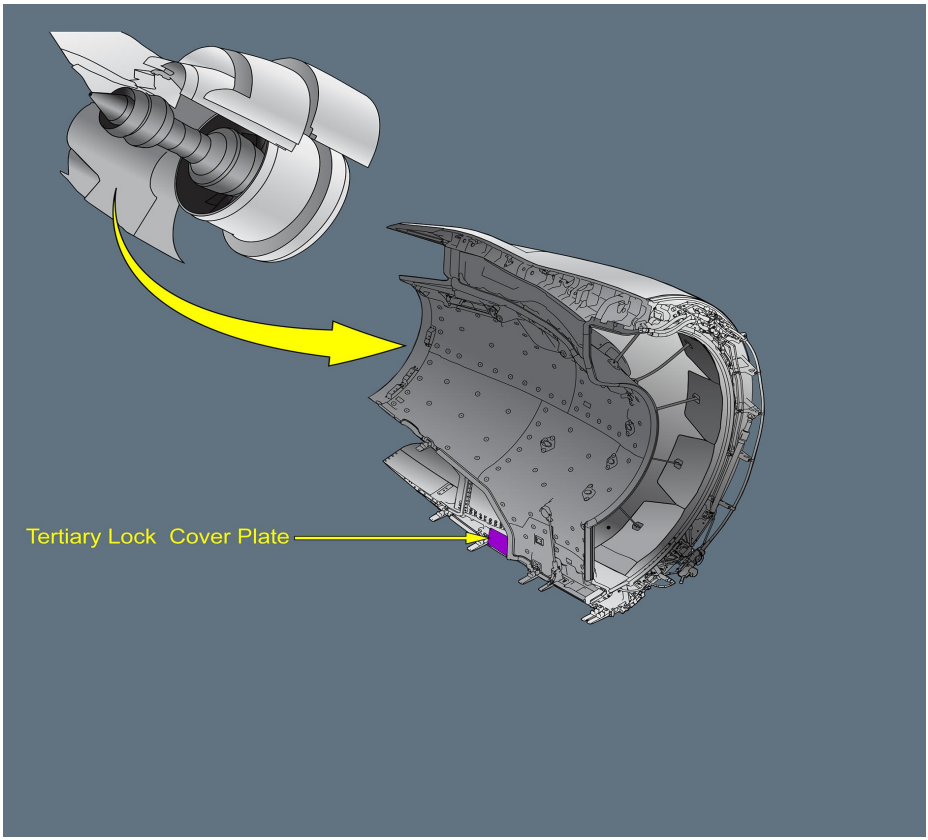
*Refer to 8-78-28 Illustration Tertiary Lock Cover Plate*

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## ILLUSTRATION TERTIARY LOCK COVER PLATE

Ident.: 8-78-28-00003110.0000001 / 14 MAY 2024
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-28 Tertiary Lock Cover Plate*.

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| 78-29 | Tertiary Lock Inhibition Pin |
|---|---|

Ident.: 8-78-29-00003111.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-29<br>TERTIARY LOCK INHIBITION PIN | Quantity installed<br>4 |
|---|---|

All may be missing provided that the item is not combined with MMEL item 78-30-04 B (*Refer to 9-MI-78-30-04 Thrust Reverser Door Tertiary Lock*). In case of Tertiary Lock failure, the thrust reverser shall be deactivated for aircraft dispatch.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

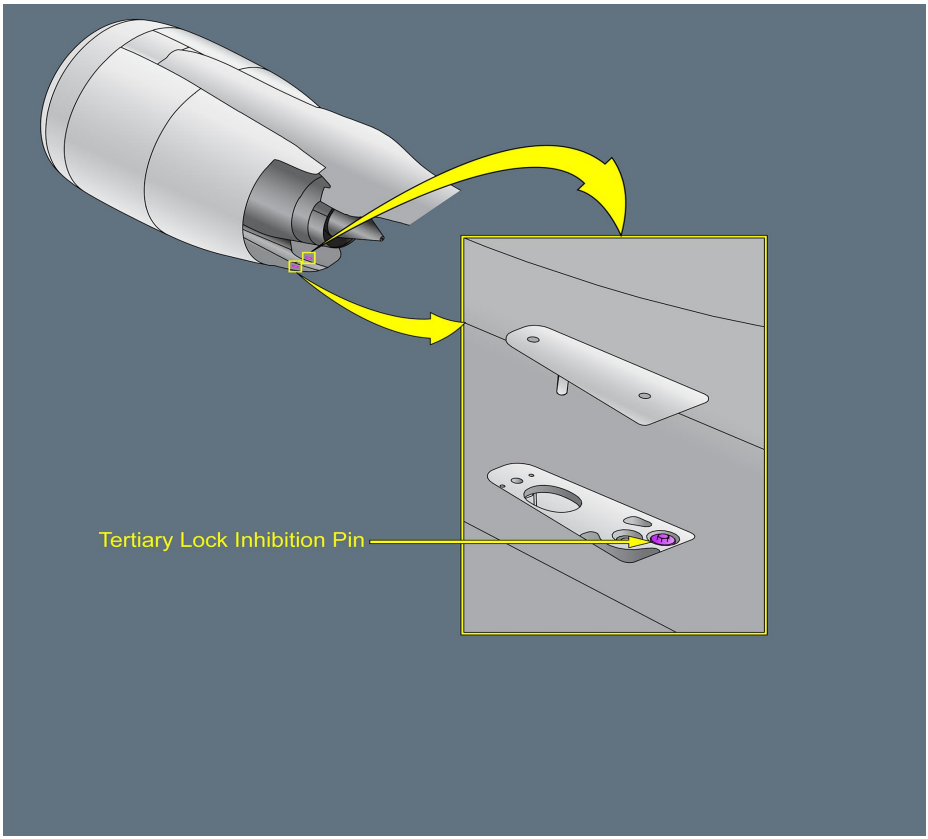
*Refer to 8-78-29 Illustration Tertiary Lock Inhibition Pin*

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## ILLUSTRATION TERTIARY LOCK INHIBITION PIN

Ident.: 8-78-29-00003112.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-29 Track Lock Inhibition Pin*.

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| 78-30 | Pre-cooler Fairing |
|---|---|

Ident.: 8-78-30-00003113.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-30<br>PRE-COOLER FAIRING | Quantity installed<br>2 |
|---|---|

All may be missing.

*Note:* *May be combined with any other item listed in CDL-78 chapter.*

- **Performance:**

  *Note:* *Takeoff performance penalties are applied by EFB T/O performance calculation.*

  If all pre-cooler fairings are missing, the following performance penalties are applicable:

  – Takeoff performance limiting weight is reduced by 90 kg (198 lb)

  – En-route performance limiting weight is reduced by 116 kg (256 lb)

  – Fuel consumption is increased by 0.2 %.

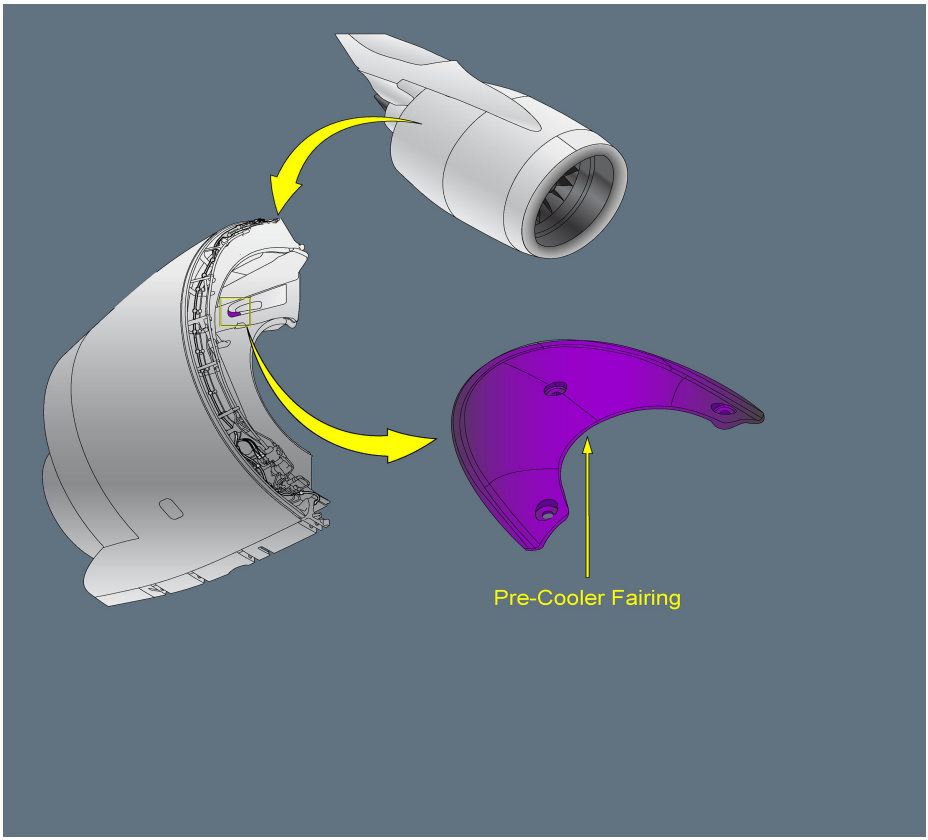
*Refer to 8-78-30 Illustration Pre-cooler Fairing*

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## ILLUSTRATION PRE-COOLER FAIRING

Ident.: 8-78-30-00003114.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-30 Pre-cooler Fairing*.

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| 78-35 | Hydraulic Control Unit Inhibition Handle |
|---|---|

Ident.: 8-78-35-00003115.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-35<br>HYDRAULIC CONTROL UNIT INHIBITION HANDLE | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 78-31-00-040-803*

All may be missing provided that the affected Thrust Reverser is deactivated (*Refer to 9-MI-78-30-01 Thrust Reverser*).

*Note:*
1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with MCDL item 78-44 (Refer to 8-78-44 Thrust Reverser Inhibition Pin) provided that they are not located on the same engine.*

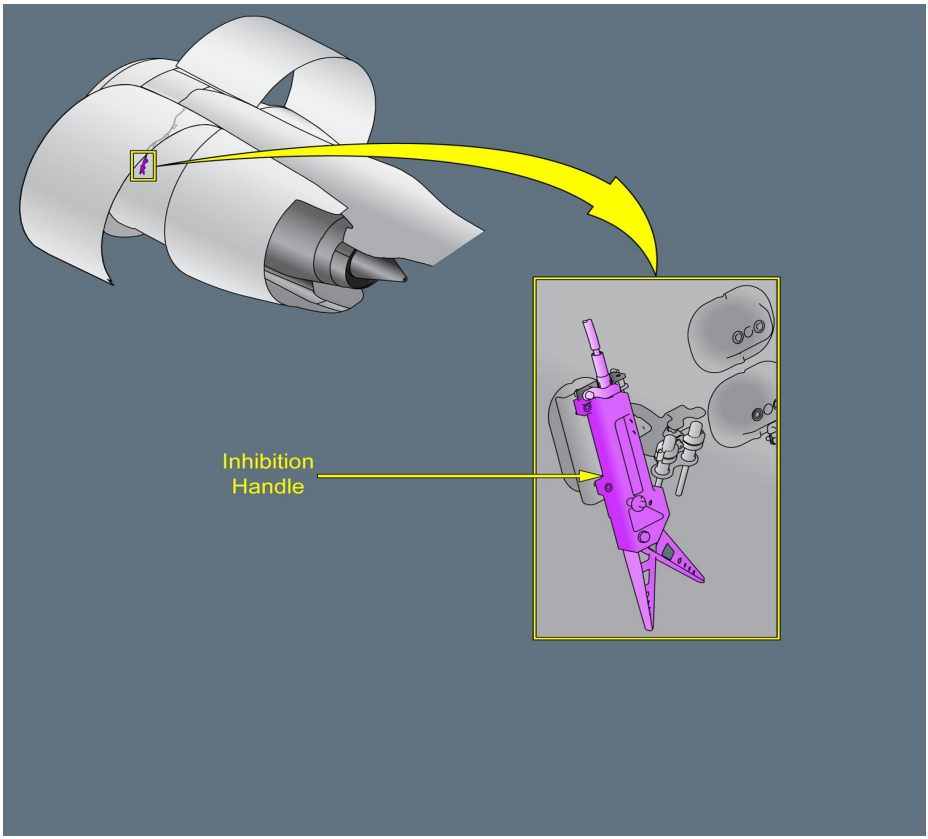
*Refer to 8-78-35 Illustration Hydraulic Control Unit Inhibition Handle*

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## ILLUSTRATION HYDRAULIC CONTROL UNIT INHIBITION HANDLE

Ident.: 8-78-35-00003116.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-35 Hydraulic Control Unit Inhibition Handle*.

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| 78-36 | Turnbuckle |
|---|---|

Ident.: 8-78-36-00003117.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-36<br>TURNBUCKLE | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 78-36-00-040-807*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

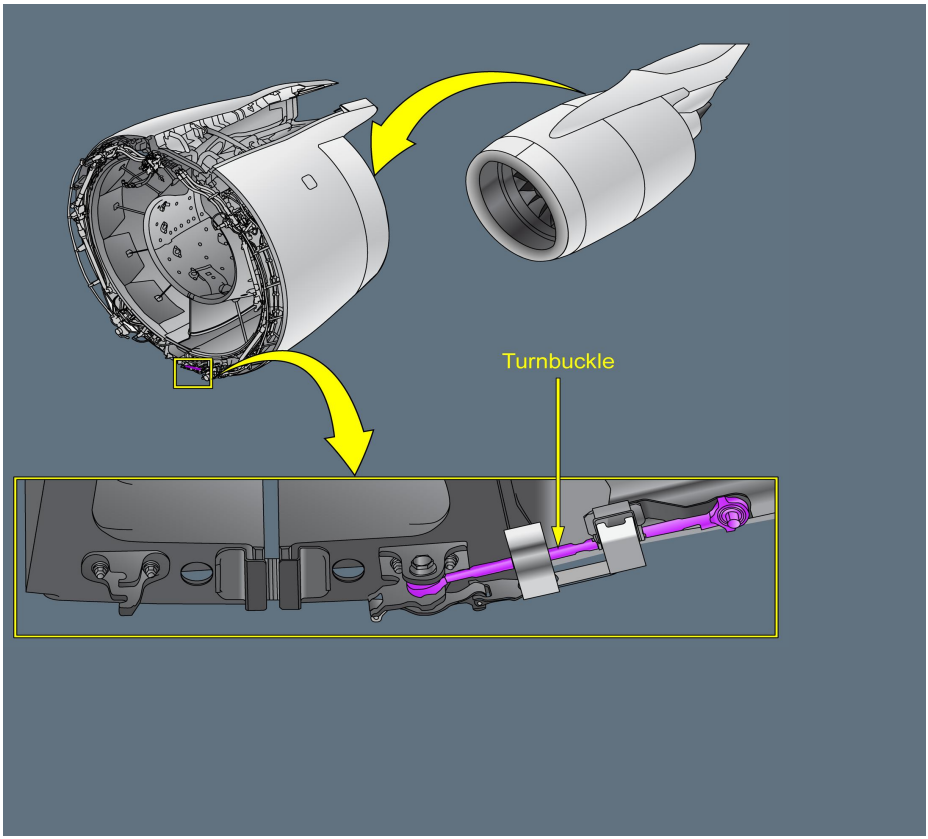
*Refer to 8-78-36 Illustration Turnbuckle*

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## ILLUSTRATION TURNBUCKLE

Ident.: 8-78-36-00003118.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-36 Turnbuckle*.

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| 78-37 | Turnbuckle Flag |
|---|---|

Ident.: 8-78-37-00003119.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-37<br>TURNBUCKLE FLAG | Quantity installed<br>2 |
|---|---|

**(m)** *Refer to AMM Task 78-36-00-040-807*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

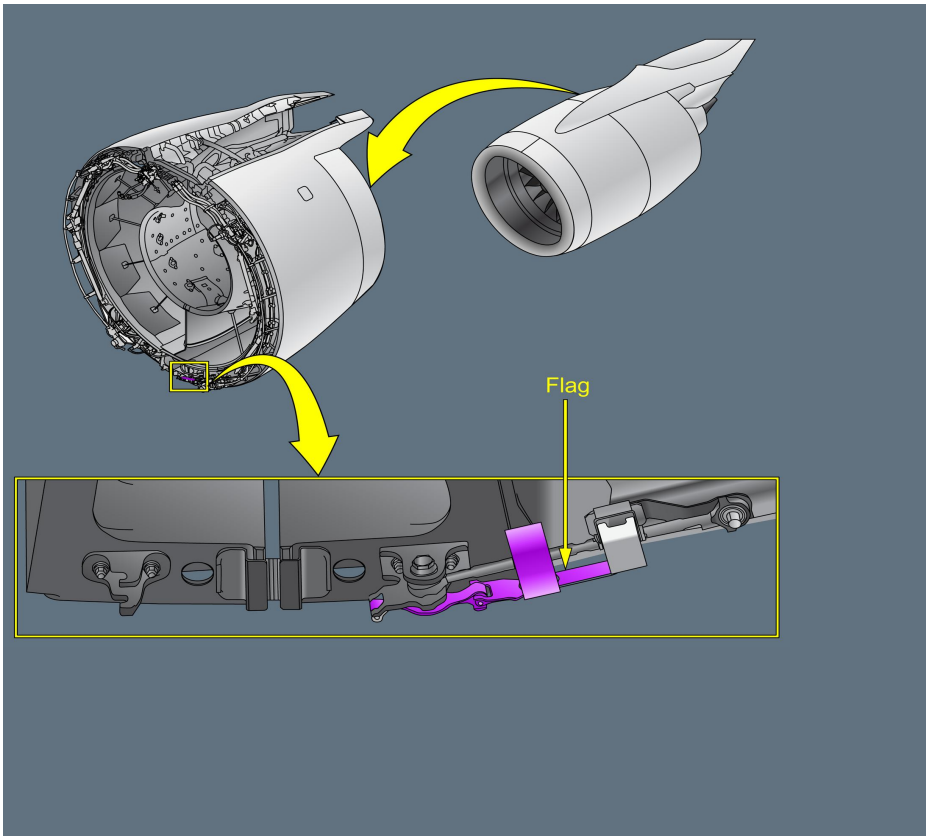
*Refer to 8-78-37 Illustration Turnbuckle Flag*

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## ILLUSTRATION TURNBUCKLE FLAG

Ident.: 8-78-37-00003120.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-37 Turnbuckle Flag*.

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| 78-38 | Turnbuckle Bracket/Fitting |
|---|---|

Ident.: 8-78-38-00003121.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-38<br>TURNBUCKLE BRACKET/FITTING | Quantity installed<br>6 |
|---|---|

**(m)** *Refer to AMM Task 78-36-00-040-807*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

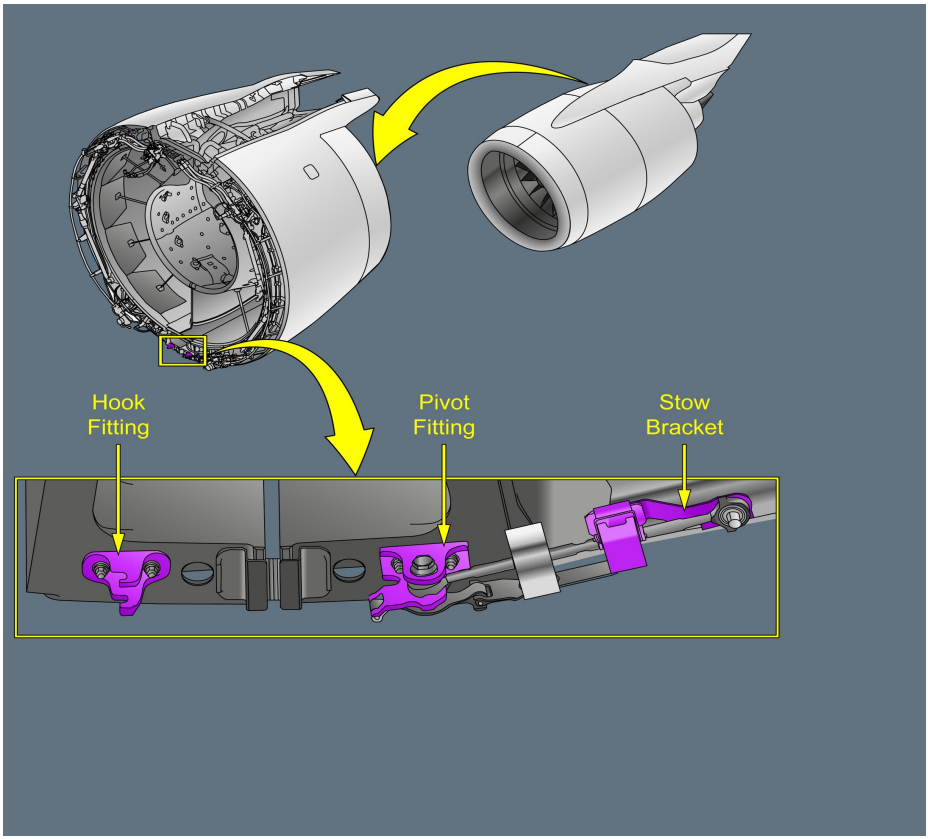
*Refer to 8-78-38 Illustration Turnbuckle Bracket/Fitting*

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## ILLUSTRATION TURNBUCKLE BRACKET/FITTING

Ident.: 8-78-38-00003122.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-38 Turnbuckle Bracket/Fitting*.

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| 78-42 | Thrust Reverser Hold Open Rod Fitting |
|---|---|

Ident.: 8-78-42-00003123.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-42<br>THRUST REVERSER HOLD OPEN ROD FITTING | Quantity installed<br>4 |
|---|---|

**(m)** *Refer to AMM Task 78-36-00-040-810*

All may be missing.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

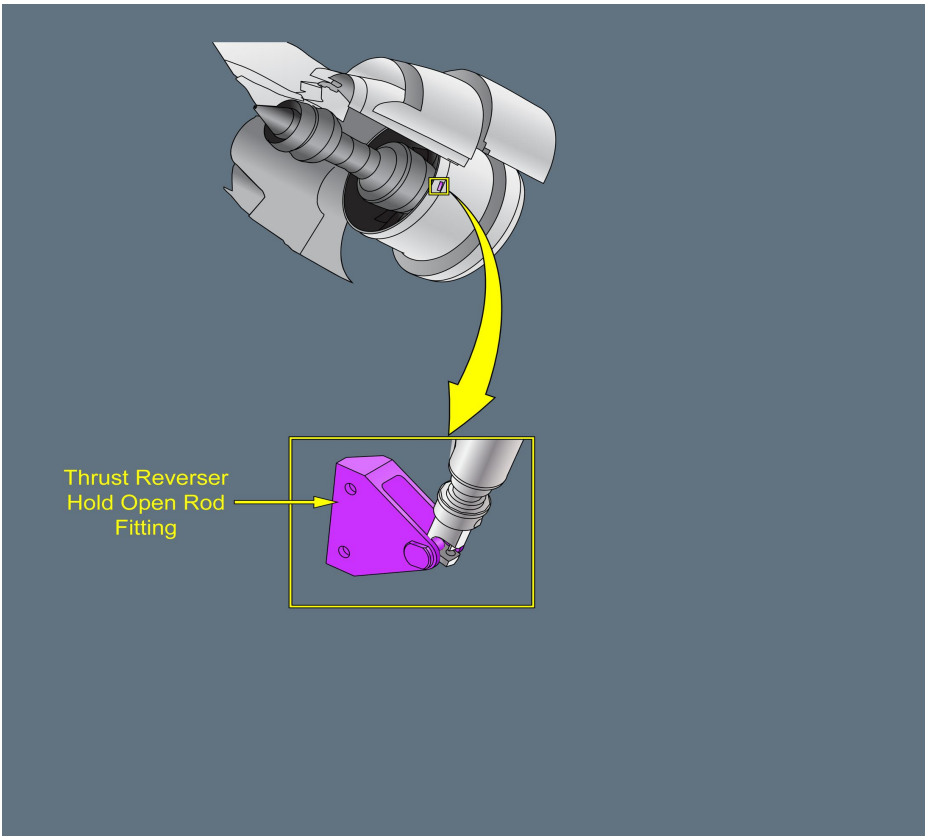
*Refer to 8-78-42 Illustration Thrust Reverser Hold Open Rod Fitting*

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## ILLUSTRATION THRUST REVERSER HOLD OPEN ROD FITTING

Ident.: 8-78-42-00003124.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions: *Refer to 8-78-42 Thrust Reverser Hold Open Rod Fitting*.

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| 78-43 | Thrust Reverser Flipper Door |
|---|---|

Ident.: 8-78-43-00003125.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-43<br>THRUST REVERSER FLIPPER DOOR | Quantity installed<br>8 |
|---|---|

**(m)** *Refer to AMM Task 78-30-00-040-814*

All may be missing provided that the hole is covered.

In case of suspected lightning impact to the engine when flipper door missing, maintenance inspection is recommended.

*Note:* *May be combined with any other item listed in MCDL-78 chapter.*

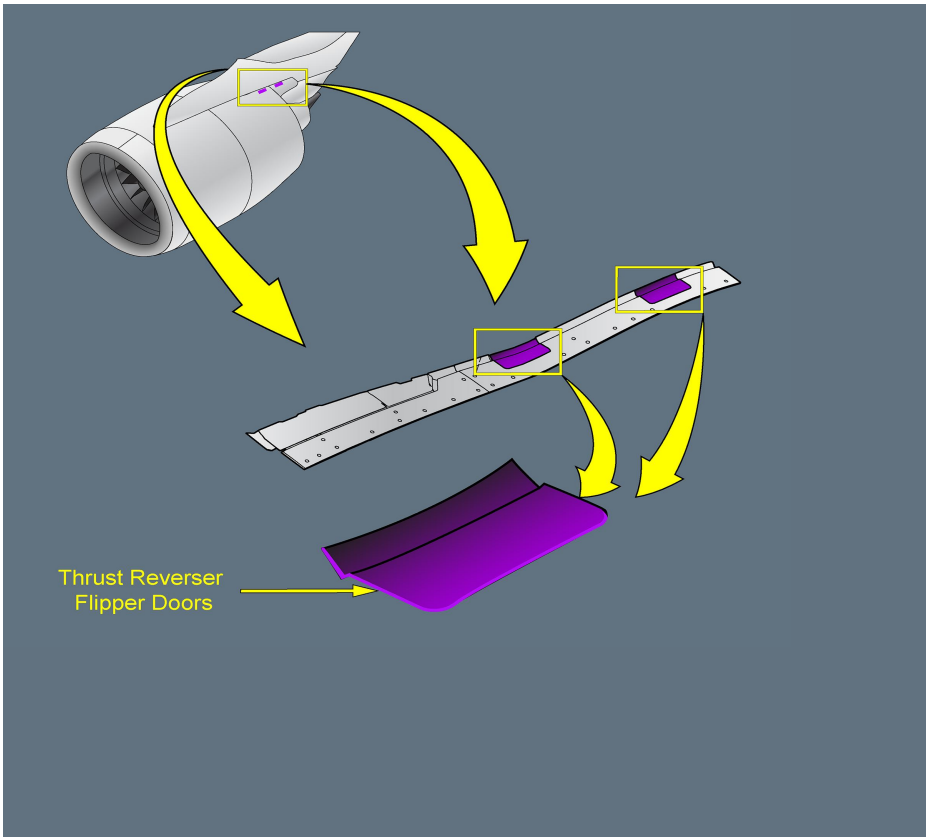
*Refer to 8-78-43 Illustration Thrust Reverser Flipper Door*

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## ILLUSTRATION THRUST REVERSER FLIPPER DOOR

Ident.: 8-78-43-00003126.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-43 Thrust Reverser Flipper Door*.

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| 78-44 | Thrust Reverser Inhibition Pin |
|---|---|

Ident.: 8-78-44-00003127.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 78-44<br>THRUST REVERSER INHIBITION PIN | Quantity installed<br>4 |
|---|---|

All may be missing provided that the affected Thrust Reverser is operative.

Note: 1. *May be combined with any other item listed in MCDL-78 chapter.*
2. *May be combined with the following MCDL items provided that they are not located on the same engine.*
   - *78-03 (Refer to 8-78-03 Thrust Reverser Blocker Door)*
   - *78-17 (Refer to 8-78-17 Thrust Reverser Upper Cascade)*
   - *78-19 (Refer to 8-78-19 Thrust Reverser Drag Link Assembly)*
   - *78-25 (Refer to 8-78-25 Thrust Reverser Translating Sleeve Stopper Pin)*
   - *78-26 (Refer to 8-78-26 Upper and Lower Blocker Door Fairing)*
   - *78-35 (Refer to 8-78-35 Hydraulic Control Unit Inhibition Handle).*

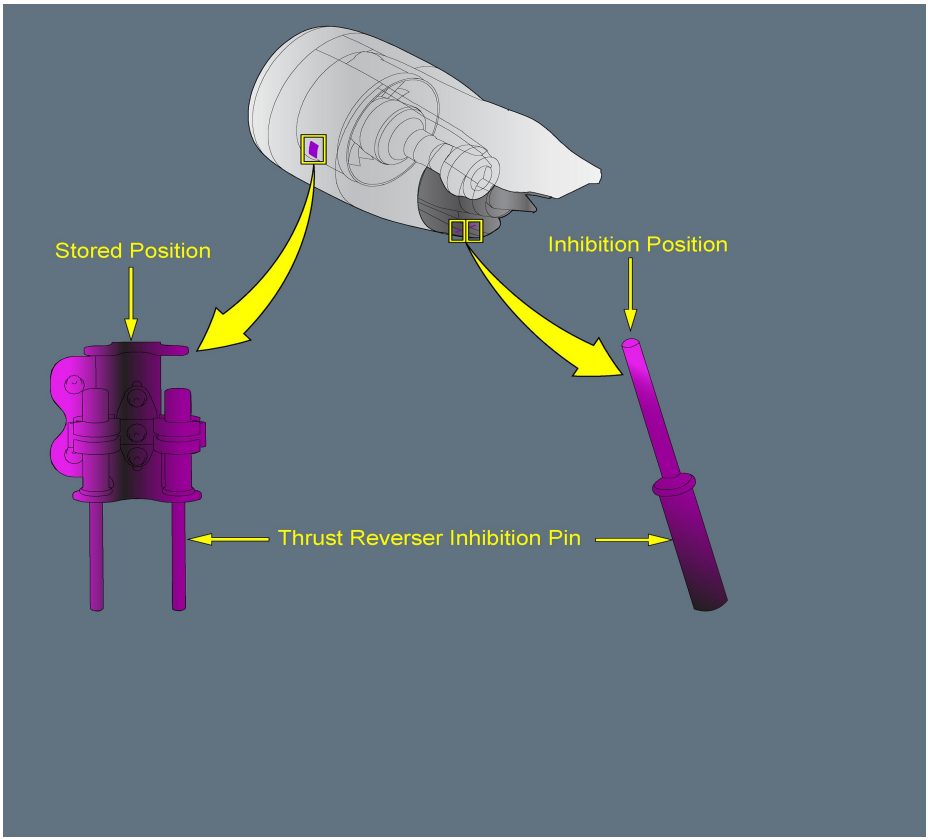
*Refer to 8-78-44 Illustration Thrust Reverser Inhibition Pin*

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## ILLUSTRATION THRUST REVERSER INHIBITION PIN

Ident.: 8-78-44-00003128.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**




For dispatch conditions:*Refer to 8-78-44 Thrust Reverser Inhibition Pin*.

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**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**

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

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| Localization<br>Title | Reason |
|---|---|
| 9-2<br>LBA Approval | **Revised LBA approval date.** |
| 9-2<br>MMEL Approval Reference (EASA) | Revised MMEL Approval Reference<br>– Approval date: 28 NOV 23<br>– Issue date: 28 NOV 23 / 21 DEC 23<br>– Approval reference: SA00ME2322325 |

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## LBA APPROVAL

Ident.: 9-2-00003129.0000001 / 14 MAY 2024
**Applicable to: ALL**

Sections Preamble, MEL Entries, MEL Items and MEL Operational Procedures 9-21 to 9-80 are based on the EASA approved Master Minimum Equipment List (MMEL) at the revision status given hereafter:

*Refer to 9-2 MMEL Approval Reference (EASA)*

Sections Preamble and MEL Items of this MEL with the issue date 26 MAR 24 are approved by the German Authority LBA (Luftfahrt Bundesamt).

## MMEL APPROVAL REFERENCE (EASA)

Ident.: 9-2-00003130.0000001 / 14 MAY 2024
**Applicable to: ALL**

| APPROVAL REFERENCE |
|---|
| APPROVED BY: EASA |
| Approval date: 28 NOV 23 |
| Issue date: 28 NOV 23 / 21 DEC 23 |
| Approval reference: SA00ME2322325 |
| Approved by: Airbus under EASA Design Organisation Approval number EASA.21J.031- |

This Master Minimum Equipment List (MMEL) is approved by the European Aviation Safety Agency (EASA) at the above revision date under the Type Certificate (EASA TC No. A.064 as part of the Operational Suitability Data (OSD) as per Regulation (EU) 748/2012 as amended by Regulation (EU) No. 69/2014.

The technical content of this document is approved under the authority of Design Organisation Approval (DOA) No. EASA.21J.031.

Note: *The present document includes OSD data approved either by EASA for major changes or by Airbus under DOA privilege for minor changes.*

The applicability date of this MMEL starts at the issue date + 30 calendar days.

Note: *The issue date is different from the EASA approval date. The issue date corresponds to the date of initiation of the publication of the Operator's MMEL by Airbus. The issue date may vary from Operator to Operator. The issue date appears in the Transmittal Letter (for the PDF format) and in the LIBRARY panel of the OPS LIBRARY Browser (for the electronic consultation).*
*The EASA approval date appears in the MMEL Approval Reference of the MMEL Preamble.*
*The 90 days limit as referred to in PART ORO.MLR.105(c) is recommended to start from the applicability date.*

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## INTRODUCTION

Ident.: 9-5-00003131.0000001 / 28 JUN 2022
**Applicable to: ALL**

By authorization of the MINIMUM EQUIPMENT LIST (MEL), the Luftfahrt-Bundesamt (LBA) permits dispatch of the airplane for revenue and training flights with certain items or components inoperative provided an acceptable level of safety is maintained by appropriate operation, by a transfer of the function to another operating component, or by reference to other instruments or components providing the required information.

*Note:*
- *The provisions of the MEL are applicable until the airplane commences the flight.*
  *If a failure occurs during the taxi phase before the start of take-off roll, the commander should refer to the MEL before the decision to continue the flight is taken. Any decision to continue the flight shall be subject to pilot judgement and good airmanship.*
- *For dispatch with secondary airframe or engine parts missing, refer to OM-B chapter 8 "Configuration Deviation List (CDL)".*

## CONTENTS OF MEL

Ident.: 9-5-00003132.0000001 / 28 JUN 2022
**Applicable to: ALL**

The MEL contains only those items of airworthiness significance which may be inoperative prior to dispatch, provided limitations and appropriate procedures are observed. Equipment obviously basic to airplane airworthiness such as wings, rudders, flaps, engines, landing gear, etc. is not listed and must be operative for all flights.

It is important to note that: ALL ITEMS WHICH ARE RELATED TO THE AIRWORTHINESS OF THE AIRPLANE AND NOT INCLUDED ON THE LIST ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE.

Equipment obviously not required for safe operation of the airplane such as galley equipment, passenger convenience items, etc. is not listed.

## CRITERIA FOR DISPATCH

Ident.: 9-5-00003133.0000001 / 28 JUN 2022
**Applicable to: ALL**

MEL conditions and limitations do not relieve the commander from determining that the airplane is in a fit condition for safe operation with specified unserviceabilities allowed by the MEL. Therefore the decision of the commander to have allowable inoperative items corrected prior to flight will take precedence over the provisions contained in the MEL. The commander may request requirements above the minimum listed, whenever in his judgement such added equipment is essential to the safety of a particular flight under the special conditions prevailing at the time.

Before dispatching an airplane with multiple MEL items inoperative, it must be checked that any interface or interrelationship between inoperative items will not result in a degradation in the level of safety and/or an

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undue increase in crew workload. It is particularly in this area of multiple discrepancies and especially discrepancies in related systems, that good judgement, based on the circumstances of the case including climatic and enroute conditions, must be used.

Whenever the commander and/or the respective maintenance staff have any doubt concerning the application of the MEL, the MEL Control Board shall be contacted. It consists of "Technical Fleet Management/ Engineering Operations" and the "Fleet Management". Taking into account all relevant factors it will then release a recommendation to the commander.

The MEL Control Board shall be contacted through MCC.

## CREW ACTION

Ident.: 9-5-00003134.0000001 / 28 JUN 2022
**Applicable to: ALL**

### MEL OPERATIONAL PROCEDURES (O)

Indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed inoperative item. This procedure is accomplished by the flight crew prior to each flight unless indicated otherwise.

## MAINTENANCE ACTION

Ident.: 9-5-00003135.0000001 / 28 JUN 2022
**Applicable to: ALL**

The MEL is intended to permit operations with equipment inoperative for that period of time necessary to organize repairs.

The MEL definitely is not intended as a tool for prolonged or even permanent operation of airplanes in a configuration deviating from certification status.

Therefore every effort shall be made by maintenance to correct all technical irregularities as early as practicable and that the airplane be released from maintenance base in fully operational condition so that the affected airplane can be returned to its certification status.

In order to maintain this level, the MEL establishes limitations on the duration of operation with inoperative equipment (see Definitions: *Refer to RECTIFICATION INTERVAL CATEGORIES*, and *Refer to RECTIFICATION INTERVAL OVERRUN*).

The decision of the commander to comply with the appropriate MEL requirement and to postpone maintenance activity will supersede any other intention. The commander shall be informed by maintenance as soon as practicable, should it be impossible to repair inoperative equipment prior to departure.

Whenever an airplane is released by maintenance for dispatch with equipment inoperative, the following is required:

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– The technical log book (TLB) aboard the airplane shall contain a detailed description of the inoperative equipment including the MEL reference (e. g. “9-32-10-01A”).

– When they are accessible to the crew in flight, the control(s) and/or indicator(s) related to inoperative equipment shall be clearly placarded. *Refer to 9-10 Placarding Required*. Affected items are marked by “**(P)**”.

– If inadvertent operation could produce a hazard, such equipment shall be rendered inoperative (physically) as given in the appropriate Maintenance Procedure.

– Unless specifically permitted by a maintenance procedure, an inoperative item may not be removed from the aircraft.

The reference “**(M)**” indicates in all cases where a specific maintenance procedure becomes necessary.

Any requirement for repetition of such maintenance procedures is expressed in the MEL item (e.g. “... prior to first flight of each day”). Except in case the maintenance procedure is required “prior to each departure” the MEL Control Board may modify the repetition periods imposed by Engineering Aircraft Maintenance provided all conditions of the given MEL-item are still complied with.

Maintenance Procedures regarding the MEL are specified by an AMM reference or in the "MEL Maintenance Procedures" document ("MMP", not distributed to individual crew members).

Each execution of an applicable MEL Maintenance Procedure (MMP) must be reported to Maintenance Control (C/OT-PKC) by authorized maintenance staff before departure.

## RECTIFICATION INTERVAL OVERRUN

Ident.: 9-5-00003136.0000001 / 28 JUN 2022
**Applicable to: ALL**

If in exceptional cases exceedance of rectification interval B, C, or D is unavoidable, under the responsibility of the Nominated Person Flight Operations (Flugbetriebsleiter MUC C/OF) the MEL Control Board may issue a permit for a one-time extension of the applicable interval of the same duration.

Engineering Aircraft Maintenance shall maintain a record of such extensions and "Technical Fleet Management/ Engineering Operations" (CAMO Part of MEL Control Board) is responsible for reporting them to the LBA within 10 calendar days.

## FERRY FLIGHTS

Ident.: 9-5-00003137.0000001 / 28 JUN 2022
**Applicable to: ALL**

Ferry flights may be dispatched with less than the equipment specified in this MEL provided all the equipment expected to be utilized in flight is operable. The permission for such a flight, however, shall be requested from the MEL Control Board.

*Refer to OM-A/ 8.7.5 Ferry Flights*

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## DEFINITIONS

Ident.: 9-5-00003138.0000001 / 14 SEP 2022
**Applicable to: ALL**

For the purpose of these regulations the following definitions apply:

| | | |
|---|---|---|
| Calendar day | : | A 24 h period from 00:00:01 to 23:59:59 based on UTC. |
| Centralized Fault Display System (**CFDS**) | : | It identifies the faulty system for maintenance purpose and is not required for dispatch of the aircraft. |
| Commencement of Flight | : | Means the point when an aircraft begins to move under its own power for the purpose of preparing for takeoff. |
| Considered inoperative | : | The listed item of equipment must be treated as inoperative.<br><br>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.<br><br>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.<br><br>The “considered inoperative” item shall not be used or operated until the original deferred item is repaired.<br><br>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:<br><br>– Night: For use in practice, following periods apply:<br><br>• for latitudes between 30° and 60° the night begins 30 min after sunset and ends 30 min before sunrise.<br><br>• for latitudes equal to or lower than 30°, the night begins 15 min after sunset and ends 15 min before sunrise.<br><br>*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). |

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*Note:* *MEL requirements for ETOPS may be disregarded for the time being since there is no ETOPS authorization for CLH at present.*

Extended overwater flight : A flight where the aeroplane is operated over water at a distance away from land greater than 400 NM.

Flammable or combustible material : Material which is capable of catching fire and burning (e.g. baggages, livestock, ...).

Where loading of flammable or combustible material is prohibited, no material may be loaded, except the following:

1. Cargo handling equipment (ballast or empty ULD). ULD must not contain any energy supplied device of any kind (e.g. ULD integrated trackers/monitoring devices, cooled containers), must be without oxygen supply, or any other flammable or combustible material,
2. Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.),
3. In-flight service material (Return catering - only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).

*Note:*
- *If serviceable tires are included, they should only be inflated to a minimum pressure that preserves their serviceability.*
- *It is impossible to list all existing material which may be carried in an A/C cargo pointing out the inflammable or combustible ones. In special cases it is under responsibility of the MEL Control Board to determine, whether the cargo is inflammable or not.*

Flight : For the purpose of an MEL, one “flight” is defined as the period of time that begins at the moment an aircraft begins to move by its own means in preparation for takeoff, continues during takeoff and the applicable flight phases, and ends after the first landing when the aircraft comes to a complete stop in its parking area.

Flight Day : A 24 h period (from midnight to midnight) based on UTC, during which at least one flight is commenced for the affected airplane.

Flight Hours : For the purpose of an MEL, the Flight Hours (FHs) are to be counted based on the definition of a Flight, i.e. the period of time that begins at the moment an aircraft begins to move by its own means in preparation for takeoff, continues during takeoff and the applicable flight phases, and ends after the first landing when the aircraft comes to a complete stop in its parking area.

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*Note:* *Flight hours as here defined are synonymous with the term "block to block" time or "chock to chock" time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.*

Icing conditions : *Refer to 1-ICE_RAIN Definition of Icing Conditions*

Intended flight route : Any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.

Inoperative : The listed item of equipment is unserviceable or malfunctioning to the extent that it does not accomplish its intended purpose, or is not consistently functioning within its designed operating limits or tolerances.

*Note:* *Some systems have been designed to be fault tolerant and are monitored by digital computers which transmit fault messages to the* **CFDS**. *The presence of this category of fault messages does not mean that the system is inoperative.*
*These messages are categorized as "Class II" or "Class III" (Refer to 9-10 Failure Classification). The presence of these categories of fault messages does not mean that the affected system is "inoperative".*

... provided that system X is checked operative : The system X must be checked and confirmed operative via either an (o) and/or an (m) procedure.

... provided that system X is not: used : Crew members should not activate, actuate, or otherwise utilise the system X under normal operations. It is not necessary for the operator to accomplish the (m) procedure associated with the system X item. However, operations-related provisions, (o) procedures must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the system that is not used to inform crew members that the system is not to be used under normal operations.

... provided that system X is op-: erative : The system X must not be reported to be inoperative in the logbook.

Polar area : The polar area corresponds to the entire area north of 78 ° N latitude and the entire area south of 60 ° S latitude.

Remote areas : Areas in which search and rescue would be especially difficult.

The expression "areas in which search and rescue would be especially difficult" should be interpreted, in this context, as meaning:

1. Areas so designated by the Authority responsible for managing search and rescue, or

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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.***

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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 2.3 Minimum-Kabinenbesatzung*), and
- This seat is a part of the station to which a qualified cabin crewmember is to be assigned for the flight, and
- The qualified cabin crewmember assigned to the station is a member of the minimum cabin crew designated for the flight.

RVSM : Reduced Vertical Separation Minimum. Minimum equipment / functions required to begin RVSM operations: *Refer to 2-SPO-50 Required Equipments/Functions for RVSM*. MEL items affecting RVSM are marked by "**RVSM**" in the "COMPANY NOTES – OPS affected" column.

VMC (Visual Meteorological Conditions) : Means that the atmospheric environment would allow a flight to proceed under the VFR and that the flight is conducted during the period from sunrise to sunset. This does not preclude operating under IFR.

## ECAM AND MAINTENANCE STATUS

Ident.: 9-5-00003140.0000100 / 31 AUG 2023
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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.

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Operator must implement procedures to manage the MAINTENANCE messages and associated CFDS messages, to handle fault recording and repair within the repair interval C (10 days).

All MAINTENANCE messages have a repair interval C except the following messages: DAR, DMU or ACMS, QAR, AOIP DATA ⋖ and ICE DETECT ⋖ which have a repair interval D.

Dispatch with MAINTENANCE messages displayed on the STATUS SD page is permitted without condition.

It is left to Operator to define the role devoted to flight crew and/or maintenance personnel in these procedures.

## ECAM AND MAINTENANCE STATUS

Ident.: 9-5-00003140.0000200 / 31 AUG 2023
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AEUC, -AIRN)**
**Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

### ECAM

The A320 Family aircraft is equipped with the Electronic Centralized Aircraft Monitoring (ECAM) which provides different levels of aircraft systems monitoring messages:

- ECAM warning
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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.

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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.

## APPROVED DEVIATION TO OPERATIONAL SUITABILITY DATA – MMEL (ADOM)

Ident.: 9-5-00003142.0000001 / 14 SEP 2022
**Applicable to: ALL**

On a case-by-case basis and when technically compliant, Airbus can issue an Approved Deviation To Operational Suitability Data - MMEL (ADOM) for an exceptional MMEL deviation. ADOM provides specific MMEL instruction, limited in time, to apply to the affected MSN only. The ADOM supports LH to obtain authorization from the Luftfahrt-Bundesamt to continue revenue operations as per their MEL with amended dispatch conditions instructed by the ADOM.

ADOM is approved by Airbus under the authority of the EASA Design Organization Approval (Certificate EASA.21J.031). For operational use at LH, the prior approval by the MEL Control Board and the prior acknowledgement by LBA is required. The flightcrew is informed via HIL.

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Failure Classification ..... A
Company Notes ..... B
Examples for the Interpretation of Flight Days ..... C
Placarding Required ..... D
Handicap Items ..... E

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## FAILURE CLASSIFICATION

Ident.: 9-10-00003143.0000001 / 28 JUN 2022
**Applicable to: ALL**

– Class I:

Failures which are indicated to the flight crew by means of ECAM or instrument flags.

Note: *Class I failures may be compatible with MEL requirements to enable the airplane to perform a sufficient number of flights in accordance with the MEL preamble. If not compatible, they must be corrected before next dispatch.*
*An alphabetical list of selected ECAM warnings (class I failures) showing associated MEL references is provided in chapter MEL Entries (9.ME).*

– Class II:

Failures which are indicated to maintenance by CFDS.

The crew is informed of class II failures in flight on the ECAM STATUS page by the MAINTENANCE status (white) indicating the failed system. On ground, after engine shut down an "STS" reminder appears on ECAM upper display.

Note: *Class II failures are compatible with MEL requirements to enable the airplane to perform a sufficient number of flights in accordance with the MEL preamble (chap. 9.5).*
*Components monitored by ECAM MAINTENANCE status messages (class II failure messages) are summarized by one MEL-item at the beginning of the related MEL section. Dispatch is allowed with any component failure that triggers the related class II failure message without specific conditions except for the following messages,*
*(for example):*

- *AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that it is checked that the CFDS does not report a fault on a BMC, on a pylon leak detection loop or on the APU leak detection.*

– Class III:

Failures which can be interrogated by maintenance via CFDS.

They are not indicated to the flight crew and use of the CFDS is necessary to know the existence of class III failures.

Note: *Obviously class III failures are compatible with MEL requirements. They are not mentioned in the MEL.*

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## COMPANY NOTES

Ident.: 9-10-00003144.0000001 / 28 JUN 2022
**Applicable to: ALL**

**CLASSIFICATION COLUMN**

In respect to their classification, all MEL items are Important "**I**", unless marked as Handicap "**H**" or Minor "**M**".

**OPS AFFECTED COLUMN**

The usage of the associated dispatch condition may lead to operational restrictions.

With additional information given in a MEL item (COMPANY NOTES - OPS affected), the following operation is affected:

- "ETOPS" (**ETOPS**)
- "FANS" (**FANS**),
- "LVO" (**LVO**): CAT I, II, III
- "PBCS" (**PBCS**)
- "PERF" (**PERFO**)
- "RNAV/RNP" (**RNAV/RNP**)
- "RVSM" (**RVSM**)

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

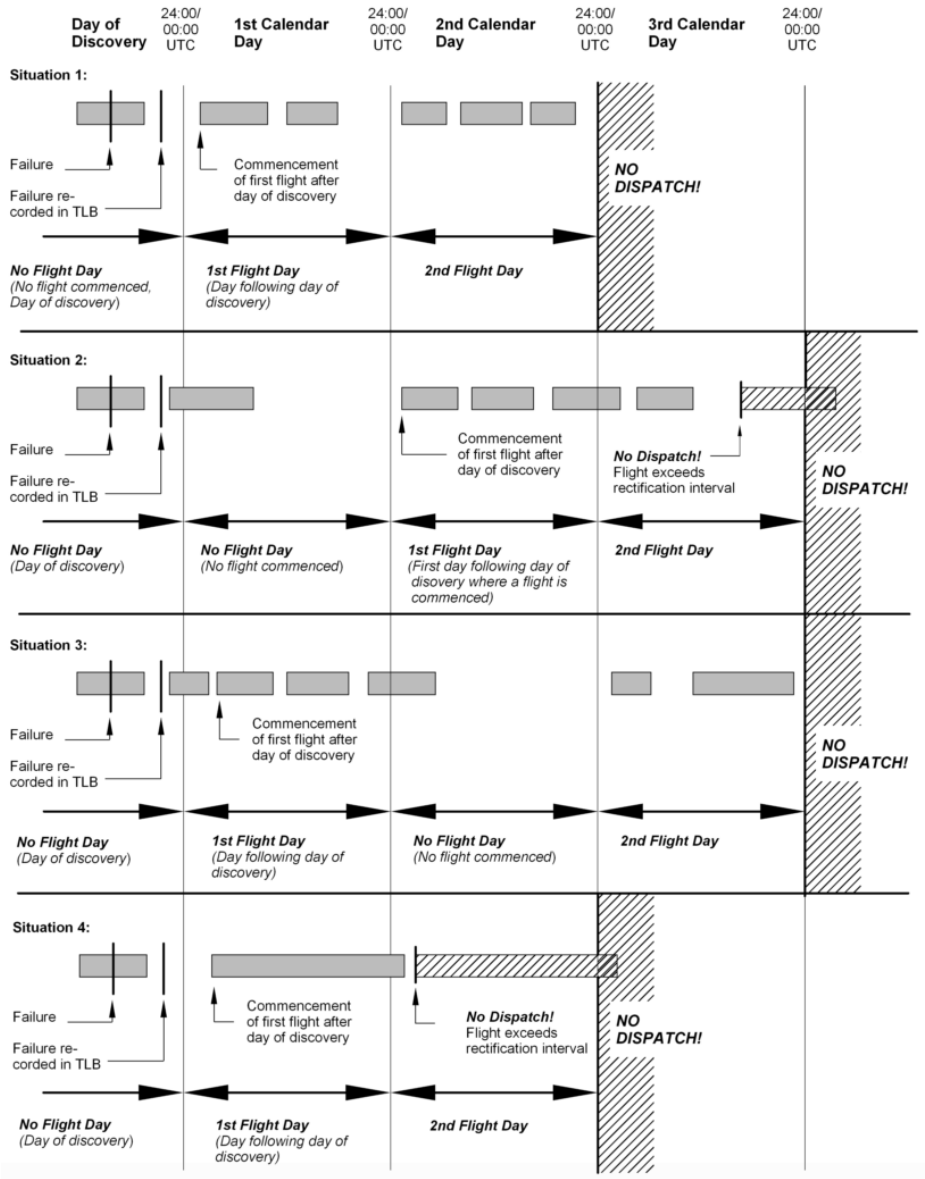
## EXAMPLES FOR THE INTERPRETATION OF FLIGHT DAYS

Ident.: 9-10-00003145.0000001 / 28 JUN 2022
**Applicable to: ALL**

In case a rectification interval typically is given as "two flight days" the principle for application is shown hereafter (shaded area = one flight cycle):

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## PLACARDING REQUIRED

Ident.: 9-10-00003146.0000001 / 28 JUN 2022
**Applicable to: ALL**

If placarding is required **(P)**:

It must be done by the maintenance at next CRS (Certificate of Release to Service).

It should be done by the flightcrew before crewchange and when no maintenance will be present.

If the flightcrew is in doubt they should contact MCC for clarification.

Nevertheless the flightcrew has to determine the technical status by means of TLB and HIL. Therefore it is acceptable for a limited time that the aircraft is dispatched without placarding.

## HANDICAP ITEMS

Ident.: 9-10-00003147.0000001 / 28 JUN 2022
**Applicable to: ALL**

Whenever MEL-items:

– affect the operational capabilities of the airplane (e. g. cargo or fuel loading, air conditioning, performance restrictions, etc.), or

– trigger repetitive maintenance action,

they are marked in by **H** in the COMPANY NOTES/ CLASS. column.

The corresponding MEL item number (e.g. 9-23-10-01A) should be entered into the TLB.

Maintenance Support then ensures that further line stations and other affected departments are informed on the restricted airplane capabilities associated to the MEL-item in question (“Technical Info Message” (TIM) will be sent).

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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

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## AIRBUS COPYRIGHT

Ident.: 9-HOW-00003148.0000001 / 14 SEP 2022
**Applicable to: ALL**

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

This Manual does not contain any Military Data, pursuant all Regulations as stated above.

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 / 28 JUN 2022
**Applicable to: ALL**

This MEL has seven sections:

| | |
|---|---|
| Compliance With Master-MEL | |
| Preamble | |
| Explanations | |
| How to Use (HOW) | This section contains general information and describes the organization of the manual. |
| MEL Entries (ME) | This section lists all the ECAM alerts and indicates the associated MEL item (if any) to apply for dispatching the aircraft. This section is a user-friendly entry point for the flight crew and the maintenance personnel when an ECAM alert reports a system failure. |
| MEL Items (MI) | This section is approved by the EASA and LBA and lists all the MEL items with the associated dispatch conditions. |
| MEL Operational Procedures (MO) | This section gives the operational procedures that are associated with the MEL items. |

*Note:* *The MEL Maintenance Procedures are published in the AMM.*

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## DOCUMENTARY UNIT (DU)

Ident.: 9-HOW-00003153.0000001 / 28 JUN 2022
**Applicable to: ALL**

This MEL is made of Documentary Units (DU). The DUs contain the technical data.

In the MEL, a DU can be:

– An ECAM alert,

– An MEL item,

– An MEL operational procedure.

The DUs are arranged into sections and subsections.

## MEL REVISION MANAGEMENT

Ident.: 9-HOW-00003154.0000001 / 28 JUN 2022
**Applicable to: ALL**

### MEL REVISION CYCLE

The MEL revision adds, updates, or deletes information.

The CLH revision cycle is 3 months.

For urgent update, Airbus issues an immediate revision regardless of the revision cycle.

### MEL ISSUE DATE

An Lufthansa issue date identifies each MEL revision. The Lufthansa issue date appears in the page tab of the EFB browser.

The Airbus issue date and the EASA approval date appears in the MMEL Approval Reference of the MEL. *Refer to 9-2 MMEL Approval Reference (EASA)*

*Note: The Airbus issue date may be different from the EASA approval date. The applicability date of this MEL is based on the Airbus issue date and not on the EASA approval date.*

## REMOVAL OF ITEM

Ident.: 9-HOW-00003156.0000001 / 28 JUN 2022
**Applicable to: ALL**

When operating under MEL, it is not permitted to remove the item from its place in the aircraft, unless the associated dispatch condition clearly authorizes the Operator to do it.

*Note: The (If Installed) statement does not mean that the Operator can remove the item. This symbol indicates that the configuration of some aircraft of the fleet might not include this item.*

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## HOW TO USE THE MEL ENTRIES SECTION

Ident.: 9-HOW-00003157.0000001 / 28 JUN 2022
**Applicable to: ALL**

This section lists all the ECAM alerts. The ECAM monitors the condition of some systems. In the case of malfunction of one or more systems, the ECAM provides the flight crew with an associated ECAM alert. *Refer to 9-5 Handling of MAINTENANCE Messages on the STATUS SD PAGE*.

For each ECAM alert, this section indicates the associated MEL item (if any) to be applied for the dispatch.

When an ECAM alert reports a system failure, the flight crew and the maintenance personnel should refer to this section as a user-friendly entry point in the MEL.

### AIRCRAFT STATUS COLUMN

An ECAM alert may cover one or several failure modes of the monitored system.

For each failure mode, the AIRCRAFT STATUS column may indicate the following status:

– *NIL* : When there is only one failure mode, the AIRCRAFT STATUS column indicates *NIL*.

When there are several failure modes, the AIRCRAFT STATUS column might give a short description of each failure mode and/or a simple way to identify each failure mode. If the MEL does not give this information, the column displays *NIL*.

– Actual alert : This indicates that the monitored system is inoperative. The failure mode is the failure of the monitored system.

– False alert : This indicates that the monitoring system is inoperative. The failure mode is the failure of the monitoring system. The monitored system remains fully operative.

The flight crew is responsible for identifying the failure mode.

### CONDITION OF DISPATCH COLUMN

For each failure mode, the CONDITION OF DISPATCH column gives the applicable MEL item(s) for dispatch. But the flight crew is responsible for checking that the condition of the aircraft systems/components complies with the MEL requirements. If not, the dispatch of the aircraft is not permitted.

The CONDITION OF DISPATCH column may also give the following alternate possibilities:

– NO DISPATCH : It is not permitted to dispatch the aircraft when the ECAM displays this alert.

– Not related to MEL : The ECAM alert does not report a system failure but a reversible abnormal condition such as the state of a system or an aircraft configuration or an external condition. This condition is not a system failure and is not related to MEL. The MEL shall not be used.

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This is not a NO-GO situation. The corrective action to revert to normal condition is immediate, obvious or well known by flight crew and/or maintenance personnel.

## HOW TO USE THE MEL ITEMS SECTION

Ident.: 9-HOW-00003158.0000001 / 14 SEP 2022
**Applicable to: ALL**

This section lists the equipment, components, systems or functions that are safety-related and that are temporarily permitted to be inoperative at departure provided that the Operator complies with the associated MEL requirements.

*Note: One single computer may include several functions. The corresponding MEL item is either:*
- *The computer: The MEL does not consider the loss of a single function. In this case, when one function is inoperative, the flight crew must consider that the computer is inoperative.*
- *Each function separately. In this case, if several functions are inoperative, the flight crew must apply all the related MEL items.*

### ITEM NUMBERING

A code of three pairs of digits or four pairs of digits identifies each MEL item.

The three first digits of this numbering system follow the ATA Spec 2200.

For practical reasons, the second pair of digits also follows the below Airbus organization:

- **00** refers to maintenance messages on the STATUS SD page ,
- **01** refers to items located on the overhead panels,
- **05** refers to indications on the PFD,
- **06** refers to indications on the ND,
- **07** refers to indications on the SD pages,
- **08** refers to indications on the EWD,
- **09** refers to ECAM alerts,
- **10** to **95** follows the ATA Specification.

The last pair of digits is the item rank. The item rank complies with the following Airbus organization rules:

- Item ranks from 01 to 49 are for Airbus MEL items.

  For items on the overhead panels:

  - Item ranks from 01 to 29 refer to lights,
  - Item ranks from 31 to 49 refer to pushbutton switches and selectors.

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– 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:<br>– 27-10-01 corresponds to the item number,<br>– The letter "C" identifies the dispatch condition within the item 27-10-01.<br>*Note:* *If an Operator receives only the dispatch conditions 27-10-01B and 27-10-01D, this means that the dispatch conditions 27-10-01A and 27-10-01C do not apply to the Operator's fleet (this does not mean that the dispatch conditions 27-10-01A and 27-10-01C are missing from the MEL).* |

The dispatch condition reference is used:

– To identify the open MEL items in the TLB,

– To refer to the associated operational procedure (if any),

– To refer to the associated maintenance procedure (if any),

– To provide the engineering and maintenance personnel with a unique reference at fleet level for each option of dispatch for tracking and reporting purposes.

When an MEL item has several dispatch conditions, the flight crew must select and apply only one dispatch condition at a time. An optional operational title is provided for each of the dispatch condition reference. The aim of an operational title is to help the flight crew to better understand the operational differences between multiple dispatch conditions.

In the frame of the MEL customization, this operational title may be modified at Operator's convenience provided that the customized operational title still ensure the correct identification, the content and the intent of the associated dispatch condition.

When necessary, the Operator may successively apply other dispatch conditions of the same item provided that the Operator complies with the MEL requirements and provided that the starting point of the repair interval countdown is not modified.

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**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).

– 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.

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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.

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**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.

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– Notes at the level of the dispatch condition: these notes appear at the end of the dispatch condition. These notes apply only to this dispatch condition.

– Notes at the level of the proviso: these notes appear within a proviso. These notes apply only to this proviso.

**REFERENCES**

The references assist the flight crew in complying with MEL requirements. However, as indicated in the preamble of this MEL (*Refer to 9-5 Criteria For Dispatch*), the flight crew is still responsible for determining the applicable interrelationships and associated requirements.

References are used in the following cases:

– To permit the aircraft dispatch, another item has to be considered inoperative, or

– Another source of information has to be reviewed and associated restrictions, and/or procedures must be applied (e.g. "Refer to OM-A", or GOM), or

– To redirect to the applicable MEL item. In that case, the referred relevant MEL item must be entered and the associated dispatch conditions must be applied, including the respective (o) and (m) procedures if any.

## HOW TO USE THE MEL OPERATIONAL PROCEDURES SECTION

Ident.: 9-HOW-00003159.0000001 / 28 JUN 2022
**Applicable to: ALL**

This section lists the operational procedures associated with the MEL items. The dispatch conditions may require an operational procedure to permit the dispatch of the aircraft.

The operational procedures are split and organized into specific flight phases. The flight crew has to apply the part of the operational procedure related to the relevant flight phase.

The operational procedures may also have the following parts:

– General Information : This part includes all information that the pilots must know due to MEL condition.

– Flight Preparation/Limitation : This part groups all the limitations due to MEL condition that the pilots must consider for the route selection and flight preparation.

This part also includes aircraft performance penalties that should be used if no performance software is available with the current failure case.

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## LANDING CAPABILITIES (CAT 2, CAT 3 SINGLE, CAT 3 DUAL)

Ident.: 9-HOW-00003160.0000001 / 28 JUN 2022
**Applicable to: ALL**

When the landing capability of the aircraft is impacted by an inoperative item, the associated MMEL operational procedure provides the maximum landing capability.

The required equipment by certification for CAT 2, CAT 3 SINGLE and CAT 3 DUAL are listed in the QRH (*Refer to QRH/OPS.08 08 Required Equipment for CAT2 and CAT3*).

The equipment to be operative to get CAT 2, CAT 3 SINGLE, or CAT 3 DUAL capability displayed on the FMAs are listed in the QRH (*Refer to QRH/OPS.08 08 Required Equipment for CAT2 and CAT3*).

## PERFORMANCE-BASED NAVIGATION (PBN)

Ident.: 9-HOW-00003161.0000001 / 28 JUN 2022
**Applicable to: ALL**

When an inoperative item affects the RNAV / RNP capability of the aircraft, the associated MEL operational procedure provides the RNAV / RNP limitations.

The minimum equipment/functions required for the RNAV / RNP operations are also listed in the FCOM:

- *Refer to 2-SPO-51 RNAV 10 / RNP 10 - General*
- *Refer to 2-SPO-51 RNAV 5 / BRNAV - General*
- *Refer to 2-SPO-51 RNAV 1 RNAV 2 / P-RNAV - Terminal RNAV - General*
- *Refer to 2-SPO-51 RNP 4 - General*
- *Refer to 2-SPO-51 RNP 2 in oceanic and remote continental area - General*
- *Refer to 2-SPO-51 RNP 2 in Domestic Area - Required RNP 2 in Domestic Area Equipment*
- *Refer to 2-SPO-51 RNP 1 / Terminal RNP 1 - Basic RNP 1- General*
- *Refer to 2-SPO-51 RNP APCH / RNAV(GNSS) - General*

## REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: 9-HOW-00003162.0000001 / 28 JUN 2022
**Applicable to: ALL**

When the RVSM capability of the aircraft is impacted by an inoperative item, the associated MEL operational procedure provides the RVSM limitations.

The minimum equipment/functions required to begin RVSM operations are listed in the FCOM: *Refer to 2-SPO-50 Required Equipments/Functions for RVSM*).

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## ATC DATALINK COMMUNICATION

Ident.: 9-HOW-00003163.0000001 / 28 JUN 2022
**Applicable to: ALL**

When an inoperative item affects the performance and operations supported by datalink, the associated MEL operational procedure provides this limitation.

The different applications and required performance of ATC datalink communication are described in FCOM:

– *Refer to 12-46-10-Datalink-10-Overview*

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## 9-ME-AIR AIR

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

## 9-ME-ANTI ICE ANTI ICE

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

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

**9-ME-APU APU**

APU AUTO(EMER) SHUT DOWN ..... A

**9-ME-APU FIRE APU FIRE**

APU FIRE ..... A
APU FIRE DET FAULT ..... B
APU FIRE LOOP A(B) FAULT ..... C

**9-ME-AUTO FLT AUTO FLT**

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

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AUTO FLT RUD TRV LIM SYS ..... O
AUTO FLT TCAS MODE FAULT ..... P
AUTO FLT YAW DAMPER 1(2) ..... Q
AUTO FLT YAW DAMPER SYS ..... R

**9-ME-AVIONICS SMOKE AVIONICS SMOKE**

AVIONICS SMOKE ..... A

**9-ME-BLEED BLEED**

BLEED MONITORING FAULT ..... A
BLEED MONIT SYS 1(2) FAULT ..... B

**9-ME-BRAKES BRAKES**

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

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

BRAKES-N/WS MINOR FAULT ..... A

**9-ME-CAB PR CAB PR**

CAB PR EXCESS CAB ALT ..... A
CAB PR EXCES RESIDUAL PR ..... B
CAB PR LDG ELEV FAULT ..... C
CAB PR LO DIFF PR ..... D

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CAB PR OFV NOT OPEN ..... E
CAB PR SAFETY VALVE OPEN ..... F
CAB PR SYS 1(2) FAULT ..... G
CAB PR SYS 1+2 FAULT ..... H

**9-ME-CARGO SMOKE CARGO SMOKE**

CARGO SMOKE AFT BTL SQUIB FAULT ◁ ..... A
CARGO SMOKE FWD BTL SQUIB FAULT ◁ ..... B

**9-ME-C/B C/B**

C/B TRIPPED ..... A

**9-ME-COM COM**

COM ACARS FAULT ◁ ..... A
COM CIDS 1+2 FAULT ..... B
COM HF 1(2) EMITTING ◁ ..... C
COM SATCOM DATA FAULT ◁ ..... D
COM SINGLE PTT STUCK ..... E
COM VHF 3 DATA FAULT ◁ ..... F
COM VHF 1(2)(3) EMITTING ..... G

**9-ME-COND COND**

COND AFT CAB DUCT OVHT ..... A
COND AFT CARGO DUCT OVHT ..... B
COND AFT CRG HEAT FAULT ..... C
COND AFT CRG ISOL VALVE ..... D
COND CKPT DUCT OVHT ..... E
COND FWD CAB DUCT OVHT ..... F
COND HOT AIR FAULT ..... G
COND L+R CAB FAN FAULT ..... H
COND LAV+GALLEY FAN FAULT ..... I
COND MD ISOL FAULT ..... J
COND MD VENT FAULT ..... K
COND MD VENT OFF ..... L
COND MD VENT REDUCED ..... M
COND MIXER OVERPRESS ..... N

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COND TRIM AIR SYS FAULT ..... O
COND ZONE REGUL FAULT ..... P

**9-ME-CONFIG CONFIG**

CONFIG L(R) SIDESTICK FAULT ..... A
CONFIG MD CARGO DOOR NOT CLOSED ..... B
CONFIG PARK BRK ON ..... C
CONFIG PITCH TRIM NOT IN T.O. RANGE ..... D
CONFIG RUD TRIM NOT IN T.O. RANGE ..... E
CONFIG SLATS(FLAPS) NOT IN T.O. CONFIG. ..... F
CONFIG SPEED BRK NOT RETRACTED ..... G

**9-ME-DATA LINK DATA LINK**

DATA LINK ATC FAULT ◁ ..... A
DATA LINK ATSU FAULT ..... B
DATA LINK COMPANY FAULT ..... C

**9-ME-DOOR DOOR**

DOOR FWD(AFT)(BULK) CARGO ..... A
DOOR L(R) AFT CABIN ..... B
DOOR L(R) AFT EMER EXIT ..... C
DOOR L(R) EMER EXIT ..... D
DOOR L(R)(FWD)(AFT) AVIONICS ..... E
DOOR L(R) FWD CABIN ..... F
DOOR L FWD CABIN ..... G
DOOR L(R) FWD EMER EXIT ..... H
DOOR MD CARGO ..... I

**9-ME-EIS EIS**

EIS DMC 1 FAULT ..... A
EIS DMC 2 FAULT ..... B
EIS DMC 3 FAULT ..... C
EIS DMC/FWC COM FAULT ..... D

**9-ME-ELEC ELEC**

ELEC AC BUS 1 FAULT ..... A
ELEC AC BUS 2 FAULT ..... B

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

## 9-ME-ENG ENG

ENG 1+2 COMPRESSOR VANE ..... A
ENG ALL ENGINES FAILURE ..... B
ENG DUAL COOLINGNOT AVAIL ..... C
ENG THR LEVERS NOT SET ..... D
ENG FUEL CONTAMINATED ..... E

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ENG GA SOFT FAULT ..... F
ENG REV SET ..... G
ENG SAT ABOVE FLEX TEMP ..... H
ENG THRUST LOCKED ..... I
ENG TYPE DISAGREE ..... J
ENG VIB SYS FAULT ..... K

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

ENG 1(2) A/C FADEC SUPPLY ..... A
ENG 1(2) AIR EXCHANGR FAULTAIR VALVE CLOSED ..... B
ENG 1(2) AIR EXCHANGR FAULTAIR VALVE OPEN ..... C
ENG 1(2) AIR MINOR FAULT ..... D
ENG 1(2) AIR SYS FAULT ..... E
ENG 1(2) AIR VALVE ..... F
ENG 1(2) BEARING 4 OIL SYSHI PRESS ..... G
ENG 1(2) BEARING 4 OIL SYSSCAVENGE VALVE FAULT ..... H
ENG 1(2) BLEED STATUS FAULT ..... I
ENG 1(2) BOWED ROTORPROTECTION FAULT ..... J
ENG 1(2) COLD FUEL ..... K
ENG 1(2) COMPRESSOR VANE ..... L
ENG 1(2) CTL SYS FAULT ..... M
ENG 1(2) CTL VALVE FAULT ..... N
ENG 1(2) EGT(FF)(N1)(N2) DISCREPANCY ..... O
ENG 1(2) EGT EXCEEDED DURING AIR START ..... P
ENG 1(2) EIU FAULT ..... Q
ENG 1(2) EPR MODE FAULT ..... R
ENG 1(2) FADEC A(B) FAULT ..... S
ENG 1(2) FADEC ALTERNATOR ..... T
ENG 1(2) FADEC FAULT ..... U
ENG 1(2) FADEC HI TEMP ..... V
ENG 1(2) FADEC IDENT FAULT ..... W
ENG 1(2) FADEC PLUG FAULT ..... X
ENG 1(2) FADEC SYS FAULT ..... Y
ENG 1(2) FAIL ..... Z
ENG 1(2) FAN COWL NOT CLSD ..... AA

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ENG 1(2) FIRE DET FAULT ..... AB
ENG 1(2) FIRE LOOP A FAULT ..... AC
ENG 1(2) FIRE LOOP B FAULT ..... AD
ENG 1(2) FUEL CTL FAULT ..... AE
ENG 1(2) FUEL FILTER CLOG ..... AF
ENG 1(2) FUEL FILTER - PARTLY CLOGGED ..... AG
ENG 1(2) FUEL HEAT SYS ..... AH
ENG 1(2) FUEL LEAK ..... AI
ENG 1(2) FUEL RETURN VALVE ..... AJ
ENG 1(2) FUEL SENSOR FAULT ..... AK
ENG 1(2) FUEL VALVE FAULT ..... AL
ENG 1(2) HEAT EXCHGR CLOG ..... AM
ENG 1(2) HEAT SYS DEGRADED ..... AN
ENG 1(2) HEAT SYS FAULT ..... AO
ENG 1(2) HIGH VIBRATION ..... AP
ENG 1(2) HOT AIR DET FAULT ..... AQ
ENG 1(2) HOT AIR LEAK ..... AR
ENG 1(2) HOT FUEL ..... AS
ENG 1(2) HP FUEL VALVE ..... AT
ENG 1(2) IGN A(B) FAULT ..... AU
ENG 1(2) IGN A+B FAULT ..... AV
ENG 1(2) LO START AIR PRESS ..... AW
ENG 1(2) LOW N1 ..... AX
ENG 1(2) MINOR FAULT ..... AY
ENG 1(2) N1(N2)(EGT) OVER LIMIT ..... AZ
ENG 1(2) OIL CHIP DETECTED ..... BA
ENG 1(2) OIL FILTER CLOG ..... BB
ENG 1(2) OIL FILTER - PARTLY CLOGGED ..... BC
ENG 1(2) OIL HI TEMP ..... BD
ENG 1(2) OIL LO PR ..... BE
ENG 1(2) OIL LO TEMP ..... BF
ENG 1(2) OIL SENSOR FAULT ..... BG
ENG 1(2) OIL SYS FAULT ..... BH
ENG 1(2) ONE TLA FAULT ..... BI

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ENG 1(2) OVSPD PROT FAULT ..... BJ
ENG 1(2) OVTHR PROT FAULT ..... BK
ENG 1(2) PROBES FAULT ..... BL
ENG 1(2) REV INHIBITED ..... BM
ENG 1(2) REV ISOL FAULT ..... BN
ENG 1(2) REV LOCKED ..... BO
ENG 1(2) REV MINOR FAULT ..... BP
ENG 1(2) REV PRESSURIZED ..... BQ
ENG 1(2) REV SWITCH FAULT ..... BR
ENG 1(2) REVERSE UNLOCKED ..... BS
ENG 1(2) REVERSER CTL FAULT ..... BT
ENG 1(2) REVERSER FAULT ..... BU
ENG 1(2) SENSOR FAULT ..... BV
ENG 1(2) SHUT DOWN ..... BW
ENG 1(2) STALL ..... BX
ENG 1(2) START FAULT ..... BY
ENG 1(2) START VALVE FAULT ..... BZ
ENG 1(2) SYSTEM FAULT ..... CA
ENG 1(2) THR LEVER ABV IDLE ..... CB
ENG 1(2) THR LEVER DISAGREE ..... CC
ENG 1(2) THR LEVER FAULT ..... CD
ENG 1(2) TURB COOL FAULT ..... CE

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

ENG 1(2) FIRE ..... A

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

F/CTL AIL SERVO FAULT ..... A
F/CTL ALTN LAW ..... B
F/CTL DIRECT LAW ..... C
F/CTL ELAC 1 FAULT ..... D
F/CTL ELAC 1 PITCH FAULT ..... E
F/CTL ELAC 2 FAULT ..... F
F/CTL ELAC 2 PITCH FAULT ..... G
F/CTL ELAC PITCH FAULT ..... H

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F/CTL ELEV REDUND DEGRDD ..... I
F/CTL ELEV SERVO FAULT ..... J
F/CTL FCDC 1 FAULT ..... K
F/CTL FCDC 2 FAULT ..... L
F/CTL FCDC 1+2 FAULT ..... M
F/CTL FLAP/MCDU DISAGREE ..... N
F/CTL FLAP ATTACH SENSOR ..... O
F/CTL FLAP LVR NOT ZERO ..... P
F/CTL FLAP SYS 1 FAULT ..... Q
F/CTL FLAP SYS 2 FAULT ..... R
F/CTL FLAP TIP BRK FAULT ..... S
F/CTL FLAPS(SLATS) FAULT ..... T
F/CTL FLAPS(SLATS) LOCKED ..... U
F/CTL GND SPLR FAULT ..... V
F/CTL GND SPLR 1+2(3+4) FAULT ..... W
F/CTL GND SPLR 5 FAULT ..... X
F/CTL GND SPLR NOT ARMED ..... Y
F/CTL L(R) AIL FAULT ..... Z
F/CTL L(R) ELEV FAULT ..... AA
F/CTL L+R ELEV FAULT ..... AB
F/CTL L(R) SIDESTICK FAULT ..... AC
F/CTL LAF ACCU FAULT ..... AD
F/CTL PITCH TRIM/MCDU/CG DISAGREE ..... AE
F/CTL SEC 1 FAULT ..... AF
F/CTL SEC 2 FAULT ..... AG
F/CTL SEC 3 FAULT ..... AH
F/CTL SIDESTICK PRIORITY ..... AI
F/CTL SLAT SYS 1 FAULT ..... AJ
F/CTL SLAT SYS 2 FAULT ..... AK
F/CTL SLAT TIP BRK FAULT ..... AL
F/CTL SPD BRK DISAGREE ..... AM
F/CTL SPD BRK FAULT ..... AN
F/CTL SPD BRK STILL OUT ..... AO
F/CTL SPD BRK 2(3+4) FAULT ..... AP

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F/CTL SPLR FAULT ..... AQ
F/CTL STABILIZER JAM ..... AR

## 9-ME-FUEL FUEL

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

## 9-ME-FWS FWS

FWS AUDIO DEGRADED ..... A

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

## 9-ME-HYD HYD

HYD B ELEC PUMP LO PR ..... A
HYD B ELEC PUMP OVHT ..... B
HYD B RSVR LO AIR PR ..... C
HYD B RSVR LO LVL ..... D
HYD B RSVR OVHT ..... E
HYD B SYS LO PR ..... F
HYD B+G SYS LO PR ..... G
HYD B+Y SYS LO PR ..... H
HYD G ENG 1 PUMP LO PR ..... I
HYD G RSVR LO AIR PR ..... J
HYD G RSVR LO LVL ..... K
HYD G RSVR OVHT ..... L
HYD G SYS LO PR ..... M
HYD G+Y SYS LO PR ..... N
HYD PTU FAULT ..... O
HYD RAT FAULT ..... P
HYD Y ELEC PUMP LO PR ..... Q
HYD Y ELEC PUMP OVHT ..... R
HYD Y ENG 2 PUMP LO PR ..... S
HYD Y RSVR LO AIR PR ..... T
HYD Y RSVR LO LVL ..... U
HYD Y RSVR OVHT ..... V

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HYD Y SYS LO PR ..... W

## 9-ME-L/G L/G

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

## 9-ME-NAV NAV

NAV ADR DISAGREE ..... A
NAV ADR 1 FAULT ..... B
NAV ADR 2 FAULT ..... C
NAV ADR 3 FAULT ..... D
NAV ADR 1+2(1+3)(2+3) FAULT ..... E
NAV ADR 1+2+3 FAULT ..... F
NAV ADR ALT DISAGREE ..... G
NAV ADS-B RPTG 1(2) FAULT ..... H
NAV AIR SPD STS CHANGED ..... I
NAV ALL SPD UNCERTAIN ..... J
NAV ALT DISCREPANCY ..... K
NAV ALTI DISCREPANCY ..... L
NAV AOA DISAGREE ..... M
NAV ATC/XPDR 1(2) FAULT ..... N
NAV ATC/XPDR 1+2 FAULT ..... O
NAV ATC/XPDR STBY ..... P
NAV ATT DISCREPANCY ..... Q
NAV BARO REF DISCREPANCY ..... R
NAV BARO VALUE DISAGREE ..... S
NAV BKUP SPD FAULT ..... T

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NAV BKUP SPD UNCERTAIN ..... U
NAV BKUP SPD/ALT ON CAPT (F/O) PFD ..... V
NAV BKUP SPD/ALT ON CAPT+F/O PFD ..... W
NAV CAPT(F/O)(STBY) AOA FAULT ..... X
NAV L(R) CAPT(F/O) STATIC FAULT ..... Y
NAV FLS 1(2)(1+2) FAULT ..... Z
NAV FM/GPS POS DISAGREE ◁ ..... AA
NAV GPS 1(2) FAULT ◁ ..... AB
NAV GPWS FAULT ..... AC
NAV GPWS TERR DET FAULT ..... AD
NAV HDG DISCREPANCY ..... AE
NAV IAS DISCREPANCY ..... AF
NAV ILS 1(2)(1+2) FAULT ..... AG
NAV IR DISAGREE ..... AH
NAV IR NOT ALIGNED ..... AI
NAV IR 1 FAULT ..... AJ
NAV IR 2 FAULT ..... AK
NAV IR 3 FAULT ..... AL
NAV IR 1+2(1+3)(2+3) FAULT ..... AM
NAV LS TUNING DISAGREE ..... AN
NAV LS 1(2)(1+2) FAULT ..... AO
NAV PRED W/S DET FAULT ◁ ..... AP
NAV RA DEGRADED ..... AQ
NAV RA 1(2) FAULT ..... AR
NAV TCAS FAULT ◁ ..... AS
NAV TCAS STANDBY ..... AT

**9-ME-OVERSPEED OVERSPEED**

OVERSPEED ..... A

**9-ME-RECORDER RECORDER**

RECORDER DFDR FAULT ..... A
RECORDER CVR FAULT ..... B
RECORDER FDIU FAULT ..... C

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## 9-ME-SMOKE SMOKE

SMOKE AFT CARGO SMOKE ..... A
SMOKE AFT CRG BTL FAULT ..... B
SMOKE AFT CRG DET FAULT ..... C
SMOKE FWD CARGO SMOKE ..... D
SMOKE FWD CRG BTL FAULT ..... E
SMOKE FWD CRG DET FAULT ..... F
SMOKE DET FAULT ..... G
SMOKE LAVATORY DET FAULT ..... H
SMOKE LAVATORY SMOKE ..... I
SMOKE MD DET FAULT ..... J
SMOKE MD SMOKE ..... K

## 9-ME-SURV SURV

SURV ROW/ROP LOST ..... A

## 9-ME-T.O T.O

T.O SPEEDS NOT INSERTED ..... A
T.O SPEEDS TOO LOW ..... B
T.O V1/VR/V2 DISAGREE ..... C

## 9-ME-VENT VENT

VENT AVNCS SYS FAULT ..... A
VENT BLOWER FAULT ..... B
VENT EXTRACT FAULT ..... C
VENT FWD EXH FAN 1 FAULT ..... D
VENT FWD EXH FAN 2 FAULT ..... E
VENT FWD EXH FAN NOT OFF ..... F
VENT SKIN VALVE FAULT ..... G

## 9-ME-WHELL WHEEL

WHEEL HYD SEL FAULT ..... A
WHEEL N/W STRG FAULT ..... B

## 9-ME-WINDSHEAR WINDSHEAR

WINDSHEAR DET FAULT ..... A

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## 9-ME-WING ANTI ICE WING ANTI ICE

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

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| Localization<br>Title | Reason |
|---|---|
| 9-ME-ANTI ICE<br>ANTI ICE CAPT+F/O AOA | **Incorporated FWC F14.** |
| 9-ME-ANTI ICE<br>ANTI ICE CAPT+STBY AOA | **Incorporated FWC F14.** |
| 9-ME-ANTI ICE<br>ANTI ICE F/O+STBY AOA | **Incorporated FWC F14.** |
| 9-ME-ENG<br>ENG FUEL CONTAMINATED | **Incorporated FWC F14.** |
| 9-ME-ENG 1(2)<br>ENG 1(2) HIGH VIBRATION | **Incorporated FWC F14.** |
| 9-ME-F/CTL<br>F/CTL ELAC PITCH FAULT | **Incorporated FWC F14.** |
| 9-ME-F/CTL<br>F/CTL ELEV REDUND DEGRDD | **Incorporated FWC F14.** |
| 9-ME-FUEL<br>FUEL ENG 1(2) LP VALVE FAULT | **Incorporated FWC F14.** |
| 9-ME-FUEL<br>FUEL ENG 1(2) LP VALVE OPEN | **Incorporated FWC F14.** |
| 9-ME-FWS<br>FWS AUDIO DEGRADED | **Incorporated FWC F14.** |
| 9-ME-FWS<br>FWS AUDIO REDUND LOST ON FWC 1 | **Incorporated FWC F14.** |
| 9-ME-FWS<br>FWS AUDIO REDUND LOST ON FWC 2 | **Incorporated FWC F14.** |
| 9-ME-FWS<br>FWS FLAP SYNCHRO FAULT | **Incorporated FWC F14.** |
| 9-ME-FWS<br>FWS SLAT SYNCHRO FAULT | **Incorporated FWC F14.** |
| 9-ME-NAV<br>NAV ALT DISCREPANCY | **Incorporated FWC F14.** |
| 9-ME-NAV<br>NAV ALTI DISCREPANCY | **Incorporated FWC F14.** |
| 9-ME-NAV<br>NAV AOA DISAGREE | **Incorporated FWC F14.** |
| 9-ME-NAV<br>NAV BARO VALUE DISAGREE | **Incorporated FWC F14.** |
| 9-ME-WING ANTI ICE<br>WING A.ICE L(R) WING LO PR | **Incorporated FWC F14.** |

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## *ECAM Alert:* AIR APU BLEED FAULT

**Ident.: 9-ME-AIR-00003165.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 36-12-02 APU Bleed Valve* |

## *ECAM Alert:* AIR APU BLEED LEAK

**Ident.: 9-ME-AIR-00003166.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 36-09-01 AIR APU BLEED LEAK Alert* |

## *ECAM Alert:* AIR APU LEAK DET FAULT

**Ident.: 9-ME-AIR-00003167.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 36-22-03 APU Leak Detection Loop* |

## *ECAM Alert:* AIR AFT CRG VENT FAULT

**Ident.: 9-ME-AIR-00003168.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQS) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQS**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-28-03 AFT Cargo Extraction Fan* |

## *ECAM Alert:* AIR BLEED 1(2) OFF

**Ident.: 9-ME-AIR-00003169.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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## *ECAM Alert:* AIR BLEED LEAK

**Ident.: 9-ME-AIR-00003170.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* AIR COND CTL 1(2)-A(B) FAULT

**Ident.: 9-ME-AIR-00003171.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-63-04 Air Conditioning System Controller Channel (COND CTL 1(2)-A(B))* |

## *ECAM Alert:* AIR ENG 1(2) HP VALVE FAULT

**Ident.: 9-ME-AIR-00003172.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 36-11-07 Engine Bleed HP Valve* |

## *ECAM Alert:* AIR ENG 1(2) BLEED ABNORM PR

**Ident.: 9-ME-AIR-00003173.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

## *ECAM Alert:* AIR ENG 1(2) BLEED FAULT

**Ident.: 9-ME-AIR-00003174.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| 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)* |

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## *ECAM Alert:* AIR ENG 1(2) BLEED FAULT

**Ident.: 9-ME-AIR-00003174.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **In the other cases** | *Refer to Item 36-11-01 Engine Bleed Air Supply System* |

## *ECAM Alert:* AIR ENG 1(2) BLEED HI TEMP

**Ident.: 9-ME-AIR-00003175.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Apply ECAM procedure. |

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

**Ident.: 9-ME-AIR-00003176.0000100 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 36-22-01 Pylon Leak Detection System* |

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

**Ident.: 9-ME-AIR-00003176.0000200 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* AIR ENG 1(2)(1+2) BLEED LO TEMP

**Ident.: 9-ME-AIR-00003177.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 36-11-04 Engine Bleed Fan Air Valve* |

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## *ECAM Alert:* AIR ENG 1(2) BLEED NOT CLSD

**Ident.: 9-ME-AIR-00003178.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 36-11-02 Engine Bleed Valve (PRV)* |

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

**Ident.: 9-ME-AIR-00003179.0000100 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-AIR-00003179.0000200 / 28 JUN 2022**
**Criteria: A320 (-AIZA) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 36-22-01 Pylon Leak Detection System* |

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

**Ident.: 9-ME-AIR-00003180.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-AIR-00003181.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* AIR L(R) WNG LEAK DET FAULT

**Ident.: 9-ME-AIR-00003182.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-AIR-00003183.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-52-01 Air Conditioning Pack* |

## *ECAM Alert:* AIR PACK 1+2 FAULT

**Ident.: 9-ME-AIR-00003184.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item Item 21–52–01H Air Conditioning Pack* |

## *ECAM Alert:* AIR PACK 1(2) OFF

**Ident.: 9-ME-AIR-00003185.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-52-01 Air Conditioning Pack* |

## *ECAM Alert:* AIR PACK 1(2) OVHT

**Ident.: 9-ME-AIR-00003186.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-52-01 Air Conditioning Pack* |

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

**Ident.: 9-ME-AIR-00003187.0000100 / 28 JUN 2022**
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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 / 28 JUN 2022**
**Criteria: A320 (-AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZA**

| 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* |

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

**Ident.: 9-ME-AIR-00003187.0000300 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 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* |

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

**Ident.: 9-ME-AIR-00003187.0000300 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **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 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If pack ram air inlet flap is affected** | *Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap* |
| **If pack controller, pack anti–ice valve or water exchanger temperature sensor are affected** | *Refer to Item 21-61-02 Pack Controller Primary Channel* |
| **If turbine bypass valve is affected** | *Refer to Item 21-61-01 Pack Turbine Bypass Valve* |

## *ECAM Alert:* AIR X BLEED FAULT

**Ident.: 9-ME-AIR-00003188.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| 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* |

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*ECAM Alert:* **AIR X BLEED FAULT**

**Ident.: 9-ME-AIR-00003188.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the manual control of the crossbleed valve is affected** | *Refer to Item 36-12-05 Manual Control of the X Bleed Valve* |

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## *ECAM Alert:* ANTI ICE ALL PITOT

**Ident.: 9-ME-ANTI ICE-00003189.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ANTI ICE CAPT(F/O)(STBY) AOA

**Ident.: 9-ME-ANTI ICE-00003190.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-31-04 Angle of Attack (AOA) Probes Heating* |

## *ECAM Alert:* ANTI ICE CAPT(F/O)(STBY) L(R) STAT

**Ident.: 9-ME-ANTI ICE-00003191.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-31-03 Static Ports Heater* |

## *ECAM Alert:* ANTI ICE CAPT(F/O)(STBY) PITOT

**Ident.: 9-ME-ANTI ICE-00003192.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-31-02 Pitot Heater* |

## *ECAM Alert:* ANTI ICE CAPT+F/O AOA

**Ident.: 9-ME-ANTI ICE-00003193.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

Printouts are for information only!



## *ECAM Alert:* ANTI ICE CAPT+F/O AOA

**Ident.: 9-ME-ANTI ICE-00003193.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ANTI ICE CAPT+F/O PITOT

**Ident.: 9-ME-ANTI ICE-00003194.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ANTI ICE CAPT+STBY AOA

**Ident.: 9-ME-ANTI ICE-00003195.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ANTI ICE CAPT+STBY AOA

**Ident.: 9-ME-ANTI ICE-00003195.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ANTI ICE CAPT+STBY PITOT

**Ident.: 9-ME-ANTI ICE-00003196.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* ANTI ICE CAPT(F/O)(STBY) PROBES

**Ident.: 9-ME-ANTI ICE-00003197.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-31-01 Probe Heat Computer (PHC)* |

## *ECAM Alert:* ANTI ICE CAPT(F/O) TAT

**Ident.: 9-ME-ANTI ICE-00003198.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-31-05 TAT Probes Heating* |

## *ECAM Alert:* ANTI ICE ENG 1(2) CTL FAULT

**Ident.: 9-ME-ANTI ICE-00003199.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the ENG 1(2) A.ICE VALVE OPEN subtitle is displayed on the EWD:** | *Refer to Item Item 30-09-01A ANTI-ICE ENG 1(2) CTL FAULT Alert* |
| **If the ENG 1(2) A.ICE MON FAULT subtitle is displayed on the EWD:** | *Refer to Item Item 30-09-01B ANTI-ICE ENG 1(2) CTL FAULT Alert* |

## *ECAM Alert:* ANTI ICE ENG 1(2) OVER PRESS

**Ident.: 9-ME-ANTI ICE-00003200.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ANTI ICE ENG 1(2) VALVE CLSD

**Ident.: 9-ME-ANTI ICE-00003201.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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## *ECAM Alert:* ANTI ICE ENG 1(2) VALVE OPEN

**Ident.: 9-ME-ANTI ICE-00003202.0000100 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 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-00003202.0000200 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ANTI ICE F/O+STBY AOA

**Ident.: 9-ME-ANTI ICE-00003203.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ANTI ICE F/O+STBY AOA

**Ident.: 9-ME-ANTI ICE-00003203.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ANTI ICE F/O+STBY PITOT

**Ident.: 9-ME-ANTI ICE-00003204.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* ANTI ICE L(R) WINDOW

**Ident.: 9-ME-ANTI ICE-00003205.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the Window Heat Computer is affected** | *Refer to Item 30-42-01 Window Heat Computer* |
| *NIL* | *Refer to Item 30-42-02 Fixed Lateral Window and Sliding Window Heating* |

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

**Ident.: 9-ME-ANTI ICE-00003206.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the Window Heat Computer is affected** | *Refer to Item 30-42-01 Window Heat Computer* |
| *NIL* | *Refer to Item 30-42-03 Windshield Heating* |

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

**Ident.: 9-ME-ANTI ICE-00003207.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-APU-00003208.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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## *ECAM Alert:* APU FIRE

**Ident.: 9-ME-APU FIRE-00003209.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 49-10-01 Power Plant (APU)* |

## *ECAM Alert:* APU FIRE DET FAULT

**Ident.: 9-ME-APU FIRE-00003210.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

## *ECAM Alert:* APU FIRE LOOP A(B) FAULT

**Ident.: 9-ME-APU FIRE-00003211.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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

**Ident.: 9-ME-AUTO FLT-00003212.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* AUTO FLT A/THR OFF

**Ident.: 9-ME-AUTO FLT-00003213.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 22-30-01 Autothrust (A/THR)* |

## *ECAM Alert:* AUTO FLT AP OFF

**Ident.: 9-ME-AUTO FLT-00003214.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | *Refer to Item 22-10-01 Autopilot (AP)* |
| False alert | *Refer to Item 22-10-06 AP Disengagement Warning* |

## *ECAM Alert:* AUTO FLT FAC 1 FAULT

**Ident.: 9-ME-AUTO FLT-00003215.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 22-60-01 FAC 1* |

## *ECAM Alert:* AUTO FLT FAC 2 FAULT

**Ident.: 9-ME-AUTO FLT-00003216.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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

**Ident.: 9-ME-AUTO FLT-00003217.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* AUTO FLT FAC VERSIONS DISAGREE

**Ident.: 9-ME-AUTO FLT-00003218.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-AUTO FLT-00003219.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 22-81-03-01 FCU Channel* |

## *ECAM Alert:* AUTO FLT FCU 1+2 FAULT

**Ident.: 9-ME-AUTO FLT-00003220.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* AUTO FLT FMGC VERSIONS DISAGREE

**Ident.: 9-ME-AUTO FLT-00003221.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-AUTO FLT-00003222.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 22-60-03 Reactive Windshear Detection Function* |

## *ECAM Alert:* AUTO FLT RUD TRIM 1(2) FAULT

**Ident.: 9-ME-AUTO FLT-00003223.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-22-01 Rudder Trim System* |

## *ECAM Alert:* AUTO FLT RUD TRIM SYS

**Ident.: 9-ME-AUTO FLT-00003224.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* AUTO FLT RUD TRV LIM 1(2)

**Ident.: 9-ME-AUTO FLT-00003225.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-23-01 Rudder Travel Limiter System* |

## *ECAM Alert:* AUTO FLT RUD TRV LIM SYS

**Ident.: 9-ME-AUTO FLT-00003226.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-AUTO FLT-00003227.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

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

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

**Ident.: 9-ME-AUTO FLT-00003228.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 22-60-04 Yaw Damper System* |

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

**Ident.: 9-ME-AUTO FLT-00003229.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* AVIONICS SMOKE

**Ident.: 9-ME-AVIONICS SMOKE-00003230.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 26-15-01 Avionics Smoke Detection System* |

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## *ECAM Alert:* BLEED MONITORING FAULT

**Ident.: 9-ME-BLEED-00003231.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-BLEED-00003232.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

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

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## *ECAM Alert:* BRAKES ALTN BRK FAULT

**Ident.: 9-ME-BRAKES-00003233.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-BRAKES-00003234.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* BRAKES A/SKID N/WS FAULT

**Ident.: 9-ME-BRAKES-00003235.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* BRAKES A/SKID N/WS OFF

**Ident.: 9-ME-BRAKES-00003236.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* BRAKES AUTO BRK FAULT

**Ident.: 9-ME-BRAKES-00003237.0000100 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If normal braking is lost (**BRAKE RELEASED **message is not displayed)** | NO DISPATCH |

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## *ECAM Alert:* BRAKES AUTO BRK FAULT

**Ident.: 9-ME-BRAKES-00003237.0000100 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the autobrake function is affected (**BRAKE RELEASED **message is displayed)** | *Refer to Item 32-42-05 AUTO/BRK Function* |
| **If a tachometer is affected (**BRAKE RELEASED **message is displayed)** | *Refer to Item 32-42-06 Tachometer* |

## *ECAM Alert:* BRAKES AUTO BRK FAULT

**Ident.: 9-ME-BRAKES-00003237.0000200 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 32-42-05 AUTO/BRK Function* |

## *ECAM Alert:* BRAKES BRK Y ACCU LO PR

**Ident.: 9-ME-BRAKES-00003238.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 32-44-02 ACCU PRESS Indicator* |

## *ECAM Alert:* BRAKES SYS 1 FAULT

**Ident.: 9-ME-BRAKES-00003239.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 32-42-03 Braking/Steering Control Unit (BSCU) Channel 1 / System 1* |

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## *ECAM Alert:* BRAKES SYS 2 FAULT

**Ident.: 9-ME-BRAKES-00003240.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 32-42-04 Braking/Steering Control Unit (BSCU) Channel 2 / System 2* |

## *ECAM Alert:* BRAKES HOT

**Ident.: 9-ME-BRAKES-00003241.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 32-07-01 Brakes Temperature Indication on the WHEEL SD page* |

## *ECAM Alert:* BRAKES NORM BRK FAULT

**Ident.: 9-ME-BRAKES-00003242.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-BRAKES-00003243.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* BRAKES PARK BRK FAULT

**Ident.: 9-ME-BRAKES-00003244.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If associated with the BRK PRESS STILL APPLIED subtitle** | NO DISPATCH |
| **If associated with the BRK PRESS RELEASED subtitle** | Apply ECAM procedure |

## *ECAM Alert:* BRAKES PARK BRK LO PR

**Ident.: 9-ME-BRAKES-00003245.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* BRAKES PARK BRK ON

**Ident.: 9-ME-BRAKES-00003246.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* BRAKES RELEASED

**Ident.: 9-ME-BRAKES-00003247.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| 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* |

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

**Ident.: 9-ME-BRAKES-N/WS-00003248.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

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

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

**Ident.: 9-ME-CAB PR-00003249.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* CAB PR EXCES RESIDUAL PR

**Ident.: 9-ME-CAB PR-00003250.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | Apply ECAM procedure |
| False alert | *Refer to Item 52-10-10 Door Residual Differential Pressure Detection* |

## *ECAM Alert:* CAB PR LDG ELEV FAULT

**Ident.: 9-ME-CAB PR-00003251.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-31-04 Landing Elevation Selection AUTO Function* |

## *ECAM Alert:* CAB PR LO DIFF PR

**Ident.: 9-ME-CAB PR-00003252.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* CAB PR OFV NOT OPEN

**Ident.: 9-ME-CAB PR-00003253.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* CAB PR SAFETY VALVE OPEN

**Ident.: 9-ME-CAB PR-00003254.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | *Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization* |
| False alert | *Refer to Item 21-09-03 CAB PR SAFETY VALVE OPEN Alert* |

## *ECAM Alert:* CAB PR SYS 1(2) FAULT

**Ident.: 9-ME-CAB PR-00003255.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-31-01 Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)* |

## *ECAM Alert:* CAB PR SYS 1+2 FAULT

**Ident.: 9-ME-CAB PR-00003256.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization* |

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*ECAM Alert:* **CARGO SMOKE AFT BTL SQUIB FAULT**

**Ident.: 9-ME-CARGO SMOKE-00003257.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIJN, -AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 26-23-03 Squib of the AFT/BULK Cargo Bottle 1* |

*ECAM Alert:* **CARGO SMOKE FWD BTL SQUIB FAULT**

**Ident.: 9-ME-CARGO SMOKE-00003258.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIJN, -AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 26-23-02 Squib of the FWD Cargo Bottle 1* |

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# *ECAM Alert:* C/B TRIPPED

**Ident.: 9-ME-C/B-00003259.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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## *ECAM Alert:* COM ACARS FAULT ⋖

**Ident.: 9-ME-COM-00003260.0000001 / 28 JUN 2022**
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

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

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

**Ident.: 9-ME-COM-00003261.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-COM-00003262.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If hand microphone PTT pb is jammed in the transmitting position** | *Refer to Item 23-51-03 Hand Microphone* |
| **If sidestick PTT pb is jammed in the transmitting position** | *Refer to Item 23-51-06 Sidestick PTT sw* |
| **If a transmission Key on one ACP is jammed in the transmitting position** | *Refer to Item 23-52-05 ACP Transmission Key* |
| False alert | *Refer to Item 23-09-01 COM HF 1(2) EMITTING Alert (If Installed)* |

## *ECAM Alert:* COM SATCOM DATA FAULT ⋖

**Ident.: 9-ME-COM-00003263.0000001 / 31 AUG 2023**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item SATCOM Data Mode (If Installed)* |

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## *ECAM Alert:* COM SINGLE PTT STUCK

**Ident.: 9-ME-COM-00003265.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If hand microphone PTT pb is jammed in the transmitting position** | *Refer to Item 23-51-03 Hand Microphone* |
| **If sidestick PTT pb is jammed in the transmitting position** | *Refer to Item 23-51-06 Sidestick PTT sw* |
| **If the INT/RAD sw on one ACP is jammed in the transmitting position** | *Refer to Item 23-52-01 CAPT and F/O ACP*<br>or<br>*Refer to Item 23-52-02 ACP 3* |

## *ECAM Alert:* COM VHF 3 DATA FAULT ⩤

**Ident.: 9-ME-COM-00003266.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 23-20-04 VHF Datalink (If Installed)* |

## *ECAM Alert:* COM VHF 1(2)(3) EMITTING

**Ident.: 9-ME-COM-00003267.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If hand microphone PTT pb is jammed in the transmitting position** | *Refer to Item 23-51-03 Hand Microphone* |
| **If sidestick PTT pb is jammed in the transmitting position** | *Refer to Item 23-51-06 Sidestick PTT sw* |
| **If a transmission Key on one ACP is jammed in the transmitting position** | *Refer to Item 23-52-05 ACP Transmission Key* |
| **False alert (2 VHFs installed)** | NO DISPATCH |
| **False alert (3 VHFs installed)** | *Refer to Item 23-09-02 COM VHF 1(2)(3) EMITTING Alert (3 VHFs installed)* |

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## *ECAM Alert:* COND AFT CAB DUCT OVHT

**Ident.: 9-ME-COND-00003268.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve* |

## *ECAM Alert:* COND AFT CARGO DUCT OVHT

**Ident.: 9-ME-COND-00003269.0000001 / 14 SEP 2022**
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-43-02 AFT Cargo Compartment Heating* |

## *ECAM Alert:* COND AFT CRG HEAT FAULT

**Ident.: 9-ME-COND-00003270.0000001 / 14 SEP 2022**
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-43-02 AFT Cargo Compartment Heating* |

## *ECAM Alert:* COND AFT CRG ISOL VALVE

**Ident.: 9-ME-COND-00003271.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQS) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQS**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-28-04 AFT Cargo Isolation Valve* |

## *ECAM Alert:* COND CKPT DUCT OVHT

**Ident.: 9-ME-COND-00003272.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve* |

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## *ECAM Alert:* COND FWD CAB DUCT OVHT

**Ident.: 9-ME-COND-00003273.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-63-02 Cockpit and Cabin Trim Air Valve* |

## *ECAM Alert:* COND HOT AIR FAULT

**Ident.: 9-ME-COND-00003274.0000100 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

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

## *ECAM Alert:* COND HOT AIR FAULT

**Ident.: 9-ME-COND-00003274.0000200 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

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

## *ECAM Alert:* COND L+R CAB FAN FAULT

**Ident.: 9-ME-COND-00003275.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* COND LAV+GALLEY FAN FAULT

**Ident.: 9-ME-COND-00003276.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

## *ECAM Alert:* COND MD ISOL FAULT

**Ident.: 9-ME-COND-00003277.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **Actual alert (If MSOVs are Not Fully Closed, MBV is Not Fully Open and MORV Fully Closed in MD Isolation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (If MSOVs are Fully Closed, MBV is Not Fully Open and MORV Fully Closed in MD Isolation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (If MSOVs are Not Fully Closed, MBV is Fully Open and MORV Fully Closed in MD Isolation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (if FEFs fail to operate in MD Isolation Mode)** | *Refer to Item 21-21-04 Forward Exhaust Fan* |
| **Actual alert (if MORV not Fully Closed in MD Isolation Mode)** | *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **False alert (Relays, terminal blocks, etc are faulty)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and |

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## *ECAM Alert:* COND MD ISOL FAULT

**Ident.: 9-ME-COND-00003277.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| | *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |

## *ECAM Alert:* COND MD VENT FAULT

**Ident.: 9-ME-COND-00003278.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **Actual alert (if MBV Fully Opened and MSOVs Fully Closed in MD Ventilation Mode).** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* |
| **Actual alert (if MBV Not Fully Opened and MSOVs Fully Closed in MD Ventilation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* |
| **Actual alert (if MBV Not Fully Opened and MSOVs Not Fully Closed in MD Ventilation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* |
| **Actual alert (if MBV Fully Closed and MSOVs Not Fully Closed in MD Ventilation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* |
| **False alert (Relays, terminal blocks, etc are faulty)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* |

## *ECAM Alert:* COND MD VENT OFF

**Ident.: 9-ME-COND-00003279.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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## *ECAM Alert:* COND MD VENT REDUCED

**Ident.: 9-ME-COND-00003280.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **Actual alert (if MBV Fully Opened and MSOVs Fully Opened in MD Ventilation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (if MBV Not Fully Opened and MSOVs Fully Opened in MD Ventilation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (if MBV Fully Opened, MSOVs Not Fully Opened and MORV Fully Closed in MD Ventilation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (if MBV Fully Close, MSOVs Fully Open and MORV not Fully Closed in MD Ventilation Mode)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **False alert (Relays, terminal blocks, etc are faulty)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |

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## *ECAM Alert:* COND MIXER OVERPRESS

**Ident.: 9-ME-COND-00003281.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **Actual alert (if MBV Fully Closed, MSOVs Fully Closed and MORV not Fully Closed)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (if MBV Fully Closed, MSOVs not Fully Closed and MORV not Fully Closed)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (if MBV Fully Opened, MSOVs Fully Closed and MORV not Fully Closed)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (if MBV Fully Opened, MSOVs not Fully Closed and MORV not Fully Closed)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (if MBV not Fully Closed, MSOVs Fully Closed and MORV not Fully Closed)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **Actual alert (if MBV not Fully Closed, MSOVs not Fully Closed and MORV not Fully Closed)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and |

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## *ECAM Alert:* COND MIXER OVERPRESS

**Ident.: 9-ME-COND-00003281.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| | *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |
| **False alert (Relays, terminal blocks, etc are faulty)** | *Refer to Item 21-21-02 Main Deck Shut-off Valve (MSOV)* and *Refer to Item 21-21-03 Mixer Bypass Valve (MBV)* and *Refer to Item 21-21-05 Mixer Overpressure Relief Valve (MORV)* |

## *ECAM Alert:* COND TRIM AIR SYS FAULT

**Ident.: 9-ME-COND-00003282.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

## *ECAM Alert:* COND ZONE REGUL FAULT

**Ident.: 9-ME-COND-00003283.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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* |

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

**Ident.: 9-ME-CONFIG-00003284.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* CONFIG MD CARGO DOOR NOT CLOSED

**Ident.: 9-ME-CONFIG-00003285.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-71-01 Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door* |

## *ECAM Alert:* CONFIG PARK BRK ON

**Ident.: 9-ME-CONFIG-00003286.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* CONFIG PITCH TRIM NOT IN T.O. RANGE

**Ident.: 9-ME-CONFIG-00003287.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* CONFIG RUD TRIM NOT IN T.O. RANGE

**Ident.: 9-ME-CONFIG-00003288.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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*ECAM Alert:* **CONFIG SLATS(FLAPS) NOT IN T.O. CONFIG.**

**Ident.: 9-ME-CONFIG-00003289.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-CONFIG-00003290.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* DATA LINK ATC FAULT

**Ident.: 9-ME-DATA LINK-00003291.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 46-21-04 ATC Datalink (If Installed)* |

## *ECAM Alert:* DATA LINK ATSU FAULT

**Ident.: 9-ME-DATA LINK-00003292.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 46-21-01 Air Traffic Service Unit (ATSU)* |

## *ECAM Alert:* DATA LINK COMPANY FAULT

**Ident.: 9-ME-DATA LINK-00003293.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

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

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

**Ident.: 9-ME-DOOR-00003294.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-07-05 Cargo Door Indication on the DOOR/OXY SD page* |

## *ECAM Alert:* DOOR L(R) AFT CABIN

**Ident.: 9-ME-DOOR-00003295.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page* |

## *ECAM Alert:* DOOR L(R) AFT EMER EXIT

**Ident.: 9-ME-DOOR-00003296.0000100 / 28 JUN 2022**
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page* |

## *ECAM Alert:* DOOR L(R) AFT EMER EXIT

**Ident.: 9-ME-DOOR-00003296.0000200 / 28 JUN 2022**
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

| 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* |

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## *ECAM Alert:* DOOR L(R) EMER EXIT

**Ident.: 9-ME-DOOR-00003299.0000001 / 28 JUN 2022**
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-07-03 Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page* |

## *ECAM Alert:* DOOR L(R)(FWD)(AFT) AVIONICS

**Ident.: 9-ME-DOOR-00003300.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-07-06 Avionics Compartment Access Door Indication on the DOOR/OXY SD page* |

## *ECAM Alert:* DOOR L(R) FWD CABIN

**Ident.: 9-ME-DOOR-00003301.0000003 / 28 JUN 2022**
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page* |

## *ECAM Alert:* DOOR L FWD CABIN

**Ident.: 9-ME-DOOR-00007098.0000002 / 15 NOV 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-07-01 Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD PAGE* |

## *ECAM Alert:* DOOR L FWD CABIN

**Ident.: 9-ME-DOOR-00007098.0000002 / 15 NOV 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| | and<br>*Refer to Item 52-10-09 Crew Entry Door* |

## *ECAM Alert:* DOOR L(R) FWD EMER EXIT

**Ident.: 9-ME-DOOR-00003302.0000100 / 28 JUN 2022**
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

| 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 EMER EXIT

**Ident.: 9-ME-DOOR-00003302.0000200 / 28 JUN 2022**
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page* |

## *ECAM Alert:* DOOR MD CARGO

**Ident.: 9-ME-DOOR-00003305.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 52-71-01 Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door* |

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## *ECAM Alert:* EIS DMC 1 FAULT

**Ident.: 9-ME-EIS-00003306.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-62-01 DMC 1* |

## *ECAM Alert:* EIS DMC 2 FAULT

**Ident.: 9-ME-EIS-00003307.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-62-02 DMC 2* |

## *ECAM Alert:* EIS DMC 3 FAULT

**Ident.: 9-ME-EIS-00003308.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-62-03 DMC 3* |

## *ECAM Alert:* EIS DMC/FWC COM FAULT

**Ident.: 9-ME-EIS-00003309.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003310.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003311.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003312.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003313.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003314.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 24-09-01 ELEC AC ESS BUS SHED Alert* |

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## *ECAM Alert:* ELEC APU GEN FAULT

**Ident.: 9-ME-ELEC-00003315.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-23-01 AC Auxiliary Generation (APU Generator, APU GCU or GAPCU Auxiliary Power Control function, Line Contactor)* |

## *ECAM Alert:* ELEC APU GEN OVERLOAD

**Ident.: 9-ME-ELEC-00003316.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-26-01 Galley Automatic Load Shed System* |

## *ECAM Alert:* ELEC BAT 1(2) FAULT

**Ident.: 9-ME-ELEC-00003317.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003318.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* ELEC BCL 1(2) FAULT

**Ident.: 9-ME-ELEC-00003319.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-38-02 Battery Charger Limiter (BCL)* |

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## *ECAM Alert:* ELEC DC BAT BUS FAULT

**Ident.: 9-ME-ELEC-00003320.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003321.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003322.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ELEC DC BUS 1+2 FAULT

**Ident.: 9-ME-ELEC-00003323.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ELEC DC EMER CONFIG

**Ident.: 9-ME-ELEC-00003324.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003325.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003326.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ELEC EMER CONFIG

**Ident.: 9-ME-ELEC-00003327.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ELEC EMER GEN 1 LINE OFF

**Ident.: 9-ME-ELEC-00003328.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* ELEC ESS BUSSES ON BAT

**Ident.: 9-ME-ELEC-00003329.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003330.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)* |

## *ECAM Alert:* ELEC GEN 1(2) OFF

**Ident.: 9-ME-ELEC-00003331.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* ELEC GEN 1(2) OVERLOAD

**Ident.: 9-ME-ELEC-00003332.0000100 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item Item 24-26-01 GALY & CAB Automatic Load Shed System* |

## *ECAM Alert:* ELEC GEN 1(2) OVERLOAD

**Ident.: 9-ME-ELEC-00003332.0000200 / 28 JUN 2022**
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-26-01 Galley Automatic Load Shed System* |

## *ECAM Alert:* ELEC IDG 1(2) DISCONNECTED

**Ident.: 9-ME-ELEC-00003333.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)* |

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## *ECAM Alert:* ELEC IDG 1(2) FILTER CLOG

**Ident.: 9-ME-ELEC-00003334.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-09-04 ELEC IDG 1(2) FILTER CLOG Alert* |

## *ECAM Alert:* ELEC IDG 1(2) OIL LO LVL

**Ident.: 9-ME-ELEC-00003335.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-09-03 ELEC IDG 1(2) OIL LO LVL Alert* |

## *ECAM Alert:* ELEC IDG 1(2) OIL LO PR

**Ident.: 9-ME-ELEC-00003336.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)* |

## *ECAM Alert:* ELEC IDG 1(2) OIL OVHT

**Ident.: 9-ME-ELEC-00003337.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 24-22-01 AC Main Generation (IDG, GCU, Line Contactor)* |

## *ECAM Alert:* ELEC STATIC INV FAULT

**Ident.: 9-ME-ELEC-00003338.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ELEC-00003339.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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

**Ident.: 9-ME-ENG-00003340.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG ALL ENGINES FAILURE

**Ident.: 9-ME-ENG-00003343.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* ENG DUAL COOLING NOT AVAIL

**Ident.: 9-ME-ENG-00003345.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* ENG THR LEVERS NOT SET

**Ident.: 9-ME-ENG-00003347.0000100 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

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

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## *ECAM Alert:* ENG THR LEVERS NOT SET

**Ident.: 9-ME-ENG-00003347.0000200 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If Takeoff flex mode is affected.** | *Refer to Item 73-20-01 Flex Takeoff Mode* |
| **If Soft go-around mode is affected.** | *Refer to Item 22-10-09 Soft Go-Around Function* |

## *ECAM Alert:* ENG FUEL CONTAMINATED

**Ident.: 9-ME-ENG-00003348.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG FUEL CONTAMINATED

**Ident.: 9-ME-ENG-00003348.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG GA SOFT FAULT

**Ident.: 9-ME-ENG-00003349.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 22-10-09 Soft Go-Around Function* |

## *ECAM Alert:* ENG REV SET

**Ident.: 9-ME-ENG-00003350.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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

**Ident.: 9-ME-ENG-00003351.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Apply ECAM procedure |

## *ECAM Alert:* ENG THRUST LOCKED

**Ident.: 9-ME-ENG-00003352.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* ENG TYPE DISAGREE

**Ident.: 9-ME-ENG-00003353.0000100 / 28 JUN 2022**
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 77-09-01 ENG TYPE DISAGREE Alert* |

## *ECAM Alert:* ENG TYPE DISAGREE

**Ident.: 9-ME-ENG-00003353.0000200 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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*ECAM Alert:* **ENG VIB SYS FAULT**

**Ident.: 9-ME-ENG-00003354.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 77-07-02-05 N1 Vibration Indication on the ENGINE SD page*<br>or<br>*Refer to Item 77-07-02-06 N2 Vibration Indication on the ENGINE SD page* |

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*ECAM Alert:* **ENG 1(2) A/C FADEC SUPPLY**

**Ident.: 9-ME-ENG 1(2)-00003355.0000100 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

*ECAM Alert:* **ENG 1(2) A/C FADEC SUPPLY**

**Ident.: 9-ME-ENG 1(2)-00003355.0000200 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 73-20-06 EEC ACFT 28V Power Supply* |

*ECAM Alert:* **ENG 1(2) AIR EXCHANGR FAULT**
**AIR VALVE CLOSED**

**Ident.: 9-ME-ENG 1(2)-00003356.0000001 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

*ECAM Alert:* **ENG 1(2) AIR EXCHANGR FAULT**
**AIR VALVE OPEN**

**Ident.: 9-ME-ENG 1(2)-00003357.0000001 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

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

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

**Ident.: 9-ME-ENG 1(2)-00003358.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 75-22-01 Buffer Air Check Valve* |

## *ECAM Alert:* ENG 1(2) AIR SYS FAULT

**Ident.: 9-ME-ENG 1(2)-00003359.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) AIR VALVE

**Ident.: 9-ME-ENG 1(2)-00003360.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) BEARING 4 OIL SYS HI PRESS

**Ident.: 9-ME-ENG 1(2)-00003361.0000001 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003362.0000001 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 79-09-03 ENG 1(2) BEARING 4 OIL SYS Alert* |

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

**Ident.: 9-ME-ENG 1(2)-00003363.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If this alert is displayed on the EWD before the first engine start, check that no amber cross is displayed on the ENG SD page for OIL TEMP indication of the affected engine. If an amber cross is displayed, the associated EIU may be the cause of the failure (associated engine start not possible).** | Apply ECAM procedure. |

## *ECAM Alert:* ENG 1(2) BOWED ROTOR PROTECTION FAULT

**Ident.: 9-ME-ENG 1(2)-00003364.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) COLD FUEL

**Ident.: 9-ME-ENG 1(2)-00003365.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Apply ECAM procedure |

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

**Ident.: 9-ME-ENG 1(2)-00003366.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) CTL SYS FAULT

**Ident.: 9-ME-ENG 1(2)-00003367.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) CTL VALVE FAULT

**Ident.: 9-ME-ENG 1(2)-00003368.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) EGT(FF)(N1)(N2) DISCREPANCY

**Ident.: 9-ME-ENG 1(2)-00003369.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) EGT(EPR)(FF)(N1)(N2) DISCREPANCY

**Ident.: 9-ME-ENG 1(2)-00003369.0000002 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003370.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) EIU FAULT

**Ident.: 9-ME-ENG 1(2)-00003371.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) EPR MODE FAULT

**Ident.: 9-ME-ENG 1(2)-00003372.0000001 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 73-20-04 EPR Control Mode* |

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

**Ident.: 9-ME-ENG 1(2)-00003373.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) FADEC ALTERNATOR

**Ident.: 9-ME-ENG 1(2)-00003374.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003375.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) FADEC HI TEMP

**Ident.: 9-ME-ENG 1(2)-00003376.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003376.0000002 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003377.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003378.0000001 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003379.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003380.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* ENG 1(2) FAN COWL NOT CLSD

**Ident.: 9-ME-ENG 1(2)-00003381.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 71-09-01 ENG 1(2) FAN COWL NOT CLSD Alert* |

## *ECAM Alert:* ENG 1(2) FIRE DET FAULT

**Ident.: 9-ME-ENG 1(2)-00003382.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) FIRE LOOP A FAULT

**Ident.: 9-ME-ENG 1(2)-00003383.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If engine 1 is affected** | *Refer to Item 26-12-01 Engine Fire Detection Loop A on the Engine 1* |

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## *ECAM Alert:* ENG 1(2) FIRE LOOP A FAULT

**Ident.: 9-ME-ENG 1(2)-00003383.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If engine 2 is affected** | *Refer to Item 26-12-02 Engine Fire Detection Loop A on the Engine 2* |

## *ECAM Alert:* ENG 1(2) FIRE LOOP B FAULT

**Ident.: 9-ME-ENG 1(2)-00003384.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If engine 1 is affected** | *Refer to Item 26-12-03 Engine Fire Detection Loop B on the Engine 1* |
| **If engine 2 is affected** | *Refer to Item 26-12-04 Engine Fire Detection Loop B on the Engine 2* |

## *ECAM Alert:* ENG 1(2) FUEL CTL FAULT

**Ident.: 9-ME-ENG 1(2)-00003385.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) FUEL FILTER CLOG

**Ident.: 9-ME-ENG 1(2)-00003386.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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

**Ident.: 9-ME-ENG 1(2)-00003387.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 73-09-09 ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert* |

## *ECAM Alert:* ENG 1(2) FUEL HEAT SYS

**Ident.: 9-ME-ENG 1(2)-00003389.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) FUEL LEAK

**Ident.: 9-ME-ENG 1(2)-00003390.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) FUEL RETURN VALVE

**Ident.: 9-ME-ENG 1(2)-00003391.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 73-10-01 Fuel Return Valve* |

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## *ECAM Alert:* ENG 1(2) FUEL SENSOR FAULT

**Ident.: 9-ME-ENG 1(2)-00003392.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 73-09-04 ENG 1(2) FUEL SENSOR FAULT Alert* |

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

**Ident.: 9-ME-ENG 1(2)-00003393.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003394.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) HEAT SYS DEGRADED

**Ident.: 9-ME-ENG 1(2)-00003395.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 73-09-05 ENG 1(2) HEAT SYS DEGRADED Alert* |

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## *ECAM Alert:* ENG 1(2) HEAT SYS FAULT

**Ident.: 9-ME-ENG 1(2)-00003396.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) HIGH VIBRATION

**Ident.: 9-ME-ENG 1(2)-00003397.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* ENG 1(2) HIGH VIBRATION

**Ident.: 9-ME-ENG 1(2)-00003397.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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

**Ident.: 9-ME-ENG 1(2)-00003398.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) HOT AIR LEAK

**Ident.: 9-ME-ENG 1(2)-00003399.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* ENG 1(2) HOT FUEL

**Ident.: 9-ME-ENG 1(2)-00003400.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003401.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003402.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | *Refer to Item 74-31-01 Ignition System A*<br>or<br>*Refer to Item 74-31-02 Ignition System B* |
| False alert | *Refer to Item 74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert* |

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

**Ident.: 9-ME-ENG 1(2)-00003403.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert* |

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## *ECAM Alert:* ENG 1(2) LO START AIR PRESS

**Ident.: 9-ME-ENG 1(2)-00003404.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to 2-SUP-ENG Manual Engine Start - General* |

## *ECAM Alert:* ENG 1(2) LOW N1

**Ident.: 9-ME-ENG 1(2)-00003405.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003406.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 73-09-02 ENG 1(2) MINOR FAULT Alert* |

## *ECAM Alert:* ENG 1(2) N1(N2)(EGT) OVER LIMIT

**Ident.: 9-ME-ENG 1(2)-00003407.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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

**Ident.: 9-ME-ENG 1(2)-00003408.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 79-09-06 ENG 1(2) OIL CHIP DETECTED Alert* |

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## *ECAM Alert:* ENG 1(2) OIL FILTER CLOG

**Ident.: 9-ME-ENG 1(2)-00003409.0000100 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) OIL FILTER CLOG

**Ident.: 9-ME-ENG 1(2)-00003409.0000200 / 28 JUN 2022**
**Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 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 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 79-09-07 ENG 1(2) OIL FILTER - PARTLY CLOGGED Alert* |

## *ECAM Alert:* ENG 1(2) OIL HI TEMP

**Ident.: 9-ME-ENG 1(2)-00003412.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* ENG 1(2) OIL LO PR

**Ident.: 9-ME-ENG 1(2)-00003413.0000100 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) OIL LO PR

**Ident.: 9-ME-ENG 1(2)-00003413.0000200 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 79-09-01 ENG 1(2) OIL LO PR Alert* |

## *ECAM Alert:* ENG 1(2) OIL LO TEMP

**Ident.: 9-ME-ENG 1(2)-00003414.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Apply ECAM procedure. |

## *ECAM Alert:* ENG 1(2) OIL SENSOR FAULT

**Ident.: 9-ME-ENG 1(2)-00003415.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

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

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

**Ident.: 9-ME-ENG 1(2)-00003416.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003417.0000100 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003417.0000200 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 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 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003419.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 73-25-01 Engine Overthrust Protection System* |

## *ECAM Alert:* ENG 1(2) PROBES FAULT

**Ident.: 9-ME-ENG 1(2)-00003420.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003421.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 78-30-01 Thrust Reverser* |

## *ECAM Alert:* ENG 1(2) REV ISOL FAULT

**Ident.: 9-ME-ENG 1(2)-00003422.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZA**

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

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## *ECAM Alert:* ENG 1(2) REV LOCKED

**Ident.: 9-ME-ENG 1(2)-00003423.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 78-30-04 Thrust Reverser Door Tertiary Lock* |

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

**Ident.: 9-ME-ENG 1(2)-00003424.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 78-09-02 ENG 1(2) REV MINOR FAULT Alert* |

## *ECAM Alert:* ENG 1(2) REV PRESSURIZED

**Ident.: 9-ME-ENG 1(2)-00003425.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) REV PRESSURIZED

**Ident.: 9-ME-ENG 1(2)-00003425.0000002 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 78-30-01 Thrust Reverser* |

## *ECAM Alert:* ENG 1(2) REV SWITCH FAULT

**Ident.: 9-ME-ENG 1(2)-00003426.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

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

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## *ECAM Alert:* ENG 1(2) REVERSE UNLOCKED

**Ident.: 9-ME-ENG 1(2)-00003427.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) REVERSER CTL FAULT

**Ident.: 9-ME-ENG 1(2)-00003428.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 78-09-01 ENG 1(2) REVERSER CTL FAULT Alert* |

## *ECAM Alert:* ENG 1(2) REVERSER FAULT

**Ident.: 9-ME-ENG 1(2)-00003429.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 78-30-01 Thrust Reverser* |

## *ECAM Alert:* ENG 1(2) SENSOR FAULT

**Ident.: 9-ME-ENG 1(2)-00003430.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) SHUT DOWN

**Ident.: 9-ME-ENG 1(2)-00003431.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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

**Ident.: 9-ME-ENG 1(2)-00003432.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* ENG 1(2) START FAULT

**Ident.: 9-ME-ENG 1(2)-00003433.0000100 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| 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)-00003433.0000200 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 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)-00003433.0000300 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

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

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## *ECAM Alert:* ENG 1(2) START FAULT

**Ident.: 9-ME-ENG 1(2)-00003433.0000300 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **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 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 80-11-01 Start Valve* |

## *ECAM Alert:* ENG 1(2) SYSTEM FAULT

**Ident.: 9-ME-ENG 1(2)-00003435.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-ENG 1(2)-00003436.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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## *ECAM Alert:* ENG 1(2) THR LEVER DISAGREE

**Ident.: 9-ME-ENG 1(2)-00003437.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) THR LEVER FAULT

**Ident.: 9-ME-ENG 1(2)-00003438.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* ENG 1(2) TURB COOL FAULT

**Ident.: 9-ME-ENG 1(2)-00003439.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

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

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

**Ident.: 9-ME-ENG 1(2) FIRE-00003440.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* F/CTL AIL SERVO FAULT

**Ident.: 9-ME-F/CTL-00003441.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-14-01 Left Aileron Blue Servo-Control (Controlled by ELAC 1)*<br>or<br>*Refer to Item 27-14-02 Left Aileron Green Servo-Control (Controlled by ELAC 2)*<br>or<br>*Refer to Item 27-14-03 Right Aileron Green Servo-Control (Controlled by ELAC 1)*<br>or<br>*Refer to Item 27-14-04 Right Aileron Blue Servo-Control (Controlled by ELAC 2)* |

## *ECAM Alert:* F/CTL ALTN LAW

**Ident.: 9-ME-F/CTL-00003442.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* F/CTL DIRECT LAW

**Ident.: 9-ME-F/CTL-00003443.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-F/CTL-00003444.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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

**Ident.: 9-ME-F/CTL-00003445.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

## *ECAM Alert:* F/CTL ELAC 2 FAULT

**Ident.: 9-ME-F/CTL-00003446.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* F/CTL ELAC 2 PITCH FAULT

**Ident.: 9-ME-F/CTL-00003447.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-F/CTL-00003448.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-F/CTL-00003448.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-F/CTL-00003449.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

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

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

**Ident.: 9-ME-F/CTL-00003449.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

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

## *ECAM Alert:* F/CTL ELEV SERVO FAULT

**Ident.: 9-ME-F/CTL-00003450.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the servo-control is affected.** | NO DISPATCH |
| **If the servo-control position transducer is affected.** | *Refer to Item 27-34-02 Elevator Servo-Control Position Transducer* |

## *ECAM Alert:* F/CTL FCDC 1 FAULT

**Ident.: 9-ME-F/CTL-00003451.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* F/CTL FCDC 2 FAULT

**Ident.: 9-ME-F/CTL-00003452.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-95-02 FCDC 2* |

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## *ECAM Alert:* F/CTL FCDC 1+2 FAULT

**Ident.: 9-ME-F/CTL-00003453.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* F/CTL FLAP/MCDU DISAGREE

**Ident.: 9-ME-F/CTL-00003454.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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

**Ident.: 9-ME-F/CTL-00003455.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* F/CTL FLAP LVR NOT ZERO

**Ident.: 9-ME-F/CTL-00003456.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* F/CTL FLAP SYS 1 FAULT

**Ident.: 9-ME-F/CTL-00003457.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |
| **If the maintenance check confirms that the** F/CTL FLAP SYS 1 FAULT **alert is displayed on the EWD due to a flap motor failure** | *Refer to Item 27-54-01 Flap Hydraulic Motor* |

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## *ECAM Alert:* F/CTL FLAP SYS 2 FAULT

**Ident.: 9-ME-F/CTL-00003458.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-51-01 SFCC Flap Channel* |
| **If the maintenance check confirms that the** F/CTL FLAP SYS 2 FAULT **alert is displayed on the EWD due to a flap motor failure.** | *Refer to Item 27-54-01 Flap Hydraulic Motor* |

## *ECAM Alert:* F/CTL FLAP TIP BRK FAULT

**Ident.: 9-ME-F/CTL-00003459.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-51-02 Flap Wing Tip Brakes Solenoid* |

## *ECAM Alert:* F/CTL FLAPS(SLATS) FAULT

**Ident.: 9-ME-F/CTL-00003460.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* F/CTL FLAPS(SLATS) LOCKED

**Ident.: 9-ME-F/CTL-00003461.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-F/CTL-00003462.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the braking system is affected** | *Refer to Item 32-42-06 Tachometer* |
| **If the braking system is not affected** | *Refer to Item 27-92-02 Ground Spoiler Control System* |

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## *ECAM Alert:* F/CTL GND SPLR 1+2(3+4) FAULT

**Ident.: 9-ME-F/CTL-00003463.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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

**Ident.: 9-ME-F/CTL-00003464.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

## *ECAM Alert:* F/CTL GND SPLR NOT ARMED

**Ident.: 9-ME-F/CTL-00003465.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **Ground spoilers are not armed while on approach below 500 ft (150 m) AGL with the landing gears down.** | Not related to MEL |

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

**Ident.: 9-ME-F/CTL-00003466.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-F/CTL-00003467.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* F/CTL L+R ELEV FAULT

**Ident.: 9-ME-F/CTL-00003468.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-F/CTL-00003469.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* F/CTL LAF ACCU FAULT

**Ident.: 9-ME-F/CTL-00003470.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-64-07 Load Alleviation Function Accumulator* |

## *ECAM Alert:* F/CTL PITCH TRIM/MCDU/CG DISAGREE

**Ident.: 9-ME-F/CTL-00003471.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* F/CTL SEC 1 FAULT

**Ident.: 9-ME-F/CTL-00003472.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-94-01 SEC 1* |

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## *ECAM Alert:* F/CTL SEC 2 FAULT

**Ident.: 9-ME-F/CTL-00003473.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-94-02 SEC 2* |

## *ECAM Alert:* F/CTL SEC 3 FAULT

**Ident.: 9-ME-F/CTL-00003474.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-94-03 SEC 3* |

## *ECAM Alert:* F/CTL SIDESTICK PRIORITY

**Ident.: 9-ME-F/CTL-00003475.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to 3-F_CTL F/CTL SIDESTICK PRIORITY* |

## *ECAM Alert:* F/CTL SLAT SYS 1 FAULT

**Ident.: 9-ME-F/CTL-00003476.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |
| **If the maintenance check confirms the** F/CTL SLAT SYS 1 FAULT **alert is displayed on the EWD due to a slat motor failure.** | *Refer to Item 27-84-01 Slats Hydraulic Motor* |

## *ECAM Alert:* F/CTL SLAT SYS 2 FAULT

**Ident.: 9-ME-F/CTL-00003477.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-81-01 SFCC Slat Channel* |

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## *ECAM Alert:* F/CTL SLAT SYS 2 FAULT

**Ident.: 9-ME-F/CTL-00003477.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the maintenance check confirms the F/CTL SLAT SYS 2 FAULT alert is displayed on the EWD due to a slat motor failure.** | *Refer to Item 27-84-01 Slats Hydraulic Motor* |

## *ECAM Alert:* F/CTL SLAT TIP BRK FAULT

**Ident.: 9-ME-F/CTL-00003478.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

## *ECAM Alert:* F/CTL SPD BRK DISAGREE

**Ident.: 9-ME-F/CTL-00003479.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-92-01 Speedbrake Control System* |

## *ECAM Alert:* F/CTL SPD BRK FAULT

**Ident.: 9-ME-F/CTL-00003480.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-92-01 Speedbrake Control System* |

## *ECAM Alert:* F/CTL SPD BRK STILL OUT

**Ident.: 9-ME-F/CTL-00003481.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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## *ECAM Alert:* F/CTL SPD BRK 2(3+4) FAULT

**Ident.: 9-ME-F/CTL-00003482.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-92-01 Speedbrake Control System* |

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

**Ident.: 9-ME-F/CTL-00003483.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 27-64-01 Spoiler 5*<br>or<br>*Refer to Item 27-64-02 Spoiler 1 or 3*<br>or<br>*Refer to Item 27-64-03 Spoiler 2 or 4*<br>or<br>*Refer to Item 27-64-04 Spoilers 1 and 2*<br>or<br>*Refer to Item 27-64-05 Spoilers 3 and 4* |

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

**Ident.: 9-ME-F/CTL-00003484.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* FUEL ACT PUMP LO PR

**Ident.: 9-ME-FUEL-00003485.0000001 / 14 SEP 2022**
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | *Refer to Item 28-28-03 ACT Transfer Pump* |
| False alert | *Refer to Item 28-09-04 FUEL ACT PUMP LO PR Alert* |

## *ECAM Alert:* FUEL ACT UNUSABLE

**Ident.: 9-ME-FUEL-00003486.0000001 / 14 SEP 2022**
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* FUEL ACT XFR FAULT

**Ident.: 9-ME-FUEL-00003487.0000001 / 14 SEP 2022**
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | *Refer to Item 28-12-05 Overpressure Protector in the ACT (If Installed)*<br>or<br>*Refer to Item 28-46-02 High Level Detection System in the Center Tank*<br>or<br>*Refer to Item 28-28-01 ACT Auto Transfer System*<br>or<br>*Refer to Item 28-28-02 ACT Transfer Valve*<br>or<br>*Refer to Item 28-28-04 ACT Air Shutoff Valve*<br>or<br>*Refer to Item 28-28-05 ACT Inward Pressure Relief Valve*<br>or<br>*Refer to Item 28-28-06 ACT Vent Valve*<br>or<br>*Refer to Item 28-28-09 ACT 1 Inlet Valve*<br>or |

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## *ECAM Alert:* FUEL ACT XFR FAULT

**Ident.: 9-ME-FUEL-00003487.0000001 / 14 SEP 2022**
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| | *Refer to Item 28-46-05 Low Level Detection System in the ACT (If Installed)* |
| False alert | *Refer to Item 28-09-03 FUEL ACT XFR FAULT Alert* |

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

**Ident.: 9-ME-FUEL-00003488.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-29-01 APU LP Fuel Valve* |

## *ECAM Alert:* FUEL AUTO FEED FAULT

**Ident.: 9-ME-FUEL-00003489.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-20-01 Automatic Fuel Feed System* |

## *ECAM Alert:* FUEL AUTO TRANSFER FAULT

**Ident.: 9-ME-FUEL-00003489.0000002 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-26-01 Center Tank Transfer Valve* |

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## *ECAM Alert:* FUEL CTR L(R) XFR FAULT

**Ident.: 9-ME-FUEL-00003490.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-26-01 Center Tank Transfer Valve* |

## *ECAM Alert:* FUEL CTR L+R XFR FAULT

**Ident.: 9-ME-FUEL-00003491.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-26-01 Center Tank Transfer Valve* |

## *ECAM Alert:* FUEL CTR TK PUMP 1(2) LO PR

**Ident.: 9-ME-FUEL-00003492.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-21-02 Center Tank Pump* |

## *ECAM Alert:* FUEL CTR TK PUMPS LO PR

**Ident.: 9-ME-FUEL-00003493.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-21-02 Center Tank Pump* |

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## *ECAM Alert:* FUEL CTR TK PUMPS OFF

**Ident.: 9-ME-FUEL-00003494.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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

**Ident.: 9-ME-FUEL-00003494.0000002 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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

**Ident.: 9-ME-FUEL-00003495.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page* |

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

**Ident.: 9-ME-FUEL-00003495.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page* |

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

**Ident.: 9-ME-FUEL-00003496.0000001 / 28 JUN 2022**
**Criteria: A319 (-AILY) / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AILY, D-AIQS, D-AIQW, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page* |

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

**Ident.: 9-ME-FUEL-00003496.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 NOT installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page* |

## *ECAM Alert:* FUEL FQI CH 1(2) FAULT

**Ident.: 9-ME-FUEL-00003497.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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

**Ident.: 9-ME-FUEL-00003498.0000001 / 28 JUN 2022**
**Criteria: A319 (all ex. -AILX, -AILY) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-FUEL-00003499.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* FUEL IDG 1(2) COOL FAULT

**Ident.: 9-ME-FUEL-00003500.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

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

## *ECAM Alert:* FUEL INERTING SYS FAULT

**Ident.: 9-ME-FUEL-00003501.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 47-10-01 Fuel Tank Inerting System* |

## *ECAM Alert:* FUEL LO LVL DET FAULT

**Ident.: 9-ME-FUEL-00003502.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* FUEL L(R) INNER(OUTER) TK HI TEMP

**Ident.: 9-ME-FUEL-00003503.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | Dispatch possible only if "delay T.O" is not displayed on ECAM. |
| False alert | *Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert* |

## *ECAM Alert:* FUEL L(R) INNER(OUTER) TK HI TEMP

**Ident.: 9-ME-FUEL-00003503.0000003 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert* |

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

**Ident.: 9-ME-FUEL-00003503.0000002 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | Dispatch possible only if "delay T.O" is not displayed on ECAM. |
| False alert | *Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert* |

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

**Ident.: 9-ME-FUEL-00003503.0000004 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |

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

**Ident.: 9-ME-FUEL-00003503.0000004 / 28 JUN 2022**
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| False alert | *Refer to Item 28-09-01 FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert* |

## *ECAM Alert:* FUEL L(R) INNER(OUTER) TK LO TEMP

**Ident.: 9-ME-FUEL-00003504.0000001 / 28 JUN 2022**
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 28-09-02 FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert* |

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

**Ident.: 9-ME-FUEL-00003504.0000002 / 28 JUN 2022**
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 28-09-02 FUEL L(R) INNER(OUTER)/WING TK LO TEMP Alert* |

## *ECAM Alert:* FUEL L(R) OUTER XFR CLOSED

**Ident.: 9-ME-FUEL-00003505.0000001 / 28 JUN 2022**
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-15-01 LH Wing Transfer Valve*<br>or<br>*Refer to Item 28-15-02 RH Wing Transfer Valve* |

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## *ECAM Alert:* FUEL L(R) OUTER XFR OPEN

**Ident.: 9-ME-FUEL-00003506.0000001 / 28 JUN 2022**
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-15-01 LH Wing Transfer Valve*<br>or<br>*Refer to Item 28-15-02 RH Wing Transfer Valve* |

## *ECAM Alert:* FUEL L(R) TK PUMP 1(2) LO PR

**Ident.: 9-ME-FUEL-00003507.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 28-21-01 Wing Tank Pump* |

## *ECAM Alert:* FUEL L(R) TK PUMP 1+2 LO PR

**Ident.: 9-ME-FUEL-00003508.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-FUEL-00003509.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 28-46-04 Low Level Detection System in the Inner/Wing Tank* |

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## *ECAM Alert:* FUEL L+R WING TK LO LVL

**Ident.: 9-ME-FUEL-00003510.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FUEL L(R) WING TK OVERFLOW

**Ident.: 9-ME-FUEL-00003511.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FUEL X FEED VALVE FAULT

**Ident.: 9-ME-FUEL-00003512.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* FWS AUDIO DEGRADED

**Ident.: 9-ME-FWS-00003513.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS AUDIO DEGRADED

**Ident.: 9-ME-FWS-00003513.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS AUDIO REDUND LOST ON FWC 1

**Ident.: 9-ME-FWS-00003514.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS AUDIO REDUND LOST ON FWC 1

**Ident.: 9-ME-FWS-00003514.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS AUDIO REDUND LOST ON FWC 2

**Ident.: 9-ME-FWS-00003515.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-53-01 Flight Warning Computer (FWC)* |

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## *ECAM Alert:* FWS AUDIO REDUND LOST ON FWC 2

**Ident.: 9-ME-FWS-00003515.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-53-01 Flight Warning Computer (FWC)* |

## *ECAM Alert:* FWS FLAP SYNCHRO FAULT

**Ident.: 9-ME-FWS-00003516.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS FLAP SYNCHRO FAULT

**Ident.: 9-ME-FWS-00003516.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS FWC 1 FAULT

**Ident.: 9-ME-FWS-00003517.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS FWC 2 FAULT

**Ident.: 9-ME-FWS-00003518.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-53-01 Flight Warning Computer (FWC)* |

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## *ECAM Alert:* FWS FWC 1+2 FAULT

**Ident.: 9-ME-FWS-00003519.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-FWS-00003520.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS SDAC 1 FAULT

**Ident.: 9-ME-FWS-00003521.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS SDAC 2 FAULT

**Ident.: 9-ME-FWS-00003522.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-55-01 System Data Acquisition Concentrator (SDAC)* |

## *ECAM Alert:* FWS SDAC 1+2 FAULT

**Ident.: 9-ME-FWS-00003523.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* FWS SLAT SYNCHRO FAULT

**Ident.: 9-ME-FWS-00003524.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* FWS SLAT SYNCHRO FAULT

**Ident.: 9-ME-FWS-00003524.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

Printouts are for information only!



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

**Ident.: 9-ME-HYD-00003525.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-01 HYD B(Y) ELEC PUMP LO PR Alert* |

## *ECAM Alert:* HYD B ELEC PUMP OVHT

**Ident.: 9-ME-HYD-00003526.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-02 HYD B(Y) ELEC PUMP OVHT Alert* |

## *ECAM Alert:* HYD B RSVR LO AIR PR

**Ident.: 9-ME-HYD-00003527.0000100 / 28 JUN 2022**
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

| 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 AIR PR

**Ident.: 9-ME-HYD-00003527.0000200 / 28 JUN 2022**
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

Printouts are for information only!



## *ECAM Alert:* HYD B RSVR LO LVL

**Ident.: 9-ME-HYD-00003528.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert* |

## *ECAM Alert:* HYD B RSVR OVHT

**Ident.: 9-ME-HYD-00003529.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-HYD-00003530.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* HYD B+G SYS LO PR

**Ident.: 9-ME-HYD-00003531.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* HYD B+Y SYS LO PR

**Ident.: 9-ME-HYD-00003532.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* HYD G ENG 1 PUMP LO PR

**Ident.: 9-ME-HYD-00003533.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert* |

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

**Ident.: 9-ME-HYD-00003534.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert* |

## *ECAM Alert:* HYD G RSVR LO LVL

**Ident.: 9-ME-HYD-00003535.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert* |

## *ECAM Alert:* HYD G RSVR OVHT

**Ident.: 9-ME-HYD-00003536.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-06 HYD G(B)(Y) RSVR OVHT Alert* |

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## *ECAM Alert:* HYD G SYS LO PR

**Ident.: 9-ME-HYD-00003537.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* HYD G+Y SYS LO PR

**Ident.: 9-ME-HYD-00003538.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* HYD PTU FAULT

**Ident.: 9-ME-HYD-00003539.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-07 HYD PTU FAULT Alert* |

## *ECAM Alert:* HYD RAT FAULT

**Ident.: 9-ME-HYD-00003540.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-08 HYD RAT FAULT Alert* |

## *ECAM Alert:* HYD Y ELEC PUMP LO PR

**Ident.: 9-ME-HYD-00003541.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | *Refer to Item 29-24-01 Yellow System Electric Pump* |
| False alert | *Refer to Item 29-09-01 HYD B(Y) ELEC PUMP LO PR Alert* |

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## *ECAM Alert:* HYD Y ELEC PUMP OVHT

**Ident.: 9-ME-HYD-00003542.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | *Refer to Item 29-24-01 Yellow System Electric Pump* |
| False alert | *Refer to Item 29-09-02 HYD B(Y) ELEC PUMP OVHT Alert* |

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

**Ident.: 9-ME-HYD-00003543.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert* |

## *ECAM Alert:* HYD Y RSVR LO AIR PR

**Ident.: 9-ME-HYD-00003544.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert* |

## *ECAM Alert:* HYD Y RSVR LO LVL

**Ident.: 9-ME-HYD-00003545.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-05 HYD G(B)(Y) RSVR LO LVL Alert* |

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## *ECAM Alert:* HYD Y RSVR OVHT

**Ident.: 9-ME-HYD-00003546.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 29-09-06 HYD G(B)(Y) RSVR OVHT Alert* |

## *ECAM Alert:* HYD Y SYS LO PR

**Ident.: 9-ME-HYD-00003547.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* L/G DOORS NOT CLOSED

**Ident.: 9-ME-L/G-00003548.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* L/G GEAR NOT DOWN

**Ident.: 9-ME-L/G-00003549.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* L/G GEAR NOT DOWNLOCKED

**Ident.: 9-ME-L/G-00003550.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* L/G GEAR NOT UPLOCKED

**Ident.: 9-ME-L/G-00003551.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* L/G GEAR UPLOCK FAULT

**Ident.: 9-ME-L/G-00003552.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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

**Ident.: 9-ME-L/G-00003553.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-L/G-00003554.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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

**Ident.: 9-ME-L/G-00003554.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| | *Refer to Item 32-32-15 LGCIU 2 LH L/G Doors Closed Proximity Detector* |
| **If a Nose L/G proximity detector associated with the LGCIU 2 is inoperative: apply the relevant item.** | *Refer to Item 32-32-04 LGCIU 2 Nose L/G Shock Absorber Proximity Detector*<br>or<br>*Refer to Item 32-32-07 LGCIU 2 Nose L/G Down Lock Proximity Detector*<br>or<br>*Refer to Item 32-32-10 LGCIU 2 Nose L/G Up Lock Proximity Detector*<br>or<br>*Refer to Item 32-32-13 LGCIU 2 Nose L/G Doors Open Proximity Detector*<br>or<br>*Refer to Item 32-32-16 LGCIU 2 Nose L/G Doors Closed Proximity Detector* |

## *ECAM Alert:* L/G LGCIU 1+2 FAULT

**Ident.: 9-ME-L/G-00003555.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* L/G SHOCK ABSORBER FAULT

**Ident.: 9-ME-L/G-00003556.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-L/G-00003557.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* NAV ADR DISAGREE

**Ident.: 9-ME-NAV-00003558.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* NAV ADR 1 FAULT

**Ident.: 9-ME-NAV-00003559.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-01 ADR 1* |

## *ECAM Alert:* NAV ADR 2 FAULT

**Ident.: 9-ME-NAV-00003560.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-02 ADR 2* |

## *ECAM Alert:* NAV ADR 3 FAULT

**Ident.: 9-ME-NAV-00003561.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

## *ECAM Alert:* NAV ADR 1+2(1+3)(2+3) FAULT

**Ident.: 9-ME-NAV-00003562.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* NAV ADR 1+2+3 FAULT

**Ident.: 9-ME-NAV-00003563.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* NAV ADR ALT DISAGREE

**Ident.: 9-ME-NAV-00003564.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

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

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

**Ident.: 9-ME-NAV-00003565.0000001 / 28 JUN 2022**
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If ADS-B OUT function cannot be recovered by remaining ATC transponder** | *Refer to Item 34-50-10 ADS-B OUT Function* |
| **If ADS-B OUT function can be recovered by remaining ATC transponder** | Not related to MEL |

## *ECAM Alert:* NAV AIR SPD STS CHANGED

**Ident.: 9-ME-NAV-00003566.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| 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* |

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## *ECAM Alert:* NAV AIR SPD STS CHANGED

**Ident.: 9-ME-NAV-00003566.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **Associated with the message** ADR 2 SPD UNCERTAIN **or** ADR 2 SPD FAULT | *Refer to Item 34-10-02 ADR 2* |
| **Associated with the message** ADR 3 SPD UNCERTAIN **or** ADR 3 SPD FAULT | *Refer to Item 34-10-03 ADR 3* |
| **Associated with the message** BKUP SPD UNCERTAIN **or** BKUP SPD FAULT | *Refer to Item 34-13-03 Digital Backup Speed (DBUS)* |

## *ECAM Alert:* NAV ALL SPD UNCERTAIN

**Ident.: 9-ME-NAV-00003567.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* NAV ALT DISCREPANCY

**Ident.: 9-ME-NAV-00003568.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-01 ADR 1*<br>or<br>*Refer to Item 34-10-02 ADR 2*<br>or<br>*Refer to Item 34-10-03 ADR 3* |

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## *ECAM Alert:* NAV ALT DISCREPANCY

**Ident.: 9-ME-NAV-00003568.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-01 ADR 1*<br>or<br>*Refer to Item 34-10-02 ADR 2*<br>or<br>*Refer to Item 34-10-03 ADR 3* |

## *ECAM Alert:* NAV ALTI DISCREPANCY

**Ident.: 9-ME-NAV-00003569.0000001 / 28 JUN 2022**
**Criteria: A319 (-AILY) / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AILY, D-AIQS, D-AIQW, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-01 ADR 1*<br>or<br>*Refer to Item 34-10-02 ADR 2*<br>or<br>*Refer to Item 34-10-03 ADR 3* |

## *ECAM Alert:* NAV ALTI DISCREPANCY

**Ident.: 9-ME-NAV-00003569.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 NOT installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-01 ADR 1*<br>or<br>*Refer to Item 34-10-02 ADR 2*<br>or<br>*Refer to Item 34-10-03 ADR 3* |

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## *ECAM Alert:* NAV AOA DISAGREE

**Ident.: 9-ME-NAV-00003570.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* NAV AOA DISAGREE

**Ident.: 9-ME-NAV-00003570.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-NAV-00003571.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-50-01 ATC* |

## *ECAM Alert:* NAV ATC/XPDR 1+2 FAULT

**Ident.: 9-ME-NAV-00003572.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* NAV ATC/XPDR STBY

**Ident.: 9-ME-NAV-00003573.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* NAV ATT DISCREPANCY

**Ident.: 9-ME-NAV-00003574.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-04 IR 1*<br>or<br>*Refer to Item 34-10-05 IR 2*<br>or<br>*Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)*<br>or<br>*Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)* |

## *ECAM Alert:* NAV BARO REF DISCREPANCY

**Ident.: 9-ME-NAV-00003575.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* NAV BARO VALUE DISAGREE

**Ident.: 9-ME-NAV-00003576.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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## *ECAM Alert:* NAV BARO VALUE DISAGREE

**Ident.: 9-ME-NAV-00003576.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* NAV BKUP SPD FAULT

**Ident.: 9-ME-NAV-00003577.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

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

## *ECAM Alert:* NAV BKUP SPD UNCERTAIN

**Ident.: 9-ME-NAV-00003578.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

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

## *ECAM Alert:* NAV BKUP SPD/ALT ON CAPT (F/O) PFD

**Ident.: 9-ME-NAV-00003579.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* NAV BKUP SPD/ALT ON CAPT+F/O PFD

**Ident.: 9-ME-NAV-00003580.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* NAV CAPT(F/O)(STBY) AOA FAULT

**Ident.: 9-ME-NAV-00003581.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-11-01 Angle of Attack (AOA) Sensor* |

## *ECAM Alert:* NAV L(R) CAPT(F/O) STATIC FAULT

**Ident.: 9-ME-NAV-00003582.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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

**Ident.: 9-ME-NAV-00009237.0000001 / 14 JUN 2023**
**Criteria: A320 (-AIJN)**
**Applicable to: D-AIJN**

| 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 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* NAV GPS 1(2) FAULT ◁

**Ident.: 9-ME-NAV-00003585.0000001 / 28 JUN 2022**
**Applicable to: ALL**

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

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## *ECAM Alert:* NAV GPWS FAULT

**Ident.: 9-ME-NAV-00003586.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-40-01 GPWS Basic Modes* |

## *ECAM Alert:* NAV GPWS TERR DET FAULT

**Ident.: 9-ME-NAV-00003587.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-40-02 Predictive GPWS Functions* |

## *ECAM Alert:* NAV HDG DISCREPANCY

**Ident.: 9-ME-NAV-00003588.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-04 IR 1*<br>or<br>*Refer to Item 34-10-05 IR 2*<br>or<br>*Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)*<br>or<br>*Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)* |

## *ECAM Alert:* NAV IAS DISCREPANCY

**Ident.: 9-ME-NAV-00003589.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-01 ADR 1*<br>or<br>*Refer to Item 34-10-02 ADR 2*<br>or |

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## *ECAM Alert:* NAV IAS DISCREPANCY

**Ident.: 9-ME-NAV-00003589.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| 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 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-30-04 Instrument Landing System (ILS)* |

## *ECAM Alert:* NAV IR DISAGREE

**Ident.: 9-ME-NAV-00003591.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* NAV IR NOT ALIGNED

**Ident.: 9-ME-NAV-00003592.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-04 IR 1*<br>or<br>*Refer to Item 34-10-05 IR 2*<br>or<br>*Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)*<br>or<br>*Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)* |

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## *ECAM Alert:* NAV IR 1 FAULT

**Ident.: 9-ME-NAV-00003593.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-04 IR 1* |

## *ECAM Alert:* NAV IR 2 FAULT

**Ident.: 9-ME-NAV-00003594.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-05 IR 2* |

## *ECAM Alert:* NAV IR 3 FAULT

**Ident.: 9-ME-NAV-00003595.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)*<br>or<br>*Refer to Item 34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)* |

## *ECAM Alert:* NAV IR 1+2(1+3)(2+3) FAULT

**Ident.: 9-ME-NAV-00003596.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* NAV LS TUNING DISAGREE

**Ident.: 9-ME-NAV-00003597.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 / A321 (all ex. -AEUA)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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

**Ident.: 9-ME-NAV-00003598.0000002 / 28 JUN 2022**
**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)*<br>and<br>*Refer to Item GNSS Landing System (GLS)*<br>and<br>*Refer to Item 34-30-06 FLS* |

## *ECAM Alert:* NAV PRED W/S DET FAULT ⋘

**Ident.: 9-ME-NAV-00003599.0000001 / 31 AUG 2023**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If no WXR red message displayed on ND** | *Refer to Item 34-40-07 Predictive Windshear Detection System (if installed)* |
| **If any WXR red message displayed on ND** | *Refer to Item 34-40-06 Weather Radar System* |

## *ECAM Alert:* NAV RA DEGRADED

**Ident.: 9-ME-NAV-00003600.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **During the previous flight, both RAs disagreed. If the RA 1(2) is confirmed faulty by troubleshooting, the radio altimeter 1(2) must be considered inoperative.** | *Refer to Item 34-40-04 Radio Altimeter System* |

## *ECAM Alert:* NAV RA 1(2) FAULT

**Ident.: 9-ME-NAV-00003601.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-40-04 Radio Altimeter System* |

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*ECAM Alert:* **NAV TCAS FAULT**

**Ident.: 9-ME-NAV-00003602.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-40-05 Traffic Collision Avoidance System (TCAS)* |

*ECAM Alert:* **NAV TCAS STANDBY**

**Ident.: 9-ME-NAV-00003603.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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*ECAM Alert:* **OVERSPEED**

**Ident.: 9-ME-OVERSPEED-00003604.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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## *ECAM Alert:* RECORDER DFDR FAULT

**Ident.: 9-ME-RECORDER-00003605.0000004 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-30-03 Digital Flight Data Recorder (DFDR)* |

## *ECAM Alert:* RECORDER FDR FAULT

**Ident.: 9-ME-RECORDER-00003605.0000003 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-30-03 Digital Flight Data Recorder (DFDR)* |

## *ECAM Alert:* RECORDER CVR FAULT

**Ident.: 9-ME-RECORDER-00003606.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 23-71-01 Cockpit Voice Recorder (CVR)* |

## *ECAM Alert:* RECORDER FDIU FAULT

**Ident.: 9-ME-RECORDER-00003607.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-30-05 Flight Data Interface (FDIU or FDIMU Flight Data Interface function)* |

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*ECAM Alert:* **RECORDER SYS FAULT**

**Ident.: 9-ME-RECORDER-00003607.0000002 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 31-30-05 Flight Data Interface (FDIU or FDIMU Flight Data Interface function)* |

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## *ECAM Alert:* SMOKE AFT CARGO SMOKE

**Ident.: 9-ME-SMOKE-00003608.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* SMOKE AFT CRG BTL FAULT

**Ident.: 9-ME-SMOKE-00003609.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| 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 Cargo Bottle 1* |
| **If the** SMOKE FWD CRG BTL FAULT **alert is displayed on the EWD** | *Refer to Item 26-23-01 Cargo Agent Bottle* |

## *ECAM Alert:* SMOKE AFT CRG DET FAULT

**Ident.: 9-ME-SMOKE-00003610.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments* |

## *ECAM Alert:* SMOKE FWD CARGO SMOKE

**Ident.: 9-ME-SMOKE-00003611.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* SMOKE FWD CRG BTL FAULT

**Ident.: 9-ME-SMOKE-00003612.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the SMOKE AFT CRG BTL FAULT alert is not displayed on the EWD** | *Refer to Item 26-23-02 Squib of the FWD Cargo Bottle 1* |
| **If the SMOKE AFT CRG BTL FAULT alert is displayed on the EWD** | *Refer to Item 26-23-01 Cargo Agent Bottle* |

## *ECAM Alert:* SMOKE FWD CRG DET FAULT

**Ident.: 9-ME-SMOKE-00003613.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 26-16-01 Smoke Detector in the FWD Cargo Compartment* |

## *ECAM Alert:* SMOKE DET FAULT

**Ident.: 9-ME-SMOKE-00003614.0000100 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 23-73-10-01 Smoke Detection Function (CIDS-SDF)* |

## *ECAM Alert:* SMOKE DET FAULT

**Ident.: 9-ME-SMOKE-00003614.0000200 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 26-17-02 Smoke Detection Control Unit (SDCU)* |

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## *ECAM Alert:* SMOKE LAVATORY DET FAULT

**Ident.: 9-ME-SMOKE-00003615.0000100 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 26-17-01 Lavatory Smoke Detection System* |

## *ECAM Alert:* SMOKE LAVATORY DET FAULT

**Ident.: 9-ME-SMOKE-00003615.0000200 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

| 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-00003616.0000100 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 26-17-01 Lavatory Smoke Detection System* |

## *ECAM Alert:* SMOKE LAVATORY SMOKE

**Ident.: 9-ME-SMOKE-00003616.0000200 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | NO DISPATCH |
| False alert | *Refer to Item 26-17-01 Lavatory Smoke Detection System* |

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*ECAM Alert:* **SMOKE MD DET FAULT**

**Ident.: 9-ME-SMOKE-00003617.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 26-19-01 Smoke Detector in the Main Deck Cargo Compartment* |

*ECAM Alert:* **SMOKE MD SMOKE**

**Ident.: 9-ME-SMOKE-00003618.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

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## *ECAM Alert:* SURV ROW/ROP LOST

**Ident.: 9-ME-SURV-00003619.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 34-40-10 ROW/ROP Function* |

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## *ECAM Alert:* T.O SPEEDS NOT INSERTED

**Ident.: 9-ME-T.O-00003620.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* T.O SPEEDS TOO LOW

**Ident.: 9-ME-T.O-00003621.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

## *ECAM Alert:* T.O V1/VR/V2 DISAGREE

**Ident.: 9-ME-T.O-00003622.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | Not related to MEL |

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## *ECAM Alert:* VENT AVNCS SYS FAULT

**Ident.: 9-ME-VENT-00003623.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the avionics skin air outlet valve is affected.** | *Refer to Item 21-26-04 Avionics Skin Air Outlet Valve* |
| **If the avionics skin air inlet valve is affected.** | *Refer to Item 21-26-05 Avionics Skin Air Inlet Valve* |
| **If the avionics skin exchanger inlet bypass valve is affected.** | *Refer to Item 21-26-03 Avionics Skin Exchanger Inlet By-pass Valve* |
| **If the avionics skin exchanger outlet bypass valve is affected.** | *Refer to Item 21-26-07 Avionics Skin Exchanger Outlet By-pass Valve* |
| **If the avionics air conditioning inlet valve is affected.** | *Refer to Item 21-26-08 Avionics Air Conditioning Inlet Valve* |
| **If the avionics skin exchanger isolation valve is affected.** | *Refer to Item 21-26-06 Avionics Skin Exchanger Isolation Valve* |
| **If the Avionics Equipment Ventilation Computer (AEVC) is affected.** | *Refer to Item 21-26-10 Avionics Equipment Ventilation Computer (AEVC)* |

## *ECAM Alert:* VENT BLOWER FAULT

**Ident.: 9-ME-VENT-00003624.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | *Refer to Item 21-26-01 Avionics Blower Fan* |
| False alert | *Refer to Item 21-09-01 VENT BLOWER FAULT Alert* |

## *ECAM Alert:* VENT EXTRACT FAULT

**Ident.: 9-ME-VENT-00003625.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| Actual alert | *Refer to Item 21-26-02 Avionics Extract Fan* |
| False alert | *Refer to Item 21-09-02 VENT EXTRACT FAULT Alert* |

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## *ECAM Alert:* VENT FWD EXH FAN 1 FAULT

**Ident.: 9-ME-VENT-00003626.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-21-04 Forward Exhaust Fan* |

## *ECAM Alert:* VENT FWD EXH FAN 2 FAULT

**Ident.: 9-ME-VENT-00003627.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-21-04 Forward Exhaust Fan* |

## *ECAM Alert:* VENT FWD EXH FAN NOT OFF

**Ident.: 9-ME-VENT-00003628.0000001 / 28 JUN 2022**
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 21-21-04 Forward Exhaust Fan* |

## *ECAM Alert:* VENT SKIN VALVE FAULT

**Ident.: 9-ME-VENT-00003629.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **Outlet valve determined faulty on the CAB PRESS SD page** | *Refer to Item 21-26-04 Avionics Skin Air Outlet Valve* |
| **Inlet valve determined faulty on the CAB PRESS SD page** | *Refer to Item 21-26-05 Avionics Skin Air Inlet Valve* |

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## *ECAM Alert:* WHEEL HYD SEL FAULT

**Ident.: 9-ME-WHELL-00003630.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | NO DISPATCH |

## *ECAM Alert:* WHEEL N/W STRG FAULT

**Ident.: 9-ME-WHELL-00003631.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| **If the NWS electrical deactivation box is failed** | *Refer to Item 32-51-03 NWS Electrical Deactivation Box* |
| **In the other cases** | NO DISPATCH |

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*ECAM Alert:* **WINDSHEAR DET FAULT**

**Ident.: 9-ME-WINDSHEAR-00003633.0000001 / 28 JUN 2022**
**Criteria: A319 / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 22-60-03 Reactive Windshear Detection Function* |

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## *ECAM Alert:* WING A.ICE L(R) HI PR

**Ident.: 9-ME-WING ANTI ICE-00003634.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item Item 30-11-01B Wing Anti-Ice Control Valve* |

## *ECAM Alert:* WING A.ICE L(R) VALVE OPEN

**Ident.: 9-ME-WING ANTI ICE-00003635.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-11-01 Wing Anti-Ice Control Valve* |

## *ECAM Alert:* WING A.ICE L(R) WING LO PR

**Ident.: 9-ME-WING ANTI ICE-00003636.0000001 / 28 JUN 2022**
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-11-01 Wing Anti-Ice Control Valve* |

## *ECAM Alert:* WING A.ICE L(R) WING LO PR

**Ident.: 9-ME-WING ANTI ICE-00003636.0000002 / 28 JUN 2022**
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-11-01 Wing Anti-Ice Control Valve* |

## *ECAM Alert:* WING A.ICE OPEN ON GND

**Ident.: 9-ME-WING ANTI ICE-00003637.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-11-01 Wing Anti-Ice Control Valve* |

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*ECAM Alert:* **WING A.ICE SYS FAULT**

**Ident.: 9-ME-WING ANTI ICE-00003638.0000001 / 28 JUN 2022**
**Applicable to: ALL**

| AIRCRAFT STATUS | CONDITION OF DISPATCH |
|---|---|
| *NIL* | *Refer to Item 30-11-01 Wing Anti-Ice Control Valve* |

Printouts are for information only!



## 9-MI-21 Air Conditioning

MAINTENANCE Messages on the STATUS SD page

21-00-01 PACK 1(2) MAINTENANCE Message ..... A
21-00-02 ZONE CONT MAINTENANCE Message ..... B
21-00-03 AFT CRG HEAT MAINTENANCE Message ..... C
21-00-04 TEMP CTL 1(2) MAINTENANCE Message ..... D
21-00-05 CPC 1(2) MAINTENANCE Message ..... E

Overhead Panels

AIR COND Overhead Panel

21-01-01-01 PACK pb-sw FAULT light ..... A
21-01-01-02 PACK pb-sw OFF light ..... B
21-01-01-03 HOT AIR pb-sw FAULT light ..... C
21-01-01-04 HOT AIR pb-sw OFF light ..... D

CABIN PRESS Overhead Panel

21-01-02-01 CABIN PRESS MODE SEL pb-sw FAULT light ..... A

CARGO VENT Overhead Panel

21-01-03-02 AFT ISOL VALVE pb-sw FAULT light ..... A

VENTILATION Overhead Panel

21-01-04-01 CAB FANS pb-sw OFF light ..... A
21-01-04-02 BLOWER pb-sw FAULT light ..... B
21-01-04-03 EXTRACT pb-sw FAULT light ..... C
21-01-04-04 MD ISOL VALVE pb-sw FAULT light ..... D
21-01-04-05 MD ISOL VALVE pb-sw OFF light ..... E
21-01-04-06 FWD EXH FAN pb-sw FAULT light ..... F
21-01-04-07 FWD EXH FAN pb-sw OVRD light ..... G
21-01-04-08 FWD EXH BKUP FAN TEST pb-sw OK light ..... H
21-01-04-09 FWD EXH BKUP FAN TEST pb-sw ON light ..... I

Indications on SD pages

Indications on the BLEED SD page

21-07-01-01 Pack Outlet Temperature Indication on the BLEED SD page ..... A
21-07-01-02 Pack Turbine Bypass Valve Position Indication on the BLEED SD page ..... B

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21-07-01-03 Pack Compressor Outlet Temperature Indication on the BLEED SD page ..... C
21-07-01-04 Pack Flow Indication on the BLEED SD page ..... D
21-07-01-05 Pack Flow Control Valve Position Indication on the BLEED SD page ..... E
21-07-01-06 Emergency Ram Air Inlet Indication on the BLEED SD page ..... F

Indications on the CAB PRESS SD page

21-07-02-01 INLET and EXTRACT Indications on the CAB PRESS SD page ..... A
21-07-02-02 Pressure Safety Valves Position Indication on the CAB PRESS SD page ..... B
21-07-02-03 Pack 1 and 2 Indications on the CAB PRESS SD page ..... C

Indications on the COND SD page

21-07-03-01 Indications on the COND SD page ..... A
21-07-03-02 Main Deck Cargo Compartment Isolation Indication on the COND SD page .... B

Indications on the CRUISE SD page

21-07-04-01 Indications on the CRUISE SD page ..... A

ECAM Alerts

21-09-01 VENT BLOWER FAULT Alert ..... A
21-09-02 VENT EXTRACT FAULT Alert ..... B
21-09-03 CAB PR SAFETY VALVE OPEN Alert ..... C

Air Distribution and Recirculation

21-21-01 Cabin Fan ..... A
21-21-02 Main Deck Shut-off Valve (MSOV) ..... B
21-21-03 Mixer Bypass Valve (MBV) ..... C
21-21-04 Forward Exhaust Fan ..... D
21-21-05 Mixer Overpressure Relief Valve (MORV) ..... E

Lavatory and Galley Ventilation

21-23-01 Lavatory and Galley Extraction Fan ..... A

Avionics Equipment Ventilation

21-26-01 Avionics Blower Fan ..... A
21-26-02 Avionics Extract Fan ..... B
21-26-03 Avionics Skin Exchanger Inlet Bypass Valve ..... C
21-26-04 Avionics Skin Air Outlet Valve ..... D
21-26-05 Avionics Skin Air Inlet Valve ..... E

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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
21-28-05 AFT Cargo Blower Fan ..... C
21-28-06 AFT Cargo Precooling Isolation Valve ..... D

Pressure Control and Monitoring

21-31-00 Non-pressurized Flight ..... A
21-31-01 Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel) .... B
21-31-02 Manual Cabin Pressure Control System (MAN V/S CTL selector , Outflow Valve MAN Channel) ..... C
21-31-03 Pressure Safety Valve ..... D
21-31-04 Landing Elevation Selection AUTO Function ..... E
21-31-05 Landing Elevation Selection MAN Function ..... F

Cargo Compartment Heating

21-43-02 AFT Cargo Compartment Heating ..... A

Pack Flow Control

21-51-01 Pack Flow Control Valve ..... A
21-51-02 Pack Flow Selection ..... B
21-51-03 Pack Flow Sensor ..... C

Air Cooling System

21-52-01 Air Conditioning Pack ..... A
21-52-02 Air Conditioning Pack Ram Air Inlet Flap ..... B
21-52-03 Air Conditioning Pack Ram Air Outlet Flap ..... C

Emergency Ram Air Inlet

21-55-01 Emergency Ram Air Inlet ..... A

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Pack Temperature Control

21-61-01 Pack Turbine Bypass Valve ..... A
21-61-02 Pack Controller Primary Channel ..... B

Cockpit and Cabin Temperature Control

21-63-01 Zone Controller Channel ..... A
21-63-02 Cockpit and Cabin Trim Air Valve ..... B
21-63-03 Hot Air Pressure Regulating Valve ..... C
21-63-04 Air Conditioning System Controller Channel (COND CTL 1(2)-A(B)) ..... D
21-63-05 Cockpit Heater ..... E

**9-MI-22 Auto Flight**

"INOP SYS: CAT III DUAL" Message

22-00-01 "INOP SYS: CAT III DUAL" Message ..... A

Overhead Panel

FLT CTL Overhead Panel

22-01-01-01 FAC pb-sw FAULT light ..... A
22-01-01-02 FAC pb-sw OFF light ..... B

FMA Indications on the PFD

22-05-01 AP Related Indications on the FMA ..... A
22-05-02 A/THR Related Indications on the FMA ..... B
22-05-03 Approach and Landing Capabilities on the FMA ..... C
22-05-04 Special Messages on the FMA ..... D

Autopilot/Flight Director (AP/FD)

22-10-01 Autopilot (AP) ..... A
22-10-02 Flight Director (FD) ..... B
22-10-03 Take-over pb Priority Function ..... C
22-10-04 Take-over pb AP Disconnection Function ..... D
22-10-05 AUTO LAND light ..... E
22-10-06 AP Disengagement Warning ..... F
22-10-07 Sticks and Rudder Pedals Locking Solenoid in AP Mode ..... G
22-10-08 AP/FD TCAS Mode ..... H
22-10-09 Soft Go-Around Function ..... I

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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

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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 COM HF 1(2) EMITTING ◁ Alert ..... A

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23-09-02 COM VHF 1(2)(3) EMITTING Alert (3 VHFs installed) ..... B

Speech Communication

23-10-01 HF Voice ..... A
23-10-02 VHF Voice (3 VHFs installed) ..... B

Radio Management

23-13-01 Radio Management Panel (RMP) ..... A
23-13-02 RMP Selection Key ..... B

Data Transmission and Automatic Calling

23-20-01 ACARS ..... A
23-20-04 VHF Datalink ..... B

Passenger Address System

23-31-01 Passenger Address System ..... A
23-31-02 PA IN USE light ..... B

Interphone

23-40-01 Ground External Horn ..... A
23-40-02 Flight Crew Interphone System ..... B
23-40-03 Flight Crew to Ground Communication System ..... C
23-40-04 Service Interphone Jack ..... D

Audio Management

23-51-01 SELCAL Function ..... A
23-51-02 Headset/Boomset ..... B
23-51-03 Hand Microphone ..... C
23-51-04 Cockpit Loudspeaker ..... D
23-51-05 Cockpit Loudspeaker Volume Control ..... E
23-51-06 Sidestick PTT sw ..... F

Audio Control Panel (ACP)

23-52-01 CAPT and F/O ACP ..... A
23-52-02 ACP 3 ..... B
23-52-05 ACP Transmission Key ..... C
23-52-06 ACP Reception knob ..... D
23-52-07 ACP Reception knob light ..... E

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Cockpit Voice Recorder (CVR)

23-71-01 Cockpit Voice Recorder (CVR) ..... A

Cockpit Door Surveillance System (CDSS)

23-72-01 Cockpit Door Surveillance System (CDSS) ..... A

Cabin Intercommunication Data System

Cabin Intercommunication Data System (CIDS)

23-73-01-01 Cabin Intercommunication Data System (CIDS) Function ..... A

DEU A

23-73-02-01 Cabin DEU A ..... A
23-73-02-01 Redefined Flight Deck (RFD) DEU A (200RH1) ..... B
23-73-02-02 Lavatory DEU A ..... C

DEU B

23-73-03-01 Cabin DEU B ..... A
23-73-03-01 Cabin DEU B ..... B

Cabin Individual Call

23-73-04-01 Passenger Call ..... A
23-73-04-02 Lavatory Call ..... B

Cabin Loudspeaker

23-73-05-01 Cabin Loudspeaker ..... A
23-73-05-02 Lavatory Loudspeaker ..... B

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

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Smoke Detection Function

23-73-10-01 Smoke Detection Function (CIDS-SDF) ..... A

Cabin Crew Panel

23-74-01 Forward Attendant Panel ..... A
23-74-01 Forward Attendant Panel ..... B
23-74-02 EMER pb on the Hardkey FAP Sub-panel ..... C
23-74-03 Other Controls on the Hardkey FAP Sub-panel ..... D
23-74-04 PTP Display Unit ..... E
23-74-04 PTP Display Unit ..... F
23-74-05 Door Bottle Pressure Monitoring on the PTP ..... G
23-74-06 Door Bottle Pressure Monitoring on the FAP ..... H
23-74-07 Slide Pressure Monitoring on the PTP ..... I
23-74-08 Slide Pressure Monitoring on the FAP ..... J
23-74-09 Area Call Panel ..... K
23-74-10 Attendant Indication Panel (AIP) ..... L
23-74-11 Additional Attendant Panel (AAP) ◁ ..... M
23-74-12 CIDS Caution Light of the Forward Attendant Panel ..... N
23-74-13 Lighting Module of the Forward Attendant Panel ..... O

**9-MI-24 Electrical Power**

MAINTENANCE Messages on the STATUS SD page

24-00-01 DC BUS TIE MAINTENANCE Message ..... A
24-00-03 AC GEN MAINTENANCE Message ..... B

Overhead Panels

ELEC Overhead Panel

24-01-01-01 BAT 1(2) pb-sw FAULT light ..... A
24-01-01-02 BAT 1(2) pb-sw OFF light ..... B
24-01-01-03 GEN pb-sw FAULT light and APU GEN pb-sw FAULT light ..... C
24-01-01-04 GEN pb-sw OFF light and APU GEN pb-sw OFF light ..... D
24-01-01-05 AC ESS FEED pb-sw FAULT light ..... E
24-01-01-06 AC ESS FEED pb-sw ALTN light ..... F
24-01-01-07 EXT PWR pb AVAIL light ..... G
24-01-01-08 EXT PWR pb ON light ..... H

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24-01-01-09 GALLEY pb-sw FAULT light ..... I
24-01-01-10 GALLEY pb-sw OFF light ..... J
24-01-01-11 COMMERCIAL pb-sw OFF light ..... K
24-01-01-12 BUS TIE pb-sw OFF light ..... L
24-01-01-13 IDG pb-sw FAULT light ..... M

EMER ELEC PWR Overhead Panel

24-01-02-01 RAT & EMER GEN FAULT light ..... A

Indications on the ELEC SD page

24-07-01 AC Generation Indications on the ELEC SD page ..... A
24-07-02 DC Generation Indications on the ELEC SD page ..... B
24-07-03 AC ESS BUS SHED Indication on the ELEC SD page ..... C

ECAM Alerts

24-09-01 ELEC AC ESS BUS SHED Alert ..... A
24-09-02 C/B TRIPPED Alert ..... B
24-09-03 ELEC IDG 1(2) OIL LO LVL Alert ..... C
24-09-04 ELEC IDG 1(2) FILTER CLOG Alert ..... D

AC Main Generation

24-22-01 AC Main Generation (IDG, GCU, Line Contactor) ..... A
24-22-02 AC Bus Tie Control Function ..... B

AC Auxiliary Generation

24-23-01 AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) ..... A

AC Emergency Generation

24-24-01 Emergency Generator ..... A
24-24-02 RAT Extension Automatic Control ..... B
24-24-03 RAT Extension Manual Control ..... C

AC Essential Generation Switching

24-25-01 Manual Transfer to the AC BUS 2 (ALTN Function) ..... A
24-25-02 Automatic Transfer to the AC BUS 2 ..... B

Galley and Commercial Supply System

24-26-01 Galley Automatic Load Shed System ..... A

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24-26-02 Galley Manual Load Shed System (GALLEY pb-sw ) ..... B
24-26-03 Commercial Supply System ..... C

Static Inverter AC Generation

24-28-01 Static Inverter AC Generation ..... A

DC Main Generation (TR 1, TR 2)

24-32-01 DC Main Generation (TR 1, TR 2) ..... A

DC Emergency Generation (ESS TR)

24-34-01 DC Emergency Generation (ESS TR) ..... A

DC Essential and Normal Generation Switching

24-35-01 DC TIE Contactor 1PC1 (DC BUS 1-DCBAT BUS), 4PC (DCESS BUS-DCBAT BUS) ..... A
24-35-02 DC TIE Contactor 1PC2 (DC BUS 2-DC BAT BUS) ..... B

DC Battery Generation

24-38-01 BAT 1(2) Channel ..... A
24-38-02 Battery Charger Limiter (BCL) ..... B
24-38-03 Battery Voltmeter ..... C

AC External Power Control

24-41-01 Ground Power Control (GPCU or GAPCU Ground Power Control function) ..... A
24-41-02 External Power Receptacle ..... B

**9-MI-25 Equipment/Furnishings**

Indications on the DOOR/OXY SD page

25-07-01 Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page ..... A
25-07-02 Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page .... B
25-07-03 Cabin Overwing Exit Slide Permanently Indicated Armed on the DOOR/OXY SD page ..... C
25-07-04 Cabin Overwing Exit Slide Permanently Indicated Not Armed on the DOOR/OXY SD page ..... D

Pilot Seats

25-11-01 Pilot Seat Manual Horizontal Adjustment ..... A
25-11-02 Pilot Seat Manual Vertical Adjustment ..... B
25-11-03 Pilot Seat Recline Adjustment ..... C

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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

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25-20-09 Cabin Attendant Seat ..... H
25-20-09 Cabin Attendant Seat ..... I
25-20-09 Cabin Attendant Seat ..... J
25-20-10 Supernumerary Seat ..... K

Cabin Stowage Compartments

25-24-01 Doghouse Compartment ◁ ..... A
25-24-02 Overhead Stowage Compartment (OHSC) ..... B
25-24-03 Coat Stowage/Stowage ◁ ..... C
25-24-04 Stowage Compartment Key Lock ◁ ..... D

Galley Equipment

25-35-01 Galley Waste Compartment Flapper Door ◁ ..... A
25-35-02 Galley Waste Compartment Access Door ◁ ..... B
25-35-03 Galley Stowage Compartment ◁ ..... C
25-35-04 Galley Compartment 1/4 Turn Retainer/Kickload Retainer ..... D
25-35-05 Galley Compartment Intermediate Latch ◁ ..... E
25-35-06 Galley Compartment Intermediate Catches (AFT Galley 33 Compartment 10 or 11) ..... F
25-35-07 FWD Galley Curtain ..... G

Lavatories

25-40-01 Toilet Waste Compartment Flapper Door ..... A
25-40-02 Exterior Lavatory Ashtray ..... B
25-40-03 Interior Lavatory Ashtray ◁ ..... C
25-40-04 Toilet Waste Compartment Access Door ..... D
25-40-05 Lavatory Stowage Compartment ..... E

Cargo Compartments

25-50-01 Cargo Loading System ◁ ..... A
25-50-02 Decompression Panels in the FWD Cargo Compartment ..... B
25-50-03 Decompression Panels in the AFT and the BULK ◁ Cargo Compartments ..... C
25-50-04 Lining Panels in the FWD Lower Deck Cargo Compartment ..... D
25-50-05 Lining Panels in the AFT and BULK ◁ Lower Deck Cargo Compartments ..... E
25-50-06 Cargo Compartment Restraint Components (Nets, Attach Points, Stanchions) ..... F
25-50-07 Protection Panels of Decompression Panels at the FWD Partition Wall of FWD Cargo Compartment ◁ ..... G

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25-50-08 Container Locks ..... H

Cabin Escape Facilities

25-62-01 Cabin Door Slide or Slide Raft ..... A
25-62-02 Cabin Overwing Exit Slide ..... B
25-62-03 SLIDE ARMED light ..... C
25-62-06 Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ◁ ..... D
25-62-07 Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page ◁ .... E
25-62-08 Overwing Escape Life Line ◁ ..... F

Evacuation Signaling Equipment

25-63-01 Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) ◁ ..... A

First Aid Equipment

25-64-01 First Aid Kit ..... A
25-64-02 Emergency Medical Kit (Doctors Kit) ..... B
25-64-03 First Aid Kit Additional Equipment ..... C

Emergency Equipment

25-65-01 Cockpit Flashlight ..... A
25-65-02 Cabin Flashlight ..... B
25-65-03 Crash Axe/Crowbar ..... C
25-65-04 Survival Emergency Locator Transmitter ..... D
25-65-05 Automatic Emergency Locator Transmitter ◁ ..... E
25-65-06 Fireproof Gloves ..... F
25-65-07 Megaphone ..... G
25-65-08 Low Frequency - Underwater Locator Beacon (LF-ULB) ..... H

Floatation and Survival Equipment

25-66-01 Life Vest ..... A

**9-MI-26 Fire Protection**

MAINTENANCE Message on the STATUS SD page

26-00-01 SDCU MAINTENANCE Message ..... A

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## Overhead Panels

### FIRE Overhead Panel

26-01-01-01 Bulb/LED in the ENG FIRE-PUSH pb-sw ..... A
26-01-01-02 ENG AGENT pb DISCH light ..... B
26-01-01-03 ENG AGENT pb SQUIB light ..... C
26-01-01-04 Bulb/LED in the APU FIRE-PUSH pb-sw ..... D
26-01-01-05 APU AGENT pb DISCH light ..... E
26-01-01-06 APU AGENT pb SQUIB light ..... F
26-01-01-31 ENG FIRE TEST pb ..... G
26-01-01-32 APU FIRE TEST pb ..... H
26-01-01-33 APU FIRE PUSH pb-sw ..... I
26-01-01-34 APU AGENT pb ..... J

### CARGO SMOKE Overhead Panel

26-01-02-01 CARGO SMOKE DISCH/BTL light ..... A

### Main Deck Cargo Smoke Control Panel (MDC-SCP)

26-01-09-02 MD SMOKE pb SMOKE light ..... A
26-01-09-03 MD SMOKE pb ON light ..... B
26-01-09-04 SYS TEST pb ..... C
26-01-09-05 SYS TEST pb FAULT light ..... D
26-01-09-06 SYS TEST pb ON light ..... E
26-01-09-07 DSPL SEL Rotary switch ..... F

### Engine Fire and Overheat Detection

26-12-01 Engine Fire Detection Loop A on the Engine 1 ..... A
26-12-02 Engine Fire Detection Loop A on the Engine 2 ..... B
26-12-03 Engine Fire Detection Loop B on the Engine 1 ..... C
26-12-04 Engine Fire Detection Loop B on the Engine 2 ..... D
26-12-05 FIRE light on the ENG MASTER Panel ..... E

### APU Fire and Overheat Detection

26-13-01 APU Fire Detection Loop ..... A

### Avionics Compartment Smoke Detection

26-15-01 Avionics Smoke Detection System ..... A

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Cargo Compartment Smoke Detection

26-16-01 Smoke Detector in the FWD Cargo Compartment ..... A
26-16-02 Smoke Detector in the AFT and the BULK Cargo Compartments ..... B

Lavatory Smoke Detection

26-17-01 Lavatory Smoke Detection System ..... A
26-17-02 Smoke Detection Control Unit (SDCU) ..... B

Main Deck Cargo Compartment Smoke Detection

26-19-01 Smoke Detector in the Main Deck Cargo Compartment ..... A

APU Fire Extinguishing

26-22-01 APU Automatic Fire Extinguishing Control on Ground ..... A
26-22-02 APU Fire Extinguisher Overpressure Indication (Red Disc) ..... B
26-22-03 Squib of the APU Fire Extinguisher Bottle ..... C
26-22-04 APU Fire Extinguisher Bottle ..... D
26-22-05 APU AUTO EXTING TEST pb-sw on the Maintenance Panel ..... E
26-22-06 APU FIRE light on the External Power Panel ..... F
26-22-07 APU SHUT OFF pb on the External Power Panel ..... G

Cargo Compartment Fire Extinguishing

26-23-01 Cargo Agent Bottle ..... A
26-23-02 Squib of the FWD Cargo Bottle 1 ..... B
26-23-03 Squib of the AFT/BULK Cargo Bottle 1 ..... C

Portable Fire Extinguisher

26-24-01 Cabin Portable Fire Extinguisher ..... A
26-24-02 Cockpit Portable Fire Extinguisher ..... B

Lavatory Fire Extinguishing

26-25-01 Lavatory Waste Bin Fire Extinguishing System ..... A

**9-MI-27 Flight Controls**

MAINTENANCE Messages on the STATUS SD page

27-00-01 F/CTL MAINTENANCE Message ..... A
27-00-02 SFCS MAINTENANCE Message ..... B
27-00-03 SLAT SYNCH 1(2) MAINTENANCE Message ..... C

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27-00-04 FLAP SYNCH 1(2) MAINTENANCE Message ..... D

Overhead Panels

FLT CTL Overhead Panel

27-01-01-01 ELAC pb-sw FAULT light ..... A
27-01-01-02 ELAC pb-sw OFF light ..... B
27-01-01-03 SEC pb-sw FAULT light ..... C
27-01-01-04 SEC pb-sw OFF light ..... D

Indications on SD pages

27-07-01 Aileron Actuator Indication on the F/CTL SD page ..... A
27-07-02 Aileron Position Indication on the F/CTL SD page ..... B
27-07-03 Elevator Actuator Indication on the F/CTL SD page ..... C
27-07-04 Elevator Position Indication on the F/CTL SD page ..... D
27-07-05 Pitch Trim Position Indication on the F/CTL SD page ..... E
27-07-06 Rudder Position Indication on the F/CTL SD page ..... F
27-07-07 Rudder Trim Position Indication on the F/CTL SD page ..... G
27-07-08 Rudder Travel Limiter Position Indication on the F/CTL SD page ..... H
27-07-09 ELAC Indication on the F/CTL SD page ..... I
27-07-10 SEC Indication on the F/CTL SD page ..... J
27-07-11 Spoilers/Speedbrakes Indication on the F/CTL SD page ..... K
27-07-12 Spoilers/Speedbrakes Indication on the WHEEL SD page ..... L

Indications on the EWD

27-08-01 Flap Position Indication on the EWD ..... A
27-08-02 Slat Position Indication on the EWD ..... B

Aileron and Hydraulic Actuation

27-14-01 Left Aileron Blue Servo-Control (Controlled by ELAC 1) ..... A
27-14-02 Left Aileron Green Servo-Control (Controlled by ELAC 2) ..... B
27-14-03 Right Aileron Green Servo-Control (Controlled by ELAC 1) ..... C
27-14-04 Right Aileron Blue Servo-Control (Controlled by ELAC 2) ..... D

Rudder Mechanical Control

27-21-01 Rudder Pedal Adjustment System ..... A

Printouts are for information only!



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
27-64-06 Load Alleviation Function (LAF) ..... F
27-64-07 Load Alleviation Function Accumulator ..... G

Slats Electrical Control and Monitoring

27-81-01 SFCC Slat Channel ..... A
27-81-02 Slat Wing Tip Brakes Solenoid ..... B

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Slats Hydraulic Actuation and Power Transmission

27-84-01 Slats Hydraulic Motor ..... A
27-84-02 Slat PCU Valve Block ..... B
27-84-03 Slat Pressure-Off Brake ..... C

Electrical Flight Control System (EFCS) Control Inputs and Power Supply

27-92-01 Speedbrake Control System ..... A
27-92-02 Ground Spoiler Control System ..... B
27-92-03 SIDESTICK PRIORITY light ..... C
27-92-04 Sidestick Dual Input Visual Warnings ..... D
27-92-05 Sidestick Dual Input Aural Warning ..... E

ELAC System (Elevator Aileron Computer)

27-93-01 ELAC 1 ..... A
27-93-02 ELAC 2 ..... B
27-93-03 Pitch Normal Law ..... C

SEC System (Spoiler and Elevator Computer)

27-94-01 SEC 1 ..... A
27-94-02 SEC 2 ..... B
27-94-03 SEC 3 ..... C

FCDC System (Flight Control Data Concentrator)

27-95-01 FCDC 1 ..... A
27-95-02 FCDC 2 ..... B

**9-MI-28 Fuel**

MAINTENANCE Message on the STATUS SD page

28-00-01 FUEL MAINTENANCE Message ..... A

Overhead Panels

FUEL Overhead Panel

28-01-01-01 Wing TK PUMP pb-sw FAULT light ..... A
28-01-01-02 Wing TK PUMP pb-sw OFF light ..... B
28-01-01-03 X FEED pb-sw ON light ..... C
28-01-01-04 X FEED pb-sw OPEN light ..... D
28-01-01-05 CTR TK PUMP pb-sw FAULT light ..... E

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28-01-01-06 CTR TK PUMP pb-sw OFF light ..... F
28-01-01-07 FUEL MODE SEL pb-sw FAULT light ..... G
28-01-01-08 ACT pb-sw FAULT light ..... H
28-01-01-09 ACT pb-sw FWD light ..... I

Indications on the FUEL SD page

Fuel Quantity Indications on the FUEL SD page

28-07-01-01 Fuel On Board (FOB) Indication on the FUEL SD page ..... A
28-07-01-02 Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page ..... B
28-07-01-03 Outer Tank Fuel Quantity Indication on the FUEL SD page ..... C
28-07-01-04 Inner Tank Fuel Quantity Indication on the FUEL SD page ..... D
28-07-01-05 Center Tank Fuel Quantity Indication on the FUEL SD page ..... E
28-07-01-06 ACT Fuel Quantity Indication on the FUEL SD page ..... F

Fuel Temperature Indications on the FUEL SD page

28-07-02-01 Fuel Temperature Indication on the FUEL SD page ..... A

Tank Pump Indications on the FUEL SD page

28-07-03-01 Wing Tank Pump Indication on the FUEL SD page ..... A
28-07-03-02 Center Tank Pump Indication on the FUEL SD page ..... B

Valve Indications on the FUEL SD page

28-07-04-01 Engine LP Fuel Valve Indication on the FUEL SD page ..... A
28-07-04-02 APULP Fuel Valve Indication on the FUEL SD page ..... B
28-07-04-03 Crossfeed Valve Indication on the FUEL SD page ..... C
28-07-04-04 Wing Transfer Valve Indication on the FUEL SD page ..... D
28-07-04-05 Center Tank Transfer Valve Indication on the FUEL SD page ..... E
28-07-04-06 ACT to CTR TK Transfer (Arrow) Indication on the FUEL SD page ..... F

Fuel Flow Indication on the FUEL SD page

28-07-05-01 Fuel Flow 1+2 Indication on the FUEL SD page ..... A

Fuel Used Indication on the FUEL SD page

28-07-06-01 Fuel Used Indication on the FUEL SD page ..... A
28-07-06-02 Fuel Used 1+2 Indication on the FUEL SD page ..... B

ECAM Alerts

28-09-01 FUEL L(R) INNER(OUTER) TK HI TEMP Alert ..... A

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28-09-02 FUEL L(R) INNER(OUTER) TK LO TEMP Alert ..... B
28-09-03 FUEL ACT XFR FAULT Alert ..... C
28-09-04 FUEL ACT PUMP LO PR Alert ..... D

Tank Venting System

28-12-01 Overpressure Protector between the Inner and the Outer Tank ..... A
28-12-02 Overpressure Protector in the Vent Surge Tank ..... B
28-12-03 Overpressure Protector in the Inner Tank ..... C
28-12-04 Overpressure Protector between the Center and the Inner Tank ..... D
28-12-05 Overpressure Protector in the ACT ◁ ..... E

Intercell Transfer System

28-15-01 LH Wing Transfer Valve ..... A
28-15-02 RH Wing Transfer Valve ..... B

Distribution

28-20-01 Automatic Fuel Feed System ..... A

Main Fuel Pump System

28-21-01 Wing Tank Pump ..... A
28-21-02 Center Tank Pump ..... B
28-21-03 Wing Tank Pump Sequence Valve ..... C

APU Fuel Pump System

28-22-01 APU Fuel Pump ..... A

Crossfeed System

28-23-01 Crossfeed Valve ..... A

Engine LP Fuel Shutoff

28-24-01 Engine LP Fuel Valve Electrical Motor ..... A

Refuel/Defuel System

28-25-01 Fuel Quantity Preselector ..... A
28-25-02 Fuel Quantity on the Refuel/Defuel Control Panel ..... B
28-25-03 Refuel Valve ..... C
28-25-04 Transfer Defuel Valve ..... D
28-25-05 Exterior Refuel/Defuel Control Panel ..... E
28-25-06 Cockpit Refuel/Defuel Control Panel ..... F

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Main Transfer System

28-26-01 Center Tank Transfer Valve ..... A

Additional Center Tank Transfer System (if ACTs installed)

28-28-01 ACT Auto Transfer System ..... A
28-28-02 ACT Transfer Valve ..... B
28-28-03 ACT Transfer Pump ..... C
28-28-04 ACT Air Shutoff Valve ..... D
28-28-05 ACT Inward Pressure Relief Valve ..... E
28-28-06 ACT Vent Valve ..... F
28-28-07 ACT Refuel Valve ..... G
28-28-08 ACT Integrated Impact Wall ..... H
28-28-09 ACT 1 Inlet Valve ..... I

APU LP Fuel Shutoff

28-29-01 APULP Fuel Valve ..... A

Manual Magnetic Indicators

28-43-01 Manual Magnetic Indicators ..... A
28-43-02 Fuel Quantity Attitude Monitor ..... B

Tank Level Sensing

28-46-01 High Level Detection System in the Inner Tank ..... A
28-46-02 High Level Detection System in the Center Tank ..... B
28-46-03 High Level Detection System in the ACT ◁ ..... C
28-46-04 Low Level Detection System in the Inner Tank ..... D
28-46-05 Low Level Detection System in the ACT ◁ ..... E

Fuel Management

28-50-01 Fuel Quantity Indicating Computer (FQIC) Channel ..... A

**9-MI-29 Hydraulic Power**

Overhead Panels

HYD Overhead Panel

29-01-01-01 B(Y) ELEC PUMP pb-sw FAULT light ..... A
29-01-01-02 B ELEC PUMP pb-sw OFF light ..... B
29-01-01-03 Y ELEC PUMP pb-sw ON light ..... C

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29-01-01-04 G(Y) ENG 1(2) PUMP pb-sw FAULT light ..... D
29-01-01-05 G(Y) ENG 1(2) PUMP pb-sw OFF light ..... E
29-01-01-06 PTU pb-sw FAULT light ..... F
29-01-01-07 PTU pb-sw OFF light ..... G

Maintenance HYD Overhead Panel

29-01-02-01 G(B)(Y) LEAK MEASUREMENT VALVES pb-sw OFF light ..... A

Indications on the HYD SD page

29-07-01 Yellow ELEC Pump Indication on the HYD SD page ..... A
29-07-02 Pump Indication on the HYD SD page ..... B
29-07-03 Fire Valve Indication on the HYD SD page ..... C
29-07-04 PTU Indication on the HYD SD page ..... D
29-07-05 Reservoir Quantity Indication on the HYD SD page ..... E
29-07-06 RAT Indication on the HYD SD page ..... F
29-07-07 System Label Indication on the HYD SD page ..... G
29-07-08 System Pressure Indication on the HYD SD page ..... H
29-07-09 Vertical Link Indication (G/B/Y) on the HYD SD page ..... I

ECAM Alerts

29-09-01 HYD B(Y) ELEC PUMP LO PR Alert ..... A
29-09-02 HYD B(Y) ELEC PUMP OVHT Alert ..... B
29-09-03 HYD G(Y) ENG 1(2) PUMP LO PR Alert ..... C
29-09-04 HYD G(B)(Y) RSVR LO AIR PR Alert ..... D
29-09-05 HYD G(B)(Y) RSVR LO LVL Alert ..... E
29-09-06 HYD G(B)(Y) RSVR OVHT Alert ..... F
29-09-07 HYD PTU FAULT Alert ..... G
29-09-08 HYD RAT FAULT Alert ..... H
29-09-09 HYD G(B)(Y) SYS LO PR Alert ..... I

Main Hydraulic Power

29-10-01 Engine Driven Pump ..... A
29-10-02 Engine Driven Pump Depressurization Function ..... B
29-10-03 Blue System Electric Pump ..... C
29-10-04 Hydraulic System Accumulator ..... D
29-10-05 Yellow Brake Accumulator ..... E

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29-10-06 Load Alleviation Function Accumulator ..... F
29-10-07 Engine Pump Fire Valve ..... G
29-10-08 Hydraulic System Filter ..... H
29-10-09 Hydraulic Case Drain Filter ..... I
29-10-10 Hydraulic Reservoir Drain Valve ..... J

Blue Auxiliary Hydraulic Power

29-22-01 Ram Air Turbine ..... A

Power Transfer

29-23-01 Power Transfer Unit (PTU) ..... A

Yellow Auxiliary Hydraulic Power

29-24-01 Yellow System Electric Pump ..... A

**9-MI-30 Ice and Rain Protection**

MAINTENANCE Message on the STATUS SD page

30-00-02 ENG 1(2) A.ICE MAINTENANCE Message ..... A

Overhead Panels

ANTI ICE Overhead Panel

30-01-01-01 ANTI ICE ENG 1(2) pb-sw FAULT light ..... A
30-01-01-02 ANTI ICE ENG 1(2) pb-sw ON light ..... B
30-01-01-03 ANTI ICE WING pb-sw FAULT light ..... C
30-01-01-04 ANTI ICE WING pb-sw ON light ..... D

WIPER Overhead Panel

30-01-02-01 Wiper High Speed Function (FAST Position) ..... A
30-01-02-02 Wiper Low Speed Function (SLOW Position) ..... B

Indications on the BLEED SD page

30-07-01 ANTI ICE Indication on the BLEED SD page ..... A
30-07-02 Arrow Indication on the BLEED SD page ..... B

ECAM Alerts

30-09-01 ANTI-ICE ENG 1(2) CTL FAULT Alert ..... A

Wing Ice Protection

30-11-01 Wing Anti-Ice Control Valve ..... A

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Engine Air Intake Ice Protection

30-21-01 Engine Anti-Ice Valve ..... A

Probe Ice Protection

30-31-01 Probe Heat Computer (PHC) ..... A
30-31-02 Pitot Heater ..... B
30-31-03 Static Ports Heater ..... C
30-31-04 Angle of Attack (AOA) Probes Heating ..... D
30-31-05 TAT Probes Heating ..... E

Windshield Anti-Icing and Defogging

30-42-01 Window Heat Computer ..... A
30-42-02 Fixed Lateral Window and Sliding Window Heating ..... B
30-42-03 Windshield Heating ..... C
30-42-04 PROBES/WINDOW HEAT pb-sw AUTO Control ..... D
30-42-05 PROBES/WINDOW HEAT pb-sw ON light ..... E

Windshield Rain Protection

30-45-01 Windshield Wiper ..... A
30-45-02 Windshield Wiper PARK Function ..... B
30-45-03 Rain Repellent System ..... C

Waste Water Ice Protection

30-71-01 Waste Water Drain Mast Heating System ..... A

Ice Detection

30-81-02 External Visual Icing Indicator ..... A
30-81-03 Lighting of External Visual Icing Indicator ..... B

**9-MI-31 Indicating/Recording Systems**

MAINTENANCE Message on the STATUS SD page

31-00-01 QAR MAINTENANCE Message ◁ ..... A
31-00-02 ACMSMAINTENANCE Message ..... B
31-00-03 DAR MAINTENANCE Message ◁ ..... C
31-00-04 CFDIUMAINTENANCE Message ..... D
31-00-05 DMC 1/3 MAINTENANCE Message ..... E
31-00-06 DMC 2/3 MAINTENANCE Message ..... F

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31-00-07 DFDR ACCEL MAINTENANCE Message ⋖ ..... G
31-00-08 CVDR2 MAINTENANCE message ..... H

Overhead Panels

RCDR Overhead Panel

31-01-01-01 RCDR GND CTL pb-sw ON light ..... A
31-01-01-02 RCDR GND CTL pb-sw ..... B

Indications on the Primary Flight Display (PFD)

31-05-01 AP Related Indications on the FMA ..... A
31-05-02 A/THR Related Indications on the FMA ..... B
31-05-03 Approach and Landing Capabilities on the FMA ..... C
31-05-04 Special Messages on the FMA ..... D
31-05-05 Actual Airspeed Reference Line and Scale Indications on the PFD ..... E
31-05-06 Mach Number Indication on the PFD ..... F
31-05-07 VMO/MMO Characteristic Speed Indication on the PFD ..... G
31-05-08 Altitude Indication on the PFD ..... H
31-05-09 Vertical Speed Indication on the PFD ..... I
31-05-10 Other Air Data Related Indications on the PFD ..... J
31-05-11 Attitude Indication on the PFD ..... K
31-05-12 Heading Indication on the PFD ..... L

Indications on the Navigation Display (ND)

31-06-01 Ground Speed Indication on the ND ..... A
31-06-02 True Air Speed Indication on the ND ..... B
31-06-03 Wind Indication on the ND ..... C
31-06-04 Heading Indication on the ND ..... D
31-06-05 Position (Aircraft Symbol) Indication on the ND ..... E
31-06-06 Navigation Station Information on the ND ..... F
31-06-07 Chrono Indication on the ND ..... G

Indications on the System Display (SD)

31-07-01 Indications on the System Display pages ..... A
31-07-02 Permanent Data (TAT, SAT, GLOAD - ALT SEL, UTC, GW) Indications on the SD .... B

Indications on the Engine Warning Display (EWD)

31-08-01 Engine Parameter Indications on the EWD ..... A

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31-08-02 Fuel On Board (FOB) Indication on the EWD ..... B
31-08-03 MEMO Messages on the EWD ..... C
31-08-04 Slats/Flaps Position Indications on the EWD ..... D

Independent Instruments

31-20-01 Electrical Clock Indicator ..... A

Centralized Fault Display System (CFDS) and Data Recording System

31-30-01 Centralized Fault Display System (CFDS) ..... A
31-30-02 Digital AIDS Recorder (DAR) ◁ ..... B
31-30-03 Digital Flight Data Recorder (DFDR) ..... C
31-30-04 Data Management (DMU or FDIMU Data Management function) ..... D
31-30-05 Flight Data Interface (FDIU or FDIMU Flight Data Interface function) ..... E
31-30-06 Quick Access Recorder (QAR) ◁ ..... F
31-30-07 Printer ◁ ..... G

Up and Down Data Loading System Acquisition/Interface and Equipment

31-38-01 DATA LOADING selector ..... A
31-38-02 Data Loading Routing Box (DLRB or eDLRB) ..... B
31-38-03 Multipurpose Disk Drive Unit (MDDU) ..... C
31-38-05 Data Loading Selector Unit (DLSU) ..... D

Flight Warning Computer (FWC)

31-53-01 Flight Warning Computer (FWC) ..... A
31-53-02 MASTER CAUT Cancel Function ..... B
31-53-03 MASTER WARN Cancel Function ..... C
31-53-04 MASTER CAUT light ..... D
31-53-05 MASTER WARN light ..... E
31-53-06 Altitude Alert ..... F

System Data Acquisition Concentrator (SDAC)

31-55-01 System Data Acquisition Concentrator (SDAC) ..... A

ECAM Control Panel (ECP)

31-56-01 System Page Manual Call pb on the ECP ..... A
31-56-02 ALL pb on the ECP ..... B
31-56-03 CLR pb on the ECP ..... C
31-56-04 EMER CANC pb on the ECP ..... D

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31-56-05 RCL pb on the ECP ..... E
31-56-06 STS pb on the ECP ..... F
31-56-07 T.O CONFIG pb on the ECP ..... G

Display Management Computer (DMC)

31-62-01 DMC 1 ..... A
31-62-02 DMC 2 ..... B
31-62-03 DMC 3 ..... C

Display Unit (DU)

31-63-01 PFDU 1 ..... A
31-63-02 PFDU 2 ..... B
31-63-03 NDU 1 ..... C
31-63-04 NDU 2 ..... D
31-63-05 SDU ..... E
31-63-06 EWDU ..... F

Switching Panel

31-68-01 AIR DATA SWITCHING selector on the Center Pedestal ..... A
31-68-02 ATT HDG SWITCHING selector on the Center Pedestal ..... B
31-68-03 ECAM/ND XFR SWITCHING selector on the Center Pedestal ..... C
31-68-04 EIS DMC SWITCHING selector on the Center Pedestal ..... D
31-68-05 PFD/ND XFR pb on the Lateral Instrument Panel ..... E

**9-MI-32 Landing Gear**

Indications on the WHEEL SD page

32-07-01 Brakes Temperature Indication on the WHEEL SD page ..... A
32-07-02 L/G Position Indication on the WHEEL SD page ..... B
32-07-03 L/G Doors Position Indication on the WHEEL SD page ..... C
32-07-04 L/G CTL Indication on the WHEEL SD page ..... D
32-07-05 UP LOCK Indication on the WHEEL SD page ..... E
32-07-06 [Y] N/W STEERING Indication on the WHEEL SD page ..... F
32-07-07 Tire Pressure Indication ⋖ on the WHEEL SD page ..... G
32-07-08 ANTI SKID Indication on the WHEEL SD page ..... H
32-07-09 AUTO BRK Indication on the WHEEL SD page ..... I
32-07-10 [G] NORM BRK Indication on the WHEEL SD page ..... J

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32-07-11 Release Brake Indication on the WHEEL SD page ..... K
32-07-12 ACCU PRESS/ACCU ONLY Indication on the WHEEL SD page ..... L
32-07-13 [Y] ALTN BRK Indication on the WHEEL SD page ..... M

ECAM Alerts

32-09-01 BRAKES-N/WS MINOR FAULT Alert ..... A

Main Gear

32-11-01 Main Gear Torque Link Damper ..... A

Main Gear Doors

32-12-01 Main Gear Door Ground Opening Cable ..... A

Normal Extension and Retraction

32-31-01 Landing Gear Control and Interface Unit (LGCIU) ..... A
32-31-02 Landing Gear Retracting System ..... B

Proximity Detector System

32-32-01 LGCIU 1 Proximity Detector ..... A
32-32-02 LGCIU 2 RH L/G Shock Absorber Proximity Detector ..... B
32-32-03 LGCIU 2 LH L/G Shock Absorber Proximity Detector ..... C
32-32-04 LGCIU 2 Nose L/G Shock Absorber Proximity Detector ..... D
32-32-05 LGCIU 2 RHL/G Down Lock Proximity Detector ..... E
32-32-06 LGCIU 2 LHL/G Down Lock Proximity Detector ..... F
32-32-07 LGCIU 2 Nose L/G Down Lock Proximity Detector ..... G
32-32-08 LGCIU 2 RHL/G Up Lock Proximity Detector ..... H
32-32-09 LGCIU 2 LHL/G Up Lock Proximity Detector ..... I
32-32-10 LGCIU 2 Nose L/G Up Lock Proximity Detector ..... J
32-32-11 LGCIU 2 RHL/G Doors Open Proximity Detector ..... K
32-32-12 LGCIU 2 LHL/G Doors Open Proximity Detector ..... L
32-32-13 LGCIU 2 Nose L/G Doors Open Proximity Detector ..... M
32-32-14 LGCIU 2 RHL/G Doors Closed Proximity Detector ..... N
32-32-15 LGCIU 2 LHL/G Doors Closed Proximity Detector ..... O
32-32-16 LGCIU 2 Nose L/G Doors Closed Proximity Detector ..... P

Free Fall Extension

32-33-01 Landing Gear Gravity Extension System ..... A

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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

Printouts are for information only!



Landing Gear Panel on the Center Instrument Panel

32-61-01 LDG GEAR Indicator Panel ..... A
32-61-02 DOWN Red Arrow light on the Landing Gear lever ..... B

**9-MI-33 Lights**

Overhead Panels

ANN LT Overhead Panel

33-01-01-01 TEST Function of ANN LT sw ..... A
33-01-01-02 DIM Function of ANN LT sw ..... B
33-01-01-03 BRT Function of ANN LT sw ..... C

SIGNS Overhead Panel

33-01-02-01 EMER EXIT LT OFF light ..... A
33-01-02-02 AUTO Function of SEAT BELT SIGNS sw ◁ ..... B
33-01-02-03 AUTO Function of NO SMOKING SIGNS sw ..... C
33-01-02-04 AUTO Function of RETURN TO SEAT sw ◁ ..... D
33-01-02-05 AUTO Function of DON OXYGEN MASK sw ◁ ..... E

Cockpit General Illumination

33-10-01 Cockpit General Illumination (Center & Main Instrument Lighting, Console and Floor Lighting, Dome lights and Lighting Strips, Instrument and Panel Integral Lighting, Map Holder Lighting, Center Pedestal Lighting, Reading Lights) ..... A

Cabin General Illumination

33-20-01 Cabin General Illumination ..... A
33-20-02 Cabin Signs (No Smoking/No Electronic Devices/Fasten Seat Belt/Return to Seat) ..... B
33-20-03 Lavatory Sign (Return to seat) ..... C
33-20-04 Lavatory Lighting ..... D

Redefined Flight Deck (RFD) General Illumination

33-20-01 **Redefined Flight Deck (RFD) General Illumination** ..... A
33-20-03 **Lavatory Sign (Return to Seat/Don Oxygen)** ..... B

Cargo and Service Compartment Lighting

33-30-01 Cargo and Service Compartment Lighting System ..... A
33-30-02 Main Deck Cargo Compartment (MDCC) Lighting ..... B

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33-30-03 Tarmac Light ..... C

## Exterior Lighting

33-40-01 NAV 1 Light ..... A
33-40-02 NAV 2 Light ..... B
33-40-03 Landing light ..... C
33-40-04 Landing light Extension/Retraction System ..... D
33-40-05 Runway Turnoff light ..... E
33-40-06 Taxi light ..... F
33-40-07 Logo light ..... G
33-40-08 Beacon light ..... H
33-40-09 Wing and Engine Scan light ..... I
33-40-10 Strobe light ..... J
33-40-11 Takeoff light ..... K

## Cabin Emergency Lighting

33-51-01 Exit Marking Sign ..... A
33-51-01 Exit Marking Sign ..... B
33-51-02 Exit Location Sign in the Main Aisle ..... C
33-51-03 Overhead Emergency Lighting System in the Main Aisle ..... D
33-51-04 Overhead Emergency Lighting System in the Cabin Door Vicinity ..... E
33-51-04 Overhead Emergency Lighting System in the Crew Entry Door (CED) Vicinity ..... F
33-51-05 Floor Proximity Emergency Escape Path Marking System ..... G
33-51-07 Floor Proximity Emergency Escape Path Marking System Exit Marker ..... H
33-51-08 Overwing Emergency light ..... I
33-51-09 Overwing Exit Handle light ..... J
33-51-10 Escape Slide Lighting ..... K
33-51-11 Lavatory Auxiliary light ..... L
33-51-12 BAT TEST pb on the PTP ..... M
33-51-13 SYS TEST pb on the PTP ..... N
33-51-14 Emergency Egress Light ..... O

## 9-MI-34 Navigation

## MAINTENANCE Messages on the STATUS SD page

34-00-01 ADR MAINTENANCE Message ..... A
34-00-02 IR MAINTENANCE Message ..... B

Printouts are for information only!



## Overhead Panels

### ADIRS Overhead Panel

34-01-01-01 ADR pb-sw FAULT light ..... A
34-01-01-02 ADR pb-sw OFF light ..... B
34-01-01-03 IR FAULT light ..... C
34-01-01-04 IR ALIGN light ..... D
34-01-01-05 ON BAT light ..... E
34-01-01-31 ADR pb-sw ..... F
34-01-01-32 IR pb-sw ..... G
34-01-01-33 IR Mode selector ..... H
34-01-01-34 DATA DISPLAY selector of ADIRS CDU ..... I
34-01-01-35 SYS DISPLAY selector of ADIRS CDU ..... J
34-01-01-36 Display Unit of ADIRS CDU ..... K
34-01-01-37 Keyboard of ADIRS CDU ..... L

### GPWS Overhead Panel

34-01-02-01 GPWS SYS pb-sw FAULT light ..... A
34-01-02-02 GPWS SYS pb-sw OFF light ..... B
34-01-02-03 GPWS G/S MODE pb-sw OFF light ..... C
34-01-02-04 GPWS FLAP MODE pb-sw OFF light ..... D
34-01-02-05 GPWS LDG FLAP 3 pb-sw ON light ..... E
34-01-02-06 GPWS TERR pb-sw FAULT light ..... F
34-01-02-07 GPWS TERR pb-sw OFF light ..... G

### Indications on the Primary Flight Display (PFD)

34-05-01 Actual Airspeed Reference Line and Scale Indication on the PFD ..... A
34-05-02 Mach Number Indication on the PFD ..... B
34-05-03 VMO/MMO Characteristic Speed Indication on the PFD ..... C
34-05-04 Altitude Indication on the PFD ..... D
34-05-05 Baro Reference Indication on the PFD ..... E
34-05-06 Vertical Speed in Inertial Mode Indication on the PFD ..... F
34-05-07 Other Air Data Related Indications on the PFD ..... G
34-05-08 Attitude Indication on the PFD ..... H
34-05-09 Heading Indication on the PFD ..... I
34-05-10 Radio Navaids Indications on the PFD ..... J

Printouts are for information only!



## Indications on the Navigation Display (ND)

34-06-01 Ground Speed Indication on the ND ..... A
34-06-02 True Air Speed Indication on the ND ..... B
34-06-03 Wind Indication on the ND ..... C
34-06-04 Heading Indication on the ND ..... D
34-06-05 Position (Aircraft Symbol) Indication on the ND ..... E
34-06-06 Radio Navaids Indications on the ND ..... F
34-06-07 Chrono Indication on the ND ..... G

## Air Data/Inertial Reference System (ADIRS)

34-10-01 ADR 1 ..... A
34-10-02 ADR 2 ..... B
34-10-03 ADR 3 ..... C
34-10-04 IR 1 ..... D
34-10-05 IR 2 ..... E
34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU) ..... F
34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU) ..... G

## Sensors

34-11-01 Angle of Attack (AOA) Sensor ..... A
34-11-02 CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1 ..... B
34-11-03 CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3 ..... C
34-11-04 F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2 ..... D

## Back Up Speed Scale

34-13-01 BKUP SPD/ALT pb-sw ON light ..... A
34-13-02 BKUP SPD/ALT pb-sw ..... B
34-13-03 Digital Backup Speed (DBUS) ..... C

## Altitude and Airspeed Standby Data

34-21-01 Standby ALT Indicator ..... A
34-21-02 Bugs on the Standby ALT Indicator ..... B
34-21-03 Standby IAS Indicator ..... C
34-21-04 Bugs on the Standby IAS Indicator ..... D
34-21-05 Standby ALT Metric Indicator ◅ ..... E

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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 ◁ ..... G
34-40-08 GPWS-G/S pb-sw ..... H
34-40-10 ROW/ROP ..... I
34-40-12 TERR on ND pb-sw ON light ..... J

ATC and Radio/GPS Navigation Systems

34-50-01 ATC ..... A
34-50-03 ADF ◁ ..... B
34-50-04 DME ..... C
34-50-05 VOR ..... D
34-50-06 MARKER ..... E
34-50-07 DDRMI ..... F

Printouts are for information only!



34-50-09 Global Positioning System (GPS) ⋖ ..... G
34-50-10 ADS-B OUT Function ..... H

**9-MI-35 Oxygen**

Overhead Panels

OXYGEN Overhead Panel

35-01-01-01 CREW SUPPLY pb-sw OFF light ..... A
35-01-01-02 PASSENGER SYS ON light ..... B
35-01-01-31 MANUAL Control of the MASK MAN ON pb ..... C
35-01-01-32 AUTO Control of the MASK MAN ON pb ..... D

Indications on the DOOR/OXY SD page

35-07-01 Crew OXY High Pressure Indication on the DOOR/OXY SD page ..... A
35-07-02 Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page ..... B

Crew Oxygen

35-10-01 Crew Oxygen Mask ..... A
35-10-02 Crew Oxygen Mask Microphone ..... B
35-10-03 Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc) ..... C

Passenger Oxygen

35-20-01 Passenger Oxygen Unit ..... A
35-20-02 Cabin Attendant Oxygen Unit ..... B
35-20-03 Lavatory Oxygen Unit ..... C
35-20-04 Galley Oxygen Unit ..... D
35-20-05 Manual Release Tool ⋖ ..... E
35-20-06 Buzzer ..... F

Portable Oxygen

35-30-01 Portable Oxygen Unit ..... A
35-30-02 Flight Crew Portable Protective Breathing Equipment ..... B
35-30-03 Cabin Crew Portable Protective Breathing Equipment - PBE ..... C
35-30-04 Supernumerary Portable Oxygen Unit ..... D

**9-MI-36 Pneumatic**

MAINTENANCE Message on the STATUS SD page

36-00-01 AIR BLEED MAINTENANCE Message ..... A

Printouts are for information only!



## AIR COND Overhead Panel

36-01-01 ENG BLEED pb-sw FAULT light ..... A
36-01-02 ENG BLEED pb-sw OFF light ..... B
36-01-03 APU BLEED pb-sw FAULT light ..... C
36-01-04 APU BLEED pb-sw ON light ..... D

## Indications on the BLEED SD page

36-07-01 APU Bleed Valve Indication on the BLEED SD page ..... A
36-07-02 Engine Bleed Valve Indication on the BLEED SD page ..... B
36-07-03 Engine Bleed HP Valve Indication on the BLEED SD page ..... C
36-07-04 Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page ..... D
36-07-05 Engine Bleed Precooler Outlet Temperature Indication on the BLEED SD page .... E
36-07-06 X Bleed Valve Indication on the BLEED SD page ..... F

## ECAM Alerts

36-09-01 AIR APU BLEED LEAK Alert ..... A

## Engine Bleed Air Supply System

36-11-01 Engine Bleed Air Supply System ..... A
36-11-02 Engine Bleed Valve (PRV) ..... B
36-11-03 Engine Bleed Overpressure Valve ..... C
36-11-04 Engine Bleed Fan Air Valve ..... D
36-11-05 Engine Bleed Air Precooler ..... E
36-11-06 Engine Bleed IP Check Valve ..... F
36-11-07 Engine Bleed HP Valve ..... G
36-11-08 Bleed Monitoring Computer (BMC) ..... H

## APU Bleed Air Supply and Crossbleed Systems

36-12-01 APU Bleed Air Supply System ..... A
36-12-02 APU Bleed Valve ..... B
36-12-03 APU Bleed Check Valve ..... C
36-12-04 Automatic Control of the X Bleed Valve ..... D
36-12-05 Manual Control of the X Bleed Valve ..... E

## Leak Detection Loop

36-22-01 Pylon Leak Detection System ..... A
36-22-02 Wing Leak Detection System ..... B

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36-22-03 APU Leak Detection Loop ..... C

**9-MI-38 Water and Waste**

Toilet System

38-10-01 Lavatory ..... A

**9-MI-46 Information Systems**

Aircraft Information Network Systems

Aircraft EFB System

46-11-01-01 Aircraft EFB System ..... A
46-11-01-02 EFB Docking Station ◁ ..... B
46-11-01-03 EFB Mounting Device ◁ ..... C
46-11-01-04 EFB Power Connection ◁ ..... D
46-11-01-05 Maintenance Device ◁ ..... E

Aircraft EFB System Functionality

46-11-02-01 EFB Flight Crew Application ..... A
46-11-02-02 Video Transfer Function ◁ ..... B
46-11-02-03 Data Transfer ..... C
46-11-02-04 Connectivity on Ground ..... D
46-11-02-05 Aircraft EFB Update ..... E
46-11-02-06 Maintenance Device Update ..... F
46-11-02-07 USB Interface ..... G
46-11-02-08 eTLB Software ◁ ..... H

Air Traffic and Information Management System

46-21-01 Air Traffic Service Unit (ATSU) ..... A
46-21-02 Datalink Control and Display Unit (DCDU) ◁ ..... B
46-21-03 ATC MSG pb ◁ ..... C
46-21-04 ATC Datalink ◁ ..... D
46-21-05 COMPANY Datalink ..... E

**9-MI-47 Inert Gas System**

Generation/Storage

47-10-01 Fuel Tank Inerting System ..... A

Printouts are for information only!



## 9-MI-49 Airborne Auxiliary Power

### MAINTENANCE Message on the STATUS SD page

49-00-01 APU MAINTENANCE Message ..... A

### APU Overhead Panel

49-01-01 APU MASTER SW pb-sw FAULT light ..... A
49-01-02 APU MASTER SW pb-sw ON light ..... B
49-01-03 APU START pb-sw AVAIL light ..... C
49-01-04 APU START pb-sw ON light ..... D

### Indications on the APU SD page

49-07-01 Indications on the APU SD page ..... A

### Power Plant

49-10-01 Power Plant (APU) ..... A
49-10-02 APU Air Intake Flap ..... B

## 9-MI-52 Doors

### Overhead Panels

### CKPT DOOR CONT Normal Overhead Panel

52-01-01-01 CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel ..... A
52-01-01-02 STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel .... B
52-01-01-03 Pressure Rate Sensor on the CKPT DOOR CONT Overhead Panel ..... C

### Indications on the DOOR/OXY SD page

52-07-01 Cabin Door Permanently Indicated Open on the DOOR/OXY SD page ..... A
52-07-01 Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page ..... B
52-07-02 Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page ..... C
52-07-02 Crew Entry Door Permanently Indicated Closed on the DOOR/OXY SD page ..... D
52-07-03 Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page .... E
52-07-04 Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page .... F
52-07-05 Cargo Door Indication on the DOOR/OXY SD page ..... G
52-07-06 Avionics Compartment Access Door Indication on the DOOR/OXY SD page ..... H
52-07-07 Main Deck Cargo Door Permanently Indicated Open on the DOOR/OXY SD page .... I
52-07-08 Main Deck Cargo Door Permanently Indicated Closed on the DOOR/OXY SD page ..... J

Printouts are for information only!



## Cabin Door

52-10-01 Cabin Door ..... A
52-10-02 Cabin Overwing Exit ..... B
52-10-03 Cabin Door Stop Fitting ..... C
52-10-04 Cabin Door Damper Function ..... D
52-10-05 Cabin Door Emergency Opening Function ..... E
52-10-06 DOOR PRESS LOW Message on the PTP STATUS Page ◁ ..... F
52-10-07 Cabin Door Stay Mechanism ..... G
52-10-08 CABIN PRESSURE light (on Cabin Doors) ..... H
52-10-10 Door Residual Differential Pressure Detection ..... I

## Cabin Door

52-10-09 Crew Entry Door ..... A

## Cargo Door

52-30-01 Cargo Door (FWD, AFT and BULK ◁) ..... A
52-30-02 Cargo Door Actuator ..... B
52-30-03 Cargo Door Electrical Control ..... C
52-30-04 Cargo Door Locking Hooks and Spools (Rollers) ..... D
52-30-05 Cargo Door Hand Pump ..... E
52-30-06 Cargo Door Drift Pin ..... F
52-30-07 Cargo Doors Open/Locked Indicator light ..... G
52-30-08 Main Deck Cargo Door Piano Hinge Lugs, Latching Hook, Spool and Bolt ..... H
52-30-09 Cargo Door Control Unit (CDCU) ..... I

## Bulk Cargo Compartment Door

52-33-01 Cargo Door Balance Mechanism ..... A

## Reinforced Cockpit Door (CDLS)

52-51-01 CDLS Normal System ..... A
52-51-03 CDLS Buzzer ..... B
52-51-04 CDLS Keypad ..... C
52-51-05 CDLS Keypad LED ..... D
52-51-06 CDLS Door Release Strike (Catch, Spring, Solenoid, Bolt) ..... E
52-51-08 Cockpit Door Latch Mechanism (Mechanical Latches) ..... F
52-51-09 Cockpit Door Handle (including Bellcranks Linkage) ..... G

Printouts are for information only!



COCKPIT DOOR Panel on the Center Pedestal

52-53-01 COCKPIT DOOR FAULT light ..... A
52-53-02 COCKPIT DOOR OPEN light ..... B
52-53-03 LOCK Function of the COCKPIT DOOR sw ..... C
52-53-04 UNLOCK Function of the COCKPIT DOOR sw ..... D

Door Warning

52-71-01 Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door ..... A

**9-MI-56 Windows**

Cockpit

56-10-01 Front Windshield ..... A
56-10-02 Lateral Fixed/Sliding Window ..... B
56-10-03 Sliding Window Opening/Closing Mechanism ..... C

Cabin

56-20-01 Cabin Window ..... A

**9-MI-70 Engine**

MAINTENANCE Messages on the STATUS SD page

70-00-01 ENG FADEC MAINTENANCE Message ..... A
70-00-02 ENG EIU MAINTENANCE Message ..... B
70-00-03 ENG EVMU MAINTENANCE Message ..... C

**9-MI-71 Power Plant**

ECAM Alerts

71-09-01 ENG 1(2) FAN COWL NOT CLSD Alert ..... A

**9-MI-73 Engine Fuel and Control**

Indications on the ENGINE SD page

73-07-01 F. USED Indication on the ENGINE SD page ..... A
73-07-02 Fuel Filter Clog Indication on the ENGINE SD page ..... B

Indications on the EWD

73-08-01 Fuel Flow Indication on the EWD ..... A

Printouts are for information only!



ECAM Alerts

73-09-01 ENG 1(2) FUEL FILTER CLOG Alert ..... A
73-09-02 ENG 1(2) MINOR FAULT Alert ..... B
73-09-04 ENG 1(2) FUEL SENSOR FAULT Alert ..... C
73-09-05 ENG 1(2) HEAT SYS DEGRADED Alert ..... D
73-09-09 ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert ..... E

Distribution

73-10-01 Fuel Return To Tank Valve ..... A
73-10-03 Fuel Metering Valve ..... B
73-10-04 Engine HP Fuel Valve ..... C

Controlling

73-20-01 Flex Takeoff Mode ..... A
73-20-04 EPR Control Mode ..... B
73-20-05 Minimum Idle on Ground ..... C
73-20-06 EEC ACFT 28V Power Supply ..... D

Protection

73-25-01 Engine Overthrust Protection System ..... A

**9-MI-74 Ignition**

Indications on the ENGINE SD page

74-07-01 Selected Igniter Indication on the ENGINE SD page ..... A

ECAM Alert

74-09-01 ENG 1(2) IGN A(B)(A+B) FAULT Alert ..... A

Ignition Starting and Continuous Relight

74-31-01 Ignition System A ..... A
74-31-02 Ignition System B ..... B

**9-MI-75 Air**

Engine Bearing Cooling System

75-22-01 Buffer Air Check Valve ..... A

TCC/TACC System

75-24-01 Turbine Active Clearance Control Valve ..... A

Printouts are for information only!



## 9-MI-76 Engine Controls

### Throttle Control

76-11-01 Thrust lever Position Sensor ..... A

## 9-MI-77 Engine Indicating

### Indications on SD pages

### Indications on the CRUISE SD page

77-07-01-01 N1 Vibration Indication on the CRUISE SD page ..... A
77-07-01-02 N2 Vibration Indication on the CRUISE SD page ..... B
77-07-01-03 F. USED (Fuel Used) Indication on the CRUISE SD page ..... C
77-07-01-04 OIL QT (Oil Quantity) Indication on the CRUISE SD page ..... D

### Indications on the ENGINE SD page

77-07-02-01 Engine Bleed Pressure Indication on the ENGINE SD page ..... A
77-07-02-02 Fuel Filter Clog Indication on the ENGINE SD page ..... B
77-07-02-03 Fuel Used Indication on the ENGINE SD page ..... C
77-07-02-04 Nacelle Temperature Indication on the ENGINE SD page ..... D
77-07-02-05 N1 Vibration Indication on the ENGINE SD page ..... E
77-07-02-06 N2 Vibration Indication on the ENGINE SD page ..... F
77-07-02-07 Oil Filter Clog Indication on the ENGINE SD page ..... G
77-07-02-08 Oil Pressure Indication on the ENGINE SD page ..... H
77-07-02-09 Oil Quantity Indication on the ENGINE SD page ..... I
77-07-02-10 Oil Temperature Indication on the ENGINE SD page ..... J
77-07-02-11 Selected Igniter Indication on the ENGINE SD page ..... K
77-07-02-12 Start Valve Position Indication on the ENGINE SD page ..... L

### Indications on the EWD

77-08-01 EGT Indication on the EWD ..... A
77-08-02 EPR Indication on the EWD ..... B
77-08-03 Fuel Flow Indication on the EWD ..... C
77-08-04 N1 Indication on the EWD ..... D
77-08-05 N2 Indication on the EWD ..... E
77-08-06 Bleed Configuration Indication on the EWD (PACKS, NAI, WAI) ..... F

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ECAM Alerts

77-09-01 ENG TYPE DISAGREE Alert ..... A

**9-MI-78 Exhaust**

Indications on the EWD

78-08-01 REV Indication on the EWD ..... A

ECAM Alerts

78-09-01 ENG 1(2) REVERSER CTL FAULT Alert ..... A
78-09-02 ENG 1(2) REV MINOR FAULT Alert ..... B

Thrust Reversers

78-30-01 Thrust Reverser ..... A
78-30-02 Thrust Reverser Inhibition Relay sw ..... B
78-30-03 Thrust Reverser Shutoff Valve ..... C
78-30-04 Thrust Reverser Door Tertiary Lock ..... D
78-30-05 Thrust Reverser Tertiary Lock Valve ..... E

**9-MI-79 Oil**

Indications on the ENGINE SD page

79-07-01 CLOG Indication on the ENGINE SD page ..... A
79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page ..... B
79-07-03 Oil Quantity Indication on the ENGINE SD page ..... C
79-07-04 Oil Temperature Indication on the ENGINE SD page ..... D

ECAM Alerts

79-09-01 ENG 1(2) OIL LO PR Alert ..... A
79-09-02 ENG 1(2) OIL FILTER CLOG Alert ..... B
79-09-03 ENG 1(2) BEARING 4 OIL SYS Alert ..... C
79-09-05 ENG 1(2) OIL SENSOR FAULT Alert ..... D
79-09-06 ENG 1(2) OIL CHIP DETECTED Alert ..... E
79-09-07 ENG 1(2) OIL FILTER - PARTLY CLOGGED Alert ..... F

Distribution

79-20-01 Air Cooled Oil Cooler (ACOC) Modulating Valve ..... A
79-20-02 EMCD Visual Pop-Out Indicator ..... B

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IDG Oil Cooling System

79-40-01 Fuel Return Valve ..... A

**9-MI-80 Starting**

ENG MAN START Overhead Panel

80-01-31 ENG MAN START pb-sw ..... A

Indication on the ENGINE SD page

80-07-01 Start Valve Position Indication on the ENGINE SD page ..... A

Pneumatic Starter and Valve System

80-11-01 Start Valve ..... A

ENG MASTER Panel on the Center Pedestal

80-12-01 FAULT light on the ENG MASTER Panel ..... A

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| Localization<br>Title | Reason |
|---|---|
| 9-MI-23-20<br>23-20-04 VHF Datalink (If Installed) | Added information on FANS/CPDLC limitations. |
| 9-MI-24-09<br>24-09-03 ELEC IDG 1(2) OIL LO LVL Alert | Update of the title of the dispatch condition 24-09-03C, to clarify the condition of application. |
| 9-MI-25-50<br>25-50-01 Cargo Loading System (If Installed) | Split MEL-Item into FWD and AFT Lower Deck Cargo Loading System. Added HANDICAP. |
| 9-MI-25-50<br>25-50-01 Cargo Loading System (If Installed) | **Changed Item numbering from B to C.** |
| 9-MI-25-50<br>25-50-01 Cargo Loading System (If Installed) | Split MEL-Item into FWD and AFT Lower Deck Cargo Loading System. Added HANDICAP. |
| 9-MI-27-00<br>27-00-03 SLAT SYNCH 1(2) MAINTENANCE Message | **Incorporated FWC F14.** |
| 9-MI-27-00<br>27-00-04 FLAP SYNCH 1(2) MAINTENANCE Message | **Incorporated FWC F14.** |
| 9-MI-27-93<br>27-93-01 ELAC 1 | New proviso is introduced to require that the ailerons control is checked operative through the ELAC 2 before each flight. |
| 9-MI-27-93<br>27-93-01 ELAC 1 | New proviso is introduced to require that the ailerons control is checked operative through the ELAC 2 before each flight. |
| 9-MI-28-25<br>28-25-05 Exterior Refuel/Defuel Control Panel | Deleted HANDICAP. |
| 9-MI-32-31<br>32-31-01 Landing Gear Control and Interface Unit (LGCIU) | Revised restrictions of EASA AD 2023-0093. |
| 9-MI-32-32<br>32-32-02 LGCIU 2 RH L/G Shock Absorber Proximity Detector | Revised restrictions of EASA AD 2023-0093. |
| 9-MI-32-32<br>32-32-03 LGCIU 2 LH L/G Shock Absorber Proximity Detector | Revised restrictions of EASA AD 2023-0093. |
| 9-MI-32-42<br>32-42-03 Braking/Steering Control Unit (BSCU) Channel 1 / System 1 | Revised restrictions of EASA AD 2023-0093. |
| 9-MI-32-42<br>32-42-04 Braking/Steering Control Unit (BSCU) Channel 2 / System 2 | Revised restrictions of EASA AD 2023-0093. |
| 9-MI-32-44<br>32-44-01 Yellow System Brake | Revised restrictions of EASA AD 2023-0093. |

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| Localization<br>Title | Reason |
|---|---|
| 9-MI-32-44<br>32-44-03 BRAKES Pressure Indicator | Revised restrictions of EASA AD 2023-0093. |
| 9-MI-35-20<br>35-20-05 Manual Release Tool | **Added new MEL-Item.** |
| 9-MI-78-09<br>78-09-01 ENG 1(2) REVERSER CTL FAULT Alert | Revised restrictions of EASA AD 2023-0093. |
| 9-MI-78-30<br>78-30-01 Thrust Reverser | Revised restrictions of EASA AD 2023-0093. |
| 9-MI-79-07<br>79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page | Revised for clarification. |
| 9-MI-79-07<br>79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page | Revised for clarification. |
| 9-MI-79-07<br>79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page | Revised for clarification. |
| 9-MI-79-07<br>79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page | Revised for clarification. |

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| 21-00-01 | **PACK 1(2)** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-21-00-00003649.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**21-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

PACK 1(2) MAINTENANCE message may be displayed on the STATUS SD page .

| 21-00-02 | **ZONE CONT** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-21-00-00003650.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**21-00-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

ZONE CONT MAINTENANCE message may be displayed on the STATUS SD page .

| 21-00-03 | **AFT CRG HEAT** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-21-00-00003651.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**21-00-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

AFT CRG HEAT MAINTENANCE message may be displayed on the STATUS SD page .

Printouts are for information only!



| 21-00-04 | **TEMP CTL 1(2)** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-21-00-00003652.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**21-00-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

TEMP CTL 1(2) MAINTENANCE message may be displayed on the STATUS SD page .

| 21-00-05 | **CPC 1(2)** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-21-00-00003653.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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 .

Printouts are for information only!



## AIR COND OVERHEAD PANEL

| 21-01-01-01 | PACK pb-sw FAULT light |
|---|---|

Ident.: 9-MI-21-01-01-00003654.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 21-01-01-02 | PACK pb-sw OFF light |
|---|---|

Ident.: 9-MI-21-01-01-00003655.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 21-01-01-03 | HOT AIR pb-sw FAULT light |
|---|---|

Ident.: 9-MI-21-01-01-00003656.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-01-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that all zone duct temperature indications are operative on the COND SD page .

Printouts are for information only!



| 21-01-01-04 | HOT AIR pb-sw OFF light |
|---|---|

Ident.: 9-MI-21-01-01-00003657.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-01-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

Printouts are for information only!



## CABIN PRESS OVERHEAD PANEL

| 21-01-02-01 | CABIN PRESS MODE SEL pb-sw FAULT light |
|---|---|

Ident.: 9-MI-21-01-02-00003658.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-01-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

Printouts are for information only!



## CARGO VENT OVERHEAD PANEL

| 21-01-03-02 | AFT ISOL VALVE pb-sw FAULT light |
|---|---|

Ident.: 9-MI-21-01-03-00003659.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQS) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQS**

**21-01-03-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

Printouts are for information only!



## VENTILATION OVERHEAD PANEL

| 21-01-04-01 | CAB FANS pb-sw OFF light |
|---|---|

Ident.: 9-MI-21-01-04-00003660.0000001 / 28 JUN 2022
**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 / 28 JUN 2022
**Applicable to: ALL**

**21-01-04-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 21-01-04-03 | EXTRACT pb-sw FAULT light |
|---|---|

Ident.: 9-MI-21-01-04-00003662.0000001 / 28 JUN 2022
**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.

Printouts are for information only!



| 21-01-04-04 | MD ISOL VALVE pb-sw FAULT light |
|---|---|

Ident.: 9-MI-21-01-04-00003663.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**21-01-04-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 21-01-04-05 | MD ISOL VALVE pb-sw OFF light |
|---|---|

Ident.: 9-MI-21-01-04-00003664.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**21-01-04-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 21-01-04-06 | FWD EXH FAN pb-sw FAULT light |
|---|---|

Ident.: 9-MI-21-01-04-00003665.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**21-01-04-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

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| 21-01-04-07 | FWD EXH FAN pb-sw OVRD light |
|---|---|

Ident.: 9-MI-21-01-04-00003666.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**21-01-04-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 21-01-04-08 | FWD EXH BKUP FAN TEST pb-sw OK light |
|---|---|

Ident.: 9-MI-21-01-04-00003667.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**21-01-04-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 21-01-04-09 | FWD EXH BKUP FAN TEST pb-sw ON light |
|---|---|

Ident.: 9-MI-21-01-04-00003668.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**21-01-04-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

Printouts are for information only!



## INDICATIONS ON THE BLEED SD PAGE

| 21-07-01-01 | Pack Outlet Temperature Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-21-07-01-00003669.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 21-07-01-02 | Pack Turbine Bypass Valve Position Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-21-07-01-00003670.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 21-07-01-03 | Pack Compressor Outlet Temperature Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-21-07-01-00003671.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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| 21-07-01-04 | **Pack Flow Indication on the BLEED SD page** |
|---|---|

Ident.: 9-MI-21-07-01-00003672.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 21-07-01-05 | **Pack Flow Control Valve Position Indication on the BLEED SD page** |
|---|---|

Ident.: 9-MI-21-07-01-00003673.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-01-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 21-07-01-06 | **Emergency Ram Air Inlet Indication on the BLEED SD page** |
|---|---|

Ident.: 9-MI-21-07-01-00003674.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-01-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

Printouts are for information only!



## INDICATIONS ON THE CAB PRESS SD PAGE

| 21-07-02-01 | INLET and EXTRACT Indications on the CAB PRESS SD page |
|---|---|

Ident.: 9-MI-21-07-02-00003675.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

*Note:* *During ground operations, correct avionics ventilation should be provided.*

| 21-07-02-02 | Pressure Safety Valves Position Indication on the CAB PRESS SD page |
|---|---|

Ident.: 9-MI-21-07-02-00003676.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-02-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(m)** Pressure safety valves may be indicated open provided that both valves are visually checked closed.

Reference(s)

**(m)** *Refer to AMM 21-31-00-040-004*

| 21-07-02-03 | Pack 1 and 2 Indications on the CAB PRESS SD page |
|---|---|

Ident.: 9-MI-21-07-02-00003677.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-02-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

Printouts are for information only!



## INDICATIONS ON THE COND SD PAGE

| 21-07-03-01 | Indications on the COND SD page |
|---|---|

Ident.: 9-MI-21-07-03-00003678.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-03-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more indications may be inoperative.

| 21-07-03-02 | Main Deck Cargo Compartment Isolation Indication on the COND SD page |
|---|---|

Ident.: 9-MI-21-07-03-00003679.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**21-07-03-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative provided that:

**1)** All the MSOVs are deactivated in the open position, and

**2)** Mixer Bypass valve is deactivated in the closed position, and

**3)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

**(o)** *Refer to OpsProc 21-07-03-02A Main Deck Shut - off Valve (three or more inoperative)*
**(m)** *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*
*Refer to AMM Task 21-21-64-040-040 (For deactivate open/close of MBV)*

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## INDICATIONS ON THE CRUISE SD PAGE

| 21-07-04-01 | Indications on the CRUISE SD page |
|---|---|

Ident.: 9-MI-21-07-04-00003680.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-07-04-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Cabin and cockpit zone indications may be inoperative.

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## 21-09-01 VENT BLOWER FAULT **Alert**

Ident.: 9-MI-21-09-00003681.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *During ground operations, correct avionics ventilation should be provided.*

### 21-09-01A Blower fan operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o)** **(m)** May be displayed provided that:

**1)** The blower fan is checked operative before each flight, and

**2)** The VENT AVNCS SYS FAULT alert is checked operative before each flight.

Reference(s)

**(o)** *Refer to OpsProc 21-09-01A VENT BLOWER FAULT Alert*
**(m)** *Refer to AMM Task 21-26-00-040-010*

### 21-09-01B Blower fan inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be displayed provided that the avionics blower fan is considered inoperative.

*Refer to 9-MI-21-26-01 Avionics Blower Fan*

## 21-09-02 VENT EXTRACT FAULT **Alert**

Ident.: 9-MI-21-09-00003682.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *During ground operations, correct avionics ventilation should be provided.*

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**21-09-02A Extract fan operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o)** **(m)** May be displayed provided that:

**1)** The extract fan is checked operative before each flight, and

**2)** The VENT AVNCS SYS FAULT alert is checked operative before each flight.

Reference(s)

**(o)** *Refer to OpsProc 21-09-02A VENT EXTRACT FAULT Alert*
**(m)** *Refer to AMM Task 21-26-00-040-011*

**21-09-02B Extract fan inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be displayed provided that the avionics extract fan is considered inoperative.

*Refer to 9-MI-21-26-02 Avionics Extract Fan*

| **21-09-03** | CAB PR SAFETY VALVE OPEN **Alert** |
|---|---|

Ident.: 9-MI-21-09-00003683.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-09-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(m)** May be displayed provided that both safety valves are visually checked closed.

Reference(s)

**(m)** *Refer to AMM 21-31-00-040-005*

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## 21-21-01 Cabin Fan

Ident.: 9-MI-21-21-00003684.0000001 / 28 JUN 2022
**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*

## 21-21-02 Main Deck Shut-off Valve (MSOV)

Ident.: 9-MI-21-21-00003685.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

### 21-21-02A One or two inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **2** | **No** | **-** |

**(o)** **(m)** One or two may be inoperative provided that:

**1)** The affected MSOV(s) are deactivated in the closed position, and

**2)** Turn both packs to LOW flow, and

**3)** Ensure Mixer Bypass Valve (MBV) is operative.

Reference(s)

**(o)** *Refer to OpsProc 21-21-02A Main Deck Shut - off Valve (one or two inoperative)*
**(m)** *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*

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**21-21-02B Three or more inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **-** |

**(o) (m)** Three or more may be inoperative provided that:

**1)** All the MSOVs are deactivated in the open position, and

**2)** Mixer Bypass valve (MBV) is deactivated in the closed position, and

**3)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

**(o)** *Refer to OpsProc 21-21-02B Main Deck Shut - off Valve (three or more inoperative)*
**(m)** *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*
*Refer to AMM Task 21-21-64-040-040 (For deactivate open/close of MBV)*

| **21-21-03** | **Mixer Bypass Valve (MBV)** |
|---|---|

Ident.: 9-MI-21-21-00003686.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**21-21-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative provided that:

**1)** All the Main Deck Shut-off Valves (MSOVs) are deactivated in the open position, and

**2)** Mixer Bypass Valve (MBV) is deactivated in the closed position, and

**3)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

**(o)** *Refer to OpsProc 21-21-03A Mixer Bypass Valve*
**(m)** *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*
*Refer to AMM Task 21-21-64-040-040 (For deactivate open/close of MBV)*

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## 21-21-04 Forward Exhaust Fan

Ident.: 9-MI-21-21-00003687.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

### 21-21-04A One Fan inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 21-21-04A Forward Exhaust Fan - (A)*

### 21-21-04B Both Fans inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(o)** May be inoperative provided that:

**1)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

**(o)** *Refer to OpsProc 21-21-04B Forward Exhaust Fan - (B)*

## 21-21-05 Mixer Overpressure Relief Valve (MORV)

Ident.: 9-MI-21-21-00003688.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

### 21-21-05A Inoperative in Open Position

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative in the open position provided that:

**1)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Printouts are for information only!



Reference(s)

**(o)** *Refer to OpsProc 21-21-05A Mixer Overpressure Relief Valve (Inoperative in Open Position)*

**21-21-05B Inoperative in Closed Position**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** **(m)** May be inoperative in the closed position provided that:

**1)** Mixer Bypass Valve (MBV) is operating normally, and

**2)** Main Deck Shut-off Valves (MSOVs) must be operating normally or deactivated closed.

Reference(s)

**(o)** *Refer to OpsProc 21-21-05B Mixer Overpressure Relief Valve (Inoperative in Closed Position)*
**(m)** *Refer to AMM Task 21-21-63-040-040 (For deactivate open/close of MSOVs)*

Printouts are for information only!



| 21-23-01 | Lavatory and Galley Extraction Fan |
|---|---|

Ident.: 9-MI-21-23-00003689.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-23-01B**

| Repair interval | Nbr installed | Nbr required | Placard | 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*

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| 21-26-01 | Avionics Blower Fan |
|---|---|

Ident.: 9-MI-21-26-00003690.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *During ground operation, correct avionics ventilation should be provided.*

**21-26-01A VENT AVNCS SYS FAULT not displayed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative provided that:

**1)** The BLOWER pb-sw is set to OVRD, and

**2)** Both air conditioning packs are operative, and

**3)** The VENT AVNCS SYS FAULT alert is not displayed.

Reference(s)

**(o)** *Refer to OpsProc 21-26-01A Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed)*

**21-26-01B Air conditioning inlet valve checked open**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** **(m)** May be inoperative provided that:

**1)** The BLOWER pb-sw is set to OVRD, and

**2)** Both air conditioning packs are operative, and

**3)** The air conditioning inlet valve is checked open before each flight.

Reference(s)

**(o)** *Refer to OpsProc 21-26-01B Avionics Blower Fan (Air conditioning inlet valve checked open before each flight)*
**(m)** *Refer to AMM Task 21-26-00-040-006*

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**21-26-01C Avionics ventilation system checked**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** **(m)** May be inoperative provided that:

**1)** The BLOWER pb-sw is set to OVRD, and

**2)** Both air conditioning packs are operative, and

**3)** The air conditioning inlet valve is secured in the open position, and

**4)** The avionics ventilation system is checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 21-26-01C Avionics Blower Fan (Avionics ventilation system checked before each flight)*
**(m)** *Refer to AMM Task 21-26-00-040-013*

| **21-26-02** | **Avionics Extract Fan** |
|---|---|

Ident.: 9-MI-21-26-00003691.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *During ground operation, correct avionics ventilation should be provided.*

**21-26-02A VENT AVNCS SYS FAULT not displayed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** May be inoperative provided that:

**1)** The blower fan is operative, and

**2)** The EXTRACT pb-sw is set to OVRD, and

**3)** Both air conditioning packs are operative, and

**4)** The VENT AVNCS SYS FAULT alert is not displayed.

Reference(s)

**(o)** *Refer to OpsProc 21-26-02A Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed)*

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**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*

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| 21-26-03 | Avionics Skin Exchanger Inlet Bypass Valve |
|---|---|

Ident.: 9-MI-21-26-00003692.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-26-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative provided that:

**1)** The avionics skin exchanger inlet bypass valve is manually secured in the closed position, and

**2)** The avionics ventilation system is checked before each flight.

Note: *During ground operations, correct avionics ventilation should be provided.*

Reference(s)

**(o)** *Refer to OpsProc 21-26-03A Avionics Skin Exchanger Inlet Bypass Valve*
**(m)** *Refer to AMM Task 21-26-00-040-001*

| 21-26-04 | Avionics Skin Air Outlet Valve |
|---|---|

Ident.: 9-MI-21-26-00003693.0000001 / 23 FEB 2023
**Applicable to: ALL**

**21-26-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative provided that:

**1)** The internal flap is manually secured in the open position, and

**2)** The skin air outlet valve is displayed in a partially open position amber or green on the CAB PRESS SD page , and

**3)** Both air conditioning packs are operative, and

**4)** The skin exchanger isolation valve is secured in the open position, and

**5)** The avionics ventilation system is checked before each flight, and

**6)** The avionics smoke detection system is checked operative before each flight.

Note: *During ground operations, correct avionics ventilation should be provided.*

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Reference(s)

**(o)** *Refer to OpsProc 21-26-04A Avionics Skin Air Outlet Valve*
**(m)** *Refer to AMM Task 21-26-00-040-002*
*Refer to AMM Task 26-15-00-710-001*

| 21-26-05 | Avionics Skin Air Inlet Valve |
|---|---|

Ident.: 9-MI-21-26-00003694.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *During ground operations, correct avionics ventilation should be provided.*

**21-26-05A Air Conditioning Inlet Valve open on ground**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o)** **(m)** May be inoperative provided that:

**1)** The avionics skin air inlet valve is manually secured in the closed position, and

**2)** The air conditioning inlet valve is open on ground, and

**3)** The avionics ventilation system is checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 21-26-05A Avionics Skin Air Inlet Valve (Air conditioning inlet valve open on the ground)*
**(m)** *Refer to AMM Task 21-26-00-040-004*

**21-26-05B Air Conditioning Inlet Valve Secured Open**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o)** **(m)** May be inoperative provided that:

**1)** The avionics skin air inlet valve is manually secured in the closed position, and

**2)** The air conditioning inlet valve is secured in the open position, and

**3)** The avionics ventilation system is checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 21-26-05B Avionics Skin Air Inlet Valve (Air conditioning inlet valve secured in the open position)*

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**(m)** *Refer to AMM Task 21-26-00-040-014*

| 21-26-06 | Avionics Skin Exchanger Isolation Valve |
|---|---|

Ident.: 9-MI-21-26-00003695.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *During ground operations, correct avionics ventilation should be provided.*

**21-26-06A Valve inoperative in the open position**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative in the open position provided that the avionics ventilation system is checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 21-26-06A Avionics Skin Exchanger Isolation Valve*
**(m)** *Refer to AMM Task 21-26-00-040-008*

**21-26-06B Valve secured open**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative provided that:

**1)** The avionics skin exchanger isolation valve is secured in the open position, and

*Note:* *If the valve cannot be secured in the open position, it can be interchanged with the skin exchanger outlet bypass valve.*

**2)** The avionics ventilation system is checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 21-26-06B Avionics Skin Exchanger Isolation Valve*
**(m)** *Refer to AMM Task 21-26-00-040-016*

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| 21-26-07 | Avionics Skin Exchanger Outlet Bypass Valve |
|---|---|

Ident.: 9-MI-21-26-00003696.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-26-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

*Note:* *During ground operations, correct avionics ventilation should be provided.*

| 21-26-08 | Avionics Air Conditioning Inlet Valve |
|---|---|

Ident.: 9-MI-21-26-00003697.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-26-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative provided that:

**1)** The avionics air conditioning inlet valve is manually secured in the open position, and

**2)** Both air conditioning packs are operative, and

**3)** The avionics ventilation is checked before each flight.

*Note:* *During ground operations, correct avionics ventilation should be provided.*

Reference(s)

**(o)** *Refer to OpsProc 21-26-08A Avionics Air Conditioning Inlet Valve*
**(m)** *Refer to AMM Task 21-26-00-040-003*

| 21-26-09 | Avionics Ventilation Filter |
|---|---|

Ident.: 9-MI-21-26-00003698.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *During ground operations, correct avionics ventilation should be provided.*

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**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:

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**1)** The blower and extract fans are operative, and

**2)** The EXTRACT pb-sw is set to OVRD, and

**3)** Both air conditioning packs are operative, and

**4)** The air conditioning inlet valve is secured in the open position, and

**5)** The avionics ventilation system is checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 21-26-09C Avionics Ventilation Filter (Avionics ventilation system checked before each flight)*
**(m)** *Refer to AMM Task 21-26-00-040-017*

| 21-26-10 | Avionics Equipment Ventilation Computer (AEVC) |
|---|---|

Ident.: 9-MI-21-26-00003699.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-26-10A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(o) (m)** May be inoperative provided that:

**1)** Both air conditioning packs are operative, and

**2)** The BLOWER pb-sw and the EXTRACT pb-sw are set to OVRD, and

**3)** The air conditioning inlet valve and the skin air outlet valve are checked in the correct position before each flight, and

**4)** The extract fan is checked operative before each flight, and

**5)** The skin air inlet valve is secured in the closed position.

*Note:* *During ground operations, correct avionics ventilation should be provided.*

Reference(s)

**(o)** *Refer to OpsProc 21-26-10A Avionics Equipment Ventilation Computer (AEVC)*
**(m)** *Refer to AMM Task 21-26-00-040-005*

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## 21-28-03 AFT Cargo Extraction Fan

Ident.: 9-MI-21-28-00003700.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQS) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQS**

### 21-28-03A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **H** |

**(o)** May be inoperative provided that the AFT ISOL VALVE pb-sw is set to OFF.

Reference(s)

**(o)** *Refer to OpsProc 21-28-03A AFT Cargo Extraction Fan*

## 21-28-04 AFT Cargo Isolation Valve

Ident.: 9-MI-21-28-00003701.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQS) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQS**

### 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.

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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*

| 21-28-05 | AFT Cargo Blower Fan |
|---|---|

Ident.: 9-MI-21-28-00003702.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**21-28-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

| 21-28-06 | AFT Cargo Precooling Isolation Valve |
|---|---|

Ident.: 9-MI-21-28-00003703.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**21-28-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

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| 21-31-00 | Non-pressurized Flight |
|---|---|

Ident.: 9-MI-21-31-00003704.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-31-00A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **H** |

*Refer to FLIGHT WITHOUT CABIN PRESSURIZATION..*

| 21-31-01 | Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel) |
|---|---|

Ident.: 9-MI-21-31-00003705.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-31-01A Automatic CPC 1 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **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)*

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**21-31-01B Automatic CPC 2 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** Automatic cabin pressure control system 2 may be inoperative provided that:

**1)** It is deactivated, and

**2)** The cabin pressure indications on the CAB PRESS SD page are checked operative in manual mode, and

**3)** The LDG ELEV selector MAN function is operative.

Reference(s)

**(o)** *Refer to OpsProc 21-31-01B Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)*

**21-31-01C Both automatic CPCs inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

Both may be inoperative provided that:

**1)** The manual cabin pressure control system is operative, and

**2)** The flight is not pressurized.

*Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization*

| **21-31-02** | **Manual Cabin Pressure Control System (MAN V/S CTL selector , Outflow Valve MAN Channel)** |
|---|---|

Ident.: 9-MI-21-31-00003706.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-31-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that:

**1)** The LDG ELEV selector MAN function is operative, and

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**2)** Both automatic cabin pressure control systems are checked operative before each flight.

Reference(s)

**(m)** *Refer to AMM Task 21-31-00-040-002*

| 21-31-03 | Pressure Safety Valve |
|---|---|

Ident.: 9-MI-21-31-00003707.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-31-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(m)** One may be inoperative in the closed position provided that:

**1)** Both automatic cabin pressure control systems are operative, and

**2)** The three outflow valve motors are checked operative.

Reference(s)

**(m)** *Refer to AMM Task 21-31-00-040-001*

| 21-31-04 | Landing Elevation Selection AUTO Function |
|---|---|

Ident.: 9-MI-21-31-00003708.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-31-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 21-31-04A Landing Elevation Selection AUTO Function*

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## 21-31-05 Landing Elevation Selection MAN Function

Ident.: 9-MI-21-31-00003709.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-31-05A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative provided that:

**1)** The landing elevation selection AUTO function is operative, and

**2)** Both FMGCs are operative.

Reference(s)

**(o)** *Refer to OpsProc 21-31-05A Landing Elevation Selection MAN Function*

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| 21-43-02 | AFT Cargo Compartment Heating |
|---|---|

Ident.: 9-MI-21-43-00003710.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

### 21-43-02A HOT AIR pb-sw OFF

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

**(o)** Hot air pressure regulating valve or trim air valve may be inoperative provided that:

**1)** The HOT AIR pb-sw on the CARGO HEAT overhead panel is set to OFF, and

**2)** The operative valve is indicated closed on the COND SD page .

Reference(s)

**(o)** *Refer to OpsProc 21-43-02A AFT Cargo Compartment Heating (Heating system set to OFF)*

### 21-43-02B Valves secured closed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

**(o)** **(m)** Hot air pressure regulating valve or trim air valve may be inoperative provided that one of these valves is secured in the closed position.

Reference(s)

**(o)** *Refer to OpsProc 21-43-02B AFT Cargo Compartment Heating (Inoperative valve secured in the closed position)*
**(m)** *Refer to AMM Task 21-43-00-040-002*
*Refer to AMM Task 21-43-00-040-003*

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| 21-51-01 | Pack Flow Control Valve |
|---|---|

Ident.: 9-MI-21-51-00003711.0000100 / 28 JUN 2022
**Criteria: A321 (-AEUC)**
**Applicable to: D-AEUC**

### 21-51-01A One inoperative in the closed position

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / ETOPS** |

**(m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The affected pack flow control valve is secured in the closed position, and

**3)** The associated air conditioning pack is considered inoperative.

*Refer to 9-MI-21-52-01 Air Conditioning Pack*

**4)** Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

Note: *Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.*

Reference(s)

**(m)** *Refer to AMM Task 21-51-00-040-001*

### 21-51-01B Non pressurized flight

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

Both may be inoperative provided that:

**1)** The manual cabin pressure control system is operative, and

**2)** The flight is not pressurized.

*Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization*

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| 21-51-01 | Pack Flow Control Valve |
|---|---|

Ident.: 9-MI-21-51-00003711.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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*

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| 21-51-02 | Pack Flow Selection |
|---|---|

Ident.: 9-MI-21-51-00003713.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-51-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 21-51-03 | Pack Flow Sensor |
|---|---|

Ident.: 9-MI-21-51-00003714.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**21-51-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 21-51-03A Pack Flow Sensor*

Printouts are for information only!



| 21-52-01 | Air Conditioning Pack |
|---|---|

Ident.: 9-MI-21-52-00003715.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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:

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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 |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:

**1)** The following alerts:

air cond ctl 1(2)-A FAULT

air COND CTL 1(2)-B FAULT

associated with the operative pack are not displayed on the EWD, and

**2)** The affected pack outlet temperature indication is operative on the BLEED SD page .

Reference(s)

**(o)** *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

**21-52-01H Non pressurized flight**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

Both may be inoperative provided that:

**1)** The flight is not pressurized

*Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization*, and

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**2)** The flight is performed with no passengers on board.

| 21-52-01 | Air Conditioning Pack |
|---|---|

Ident.: 9-MI-21-52-00003715.0000200 / 28 JUN 2022
**Criteria: A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ**

**21-52-01D With speedbrakes available for 'C' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS** |

**(o) (m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The following alerts:

AIR PACK 1(2) REGUL FAULT

AIR COND CTL 1(2)-A FAULT

AIR COND CTL 1(2)-B FAULT

associated with the operative pack are not displayed on the EWD, and

**3)** The affected PACK 1(2) pb-sw is set to OFF, and

**4)** The speedbrakes are operative, and

**5)** The associated pack flow control valve is secured in the closed position.

**6)** Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

*Note:* *Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.*

Reference(s)

**(o)** *Refer to OpsProc 21-52-01D Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*
**(m)** *Refer to AMM Task 21-51-00-040-002*

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**21-52-01E Limitation to 31500 ft for 'C' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS** |

**(o) (m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The flight altitude is limited to 31500 ft (9600 m), and

**3)** The following alerts:

AIR PACK 1(2) REGUL FAULT

AIR cond ctl 1(2)-A FAULT

AIR COND CTL 1(2)-B FAULT

associated with the operative pack are not displayed on the EWD, and

**4)** The affected PACK 1(2) pb-sw is set to OFF, and

**5)** The associated pack flow control valve is secured in the closed position.

**6)** Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

*Note:* *Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.*

Reference(s)

**(o)** *Refer to OpsProc 21-52-01E Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*
**(m)** *Refer to AMM Task 21-51-00-040-002*

**21-52-01G Air cycle machine failed**

| Repair interval | Nbr installed | Nbr required | Placard | 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 .

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Reference(s)

**(o)** *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

**21-52-01H Non pressurized flight**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

Both may be inoperative provided that:

**1)** The flight is not pressurized

*Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization*, and

**2)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible materials.

| **21-52-01** | **Air Conditioning Pack** |
|---|---|

Ident.: 9-MI-21-52-00003715.0000300 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIQS, 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)*

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**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:

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**1)** The flight is not pressurized

*Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization*, and

**2)** The flight is performed with no passengers on board.

| 21-52-01 | Air Conditioning Pack |
|---|---|

Ident.: 9-MI-21-52-00003715.0000400 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**21-52-01A With speedbrakes available for 'C' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The flight altitude is limited to 37000 ft (11200 m), and

**3)** The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

**4)** The affected PACK 1(2) pb-sw is set to OFF, and

**5)** The speedbrakes are operative, and

**6)** The associated pack flow control valve is checked closed on the BLEED SD page .

*Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

Reference(s)

**(o)** *Refer to OpsProc 21-52-01A Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

**21-52-01B Limitation to 31500 ft for 'C' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

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**2)** The flight altitude is limited to 31500 ft (9600 m), and

**3)** The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

**4)** The affected PACK 1(2) pb-sw is set to OFF, and

**5)** The associated pack flow control valve is checked closed on the BLEED SD page .

*Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

Reference(s)

**(o)** *Refer to OpsProc 21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

**21-52-01C With speedbrakes available for 'B' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **2** | **1** | **Yes** | **ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

**3)** The affected PACK 1(2) pb-sw is set to OFF, and

**4)** The speedbrakes are operative, and

**5)** The associated pack flow control valve is checked closed on the BLEED SD page .

*Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

*Note: In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

**(o)** *Refer to OpsProc 21-52-01C Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)*

**21-52-01G Air cycle machine failed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:

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**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-21-52-00003715.0000500 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

**21-52-01A With speedbrakes available for 'C' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The flight altitude is limited to 37000 ft (11200 m), and

**3)** The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

**4)** The affected PACK 1(2) pb-sw is set to OFF, and

**5)** The speedbrakes are operative, and

**6)** The associated pack flow control valve is checked closed on the BLEED SD page , and

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*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 |
|---|---|---|---|
| **C** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The flight altitude is limited to 31500 ft (9600 m), and

**3)** The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

**4)** The affected PACK 1(2) pb-sw is set to OFF, and

**5)** The associated pack flow control valve is checked closed on the BLEED SD page , and

*Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

**6)** The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

**(o)** *Refer to OpsProc 21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

**21-52-01C With speedbrakes available for 'B' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **B** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(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

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**3)** The affected PACK 1(2) pb-sw is set to OFF, and

**4)** The speedbrakes are operative, and

**5)** The associated pack flow control valve is checked closed on the BLEED SD page , and

*Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

**6)** The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

*Note: In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

**(o)** *Refer to OpsProc 21-52-01C Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval)*

**21-52-01G Air cycle machine failed**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(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 |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

Both may be inoperative provided that:

**1)** The flight is not pressurized

*Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization*, and

Printouts are for information only!



**2)** The flight is performed with no passengers on board.

| 21-52-01 | Air Conditioning Pack |
|---|---|

Ident.: 9-MI-21-52-00003715.0000600 / 28 JUN 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**21-52-01A With speedbrakes available for 'C' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The COND ZONE REGUL FAULT alert is not displayed, and

**3)** The affected PACK 1(2) pb-sw is set to OFF, and

**4)** The speedbrakes are operative, and

**5)** The associated pack flow control valve is checked closed on the BLEED SD page .

*Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

**6)** Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

*Note: Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.*

Reference(s)

**(o)** *Refer to OpsProc 21-52-01A Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

**21-52-01B Limitation to 31500 ft for 'C' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The flight altitude is limited to 31500 ft (9600 m), and

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**3)** The COND ZONE REGUL FAULT alert is not displayed on the EWD, and

**4)** The affected PACK 1(2) pb-sw is set to OFF, and

**5)** The associated pack flow control valve is checked closed on the BLEED SD page .

*Note: This proviso does not apply if the pack flow control valve has been secured in the closed position as per item 21-51-01.*

**6)** Review the quantity of dry ice carried in the Main Deck Cargo Compartment.

*Note: Refer to AMM 21-00-00 for Main Deck Airflow with one pack inoperative.*

Reference(s)

**(o)** *Refer to OpsProc 21-52-01B Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)*

**21-52-01G Air cycle machine failed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be operated on heat exchanger cooling only (air cycle machine failure) provided that:

**1)** The corresponding pack controller is operative, and

**2)** The affected pack outlet temperature indication is operative on the BLEED SD page .

Reference(s)

**(o)** *Refer to OpsProc 21-52-01G Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only)*

**21-52-01H Non pressurized flight**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

Both may be inoperative provided that:

**1)** The flight is not pressurized

*Refer to 2-SUP-MISC-E Flight Without Cabin Pressurization*, and

**2)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible materials.

Printouts are for information only!



## 21-52-02 Air Conditioning Pack Ram Air Inlet Flap

Ident.: 9-MI-21-52-00003716.0000001 / 28 JUN 2022
**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.

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*

Printouts are for information only!



| 21-52-03 | Air Conditioning Pack Ram Air Outlet Flap |
|---|---|

Ident.: 9-MI-21-52-00003717.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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.

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*.

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| 21-55-01 | Emergency Ram Air Inlet |
|---|---|

Ident.: 9-MI-21-55-00003718.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 21-55-01A Ram air inlet deactivated

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>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<br>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*

Printouts are for information only!



| 21-61-01 | Pack Turbine Bypass Valve |
|---|---|

Ident.: 9-MI-21-61-00003719.0000001 / 28 JUN 2022
**Applicable to: ALL**

**21-61-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative.

| 21-61-02 | Pack Controller Primary Channel |
|---|---|

Ident.: 9-MI-21-61-00003720.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**21-61-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 21-61-02A Pack Controller Primary Channel*

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| 21-63-01 | Zone Controller Channel |
|---|---|

Ident.: 9-MI-21-63-00003721.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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*

Printouts are for information only!



*Note:* 1. *Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.*
2. *The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.*

Reference(s)

**(o)** *Refer to OpsProc 21-63-01C Zone Controller Channel (Both channels inoperative)*
**(m)** *Refer to AMM Task 21-63-00-040-004*

| 21-63-02 | Cockpit and Cabin Trim Air Valve |
|---|---|

Ident.: 9-MI-21-63-00003722.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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.

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Reference(s)

**(o)** *Refer to OpsProc 21-63-02D Cockpit and Cabin Trim Air Valve (Affected valve secured/checked in the closed position)*

**(m)** *Refer to AMM Task 21-63-00-040-001*

| 21-63-02 | Cockpit and Cabin Trim Air Valve |
|---|---|

Ident.: 9-MI-21-63-00003722.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**21-63-02A Affected valve checked closed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

**(o)** One or more may be inoperative provided that the affected valve is checked closed on the COND SD page .

Reference(s)

**(o)** *Refer to OpsProc 21-63-02A Cockpit and Cabin Trim Air Valve (Affected valve secured/checked in the closed position)*

**21-63-02B Hot air pressure valve checked operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

**(o)** One or more may be inoperative provided that the hot air pressure regulating valve is checked operative on the COND SD page .

Reference(s)

**(o)** *Refer to OpsProc 21-63-02B Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed/operative)*

**21-63-02E Hot air pressure valve considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

One or more may be inoperative provided that the hot air pressure regulating valve is considered inoperative.

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*Refer to 9-MI-21-63-03 Hot Air Pressure Regulating Valve*

| 21-63-03 | Hot Air Pressure Regulating Valve |
|---|---|

Ident.: 9-MI-21-63-00003723.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

*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)*

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**21-63-03C Hot air pressure valve secured closed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** **(m)** May be inoperative provided that the hot air pressure regulating valve is secured in the closed position.

Reference(s)

**(o)** *Refer to OpsProc 21-63-03C Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)*
**(m)** *Refer to AMM Task 21-63-00-040-002*

| **21-63-03** | **Hot Air Pressure Regulating Valve** |
|---|---|

Ident.: 9-MI-21-63-00003723.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

*Note:* 1. *Unequal passengers distribution may cause high temperature in the rear cabin when the hot air pressure regulating valve is closed.*
2. *The temperature in the cockpit may be low when the hot air pressure regulating valve is closed combined with single pack operation.*

**21-63-03A Valve checked closed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative provided that:

**1)** The HOT AIR pb-sw is set to OFF, and

**2)** The hot air pressure regulating valve is checked closed on the COND SD page .

Reference(s)

**(o)** *Refer to OpsProc 21-63-03A Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed)*

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**21-63-03C Hot air pressure valve secured closed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** **(m)** May be inoperative provided that the hot air pressure regulating valve is secured in the closed position.

Reference(s)

**(o)** *Refer to OpsProc 21-63-03C Hot Air Pressure Regulating Valve (Affected valve secured in the closed position)*
**(m)** *Refer to AMM Task 21-63-00-040-002*

| 21-63-04 | Air Conditioning System Controller Channel (COND CTL 1(2)-A(B)) |
|---|---|

Ident.: 9-MI-21-63-00003724.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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.

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| 21-63-05 | Cockpit Heater |
|---|---|

Ident.: 9-MI-21-63-00003725.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**21-63-05A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **2** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 21-63-05A Cockpit Heater*

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| 22-00-01 | **"INOP SYS: CAT III DUAL" Message** |
|---|---|

Ident.: 9-MI-22-00-00003726.0000001 / 14 JUN 2023
**Applicable to: ALL**

*Note:* *CAT III DUAL capability may be recovered by Computer Reset.*
*Refer to 3-ABN-RESET System Reset - General*

**22-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO** |

**(o)** INOP SYS: CAT III DUAL message may be displayed on the STATUS SD page.

Reference(s)

**(o)** *Refer to OpsProc 22-00-01A "INOP SYS: CAT III DUAL" Message*

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## FLT CTL OVERHEAD PANEL

| 22-01-01-01 | FAC pb-sw FAULT light |
|---|---|

Ident.: 9-MI-22-01-01-00003727.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

| 22-01-01-02 | FAC pb-sw OFF light |
|---|---|

Ident.: 9-MI-22-01-01-00003728.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

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## 22-05-01 AP Related Indications on the FMA

Ident.: 9-MI-22-05-00003729.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 22-05-01A Inoperative on one FMA

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

**(o)** One or more indications may be inoperative on one FMA.

Reference(s)

**(o)** *Refer to OpsProc 22-05-01A AP/FD Related Indications on the FMA (inoperative on one FMA)*

### 22-05-01B Inoperative on both FMAs

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H / LVO / RVSM / ETOPS** |

**(o)** One or more indications may be inoperative on both FMAs provided that:

**1)** ETOPS is not conducted, and

**2)** The AP is not used.

Reference(s)

**(o)** *Refer to OpsProc 22-05-01B AP/FD Related Indications on the FMA (inoperative on both FMAs)*

## 22-05-02 A/THR Related Indications on the FMA

Ident.: 9-MI-22-05-00003730.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 22-05-02A Inoperative on one FMA

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

One or more indications may be inoperative on one FMA.

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**22-05-02B Inoperative on both FMAs**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H / LVO** |

One or more indications may be inoperative on both FMAs provided that the autothrust (A/THR) is considered inoperative.

*Refer to 9-MI-22-30-01 Autothrust (A/THR)*

## 22-05-03 Approach and Landing Capabilities on the FMA

Ident.: 9-MI-22-05-00003731.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-05-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H / LVO** |

**(o)** One or more may be inoperative on one or both FMAs.

Reference(s)

**(o)** *Refer to OpsProc 22-05-03A Approach and Landing Capabilities on the FMA*

## 22-05-04 Special Messages on the FMA

Ident.: 9-MI-22-05-00003732.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-05-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **1** | **No** | **-** |

"MAN PITCH TRIM ONLY" is required on one side.

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| 22-10-01 | Autopilot (AP) |
|---|---|

Ident.: 9-MI-22-10-00003733.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 22-10-01A One inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

**(o)** One may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 22-10-01A Autopilot (AP)*

### 22-10-01B Both inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

**(o)** Both may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The AP/FD TCAS function is considered inoperative. *Refer to 9-MI-22-10-08 AP/FD TCAS Mode*.

Reference(s)

**(o)** *Refer to OpsProc 22-10-01B Autopilot (AP)*

| 22-10-01 | Autopilot (AP) |
|---|---|

Ident.: 9-MI-22-10-00003733.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

### 22-10-01A One inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / LVO** |

**(o)** One may be inoperative.

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Reference(s)

**(o)** *Refer to OpsProc 22-10-01A Autopilot (AP)*

**22-10-01B Both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H / LVO / RVSM / ETOPS** |

**(o)** Both may be inoperative provided that ETOPS is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 22-10-01B Autopilot (AP)*

| **22-10-02** | **Flight Director (FD)** |
|---|---|

Ident.: 9-MI-22-10-00003734.0000002 / 15 DEC 2023
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**22-10-02A One inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / RNAV/RNP** |

**(o)** One may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 22-10-02A Flight Director (FD)*

**22-10-02B Both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H / RNAV/RNP** |

**(o)** Both may be inoperative provided that the AP/FD TCAS function is considered inoperative. *Refer to 9-MI-22-10-08 AP/FD TCAS Mode*.

Reference(s)

**(o)** *Refer to OpsProc 22-10-02B Flight Director (FD)*

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## 22-10-02 Flight Director (FD)

Ident.: 9-MI-22-10-00003734.0000001 / 15 DEC 2023
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**22-10-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H / RNAV/RNP** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 22-10-02A Flight Director (FD)*

## 22-10-03 Take-over pb Priority Function

Ident.: 9-MI-22-10-00003735.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-10-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

## 22-10-04 Take-over pb AP Disconnection Function

Ident.: 9-MI-22-10-00003736.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-10-04A One inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO** |

**(o)** One may be inoperative.

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Reference(s)

**(o)** *Refer to OpsProc 22-10-04A Take-over pb AP Disconnection Function (One inoperative)*

**22-10-04B Both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H / LVO** |

**(o)** Both may be inoperative provided that the AP is not used for approach.

Reference(s)

**(o)** *Refer to OpsProc 22-10-04B Take-over pb AP Disconnection Function (Both inoperative)*

| **22-10-05** | **AUTO LAND light** |
|---|---|

Ident.: 9-MI-22-10-00003737.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-10-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H / LVO** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 22-10-05A AUTO LAND light*

| **22-10-06** | **AP Disengagement Warning** |
|---|---|

Ident.: 9-MI-22-10-00003738.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-10-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO / RVSM / ETOPS** |

**(o)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

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**2)** The AP is not engaged.

Reference(s)

**(o)** *Refer to OpsProc 22-10-06A AP Disengagement Warning*

| 22-10-07 | Sticks and Rudder Pedals Locking Solenoid in AP Mode |
|---|---|

Ident.: 9-MI-22-10-00003739.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-10-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **1** | **No** | **H / LVO** |

**(o)** One or two may be inoperative unlocked provided that no autoland is performed.

Reference(s)

**(o)** *Refer to OpsProc 22-10-07A Sticks and Rudder Pedals Locking Solenoid in AP Mode*

| 22-10-08 | AP/FD TCAS Mode |
|---|---|

Ident.: 9-MI-22-10-00003740.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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*

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| 22-10-09 | Soft Go-Around Function |
|---|---|

Ident.: 9-MI-22-10-00003741.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**22-10-09A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 22-10-09A Soft Go-Around Function*

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| 22-30-01 | Autothrust (A/THR) |
|---|---|

Ident.: 9-MI-22-30-00003742.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**22-30-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** May be inoperative provided that:

**1)** The autothrust (A/THR) is disconnected before each flight, and

**2)** The Soft Go-Around function is considered inoperative.

*Refer to 9-MI-22-10-09 Soft Go-Around Function*.

Reference(s)

**(o)** *Refer to OpsProc 22-30-01A Autothrust (A/THR)*

| 22-30-01 | Autothrust (A/THR) |
|---|---|

Ident.: 9-MI-22-30-00003742.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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)*

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| 22-30-02 | Autothrust Instinctive Disconnect pb |
|---|---|

Ident.: 9-MI-22-30-00003743.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-30-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be inoperative provided that the ability to disconnect the autothrust (A/THR) via the remaining Instinctive Disconnect pb and by the FCU A/THR pb is checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 22-30-02A Autothrust Instinctive Disconnect pb*

| 22-30-03 | Autothrust Disengagement Warning |
|---|---|

Ident.: 9-MI-22-30-00003744.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-30-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

May be inoperative provided that the autothrust (A/THR) is considered inoperative.

*Refer to 9-MI-22-30-01 Autothrust (A/THR)*

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| 22-60-01 | FAC 1 |
|---|---|

Ident.: 9-MI-22-60-00003745.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-60-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(m)** Must be operative.

*Note:* *The AUTO FLT FAC 1 FAULT alert may be displayed with the associated AUTO FLT/FAC1/28VDC C/B tripped.*
*This may be due to a short circuit within either rudder trim actuator channel 1 or rudder travel limitation unit channel 1.*
*In this case, the FAC 1 may be recovered provided that the affected part of the rudder system is deactivated using the associated maintenance procedure.*
*Refer to AMM 27-22-00-040-001, or*
*Refer to AMM 27-23-00-040-001.*
*Refer to 9-MI-27-22-01 Rudder Trim System, or*
*Refer to 9-MI-27-23-01 Rudder Travel Limiter System*

Reference(s)

**(m)** *Refer to AMM Task 27-22-00-040-001*
*Refer to AMM Task 27-23-00-040-001*

| 22-60-02 | FAC 2 |
|---|---|

Ident.: 9-MI-22-60-00003746.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-60-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO** |

**(o)** May be inoperative provided that:

**1)** All ADIRSs, ELACs, SECs, SFCCs, LGCIUs and RAs are operative, and

**2)** The Rudder Travel Limiter System 2 is considered inoperative.

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*Refer to 9-MI-22-60-04 Yaw Damper System*, and

*Refer to 9-MI-27-22-01 Rudder Trim System*, and

*Refer to 9-MI-27-23-01 Rudder Travel Limiter System*

Reference(s)

**(o)** *Refer to OpsProc 22-60-02A FAC 2*

| 22-60-03 | Reactive Windshear Detection Function |
|---|---|

Ident.: 9-MI-22-60-00003747.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-60-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

*Note:* *For Predictive Windshear Detection Function:* *Refer to 9-MI-34-40-07 Predictive Windshear Detection System*

Reference(s)

**(o)** *Refer to OpsProc 22-60-03A Reactive Windshear Detection Function*

| 22-60-04 | Yaw Damper System |
|---|---|

Ident.: 9-MI-22-60-00003748.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-60-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO** |

**(o)** One may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 22-60-04A Yaw Damper System*

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| 22-70-01 | Flight Management System (FMS) |
|---|---|

Ident.: 9-MI-22-70-00003749.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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 navaids coverage, and

**3)** The Predictive GPWS Functions are considered inoperative. *Refer to 9-MI-34-40-02 Predictive GPWS Functions*

Reference(s)

**(o)** *Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio navaids)*

### 22-70-01D FMS 2 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / LVO / RNAV/RNP** |

**(o)** The FMS 2 may be inoperative provided that the flight remains within radio navaids coverage.

Reference(s)

**(o)** *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio navaids)*

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| 22-70-01 | Flight Management System (FMS) |
|---|---|

Ident.: 9-MI-22-70-00003749.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

### 22-70-01C FMS 1 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS / LVO / RNAV/RNP** |

**(o)** The FMS 1 may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The flight remains within radio navaids coverage.

Reference(s)

**(o)** *Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio navaids)*

### 22-70-01D FMS 2 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / LVO / RNAV/RNP** |

**(o)** The FMS 2 may be inoperative provided that the flight remains within radio navaids coverage.

Reference(s)

**(o)** *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio navaids)*

| 22-70-01 | Flight Management System (FMS) |
|---|---|

Ident.: 9-MI-22-70-00003749.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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:

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**1)** ETOPS is not conducted, and

**2)** Two MCDUs are operative, and

**3)** The IR 1 NAV mode or GPS 1 ⋖ is operative.

Reference(s)

**(o)** *Refer to OpsProc 22-70-01A Flight Management System (FMS)*

**22-70-01B FMS 2 inoperative with IR 1 (NAV mode) or GPS 1 operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / LVO** |

**(o)** The FMS 2 may be inoperative provided that the IR 1 NAV mode or GPS 1 ⋖ is operative.

Reference(s)

**(o)** *Refer to OpsProc 22-70-01B Flight Management System (FMS)*

**22-70-01C FMS 1 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS / LVO / RNAV/RNP** |

**(o)** The FMS 1 may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The flight remains within radio navaids coverage.

Reference(s)

**(o)** *Refer to OpsProc 22-70-01C Flight Management System (FMS) (Flight within radio navaids)*

**22-70-01D FMS 2 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / LVO / RNAV/RNP** |

**(o)** The FMS 2 may be inoperative provided that the flight remains within radio navaids coverage.

Reference(s)

**(o)** *Refer to OpsProc 22-70-01D Flight Management System (FMS) (Flight within radio navaids)*

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| 22-70-02 | Navigation Database |
|---|---|

Ident.: 9-MI-22-70-00003750.0000001 / 14 SEP 2022
**Applicable to: ALL**

**22-70-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **-** | **0** | **No** | **H / RNAV/RNP** |

**(o)** May be out of date for ten consecutive calendar days provided that:

**1)** The procedures of the out-of-date navigation database changed in the current navigation database are not used (the procedures not changed may be used), and

**2)** Alternate procedures are established and used, and

**3)** The current aeronautical information (e.g. charts, eRM) is used to check the database navigation fixes (the coordinates, frequencies, status (as applicable)), and suitability of navigation facilities required for the intended route.

Reference(s)

**(o)** *Refer to OpsProc 22-70-02A Navigation Database*

| 22-70-03 | Performance Information |
|---|---|

Ident.: 9-MI-22-70-00003751.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-70-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 22-70-03A Performance Information*

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## 22-70-04 Fuel/Time Prediction

Ident.: 9-MI-22-70-00003752.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-70-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 22-70-04A Fuel/Time Prediction*

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## AUTO FLIGHT CONTROL PANEL (FCU)

| 22-81-01-01 | AP Engagement pb |
|---|---|

Ident.: 9-MI-22-81-01-00003753.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H / LVO** |

One or both may be inoperative provided that the associated autopilot (AP) is considered inoperative.

*Refer to 9-MI-22-10-01 Autopilot (AP)*

| 22-81-01-02 | A/THR Arming pb |
|---|---|

Ident.: 9-MI-22-81-01-00003754.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H / LVO** |

May be inoperative provided that the autothrust (A/THR) is considered inoperative.

*Refer to 9-MI-22-30-01 Autothrust (A/THR)*

| 22-81-01-03 | Mode Engagement pb (LOC, EXPED, APPR) |
|---|---|

Ident.: 9-MI-22-81-01-00003755.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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.

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Reference(s)

**(o)** *Refer to OpsProc 22-81-01-03A Mode Engagement pb*

| 22-81-01-03 | Mode Engagement pb (LOC, APPR) |
|---|---|

Ident.: 9-MI-22-81-01-00003755.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**22-81-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 22-81-01-03A Mode Engagement pb*

| 22-81-01-04 | Selection knob (ALT, HDG-TRK, SPD-MACH) |
|---|---|

Ident.: 9-MI-22-81-01-00003756.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **3** | **3** | **No** | **-** |

Must be operative.

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| 22-81-01-05 | V/S-FPA Selection knob |
|---|---|

Ident.: 9-MI-22-81-01-00003757.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-01-05A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **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 / 28 JUN 2022
**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 / 28 JUN 2022
**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.

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| 22-81-01-08 | METRIC ALT pb |
|---|---|

Ident.: 9-MI-22-81-01-00003760.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-01-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

| 22-81-01-09 | Selection Window (SPD-MACH, HDG-TRK, ALT, V/S-FPA) |
|---|---|

Ident.: 9-MI-22-81-01-00003761.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-01-09B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **Yes** | **-** |

One or more may be inoperative provided that the associated indications are operative on both PFDs and both NDs.

| 22-81-01-10 | AP1, AP2 and A/THR pb light Bars |
|---|---|

Ident.: 9-MI-22-81-01-00003762.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-01-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **3** | **0** | **No** | **-** |

One or more may be inoperative provided that the associated indication is operative on both PFDs.

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| 22-81-01-11 | Mode Engagement (LOC, EXPED, APPR) pb light Bars |
|---|---|

Ident.: 9-MI-22-81-01-00003763.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**22-81-01-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **3** | **0** | **No** | **-** |

One or more may be inoperative.

| 22-81-01-11 | Mode Engagement (LOC, APPR) pb light Bars |
|---|---|

Ident.: 9-MI-22-81-01-00003763.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**22-81-01-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

Printouts are for information only!



## EFIS CONTROL PANEL (FCU)

| 22-81-02-01 | Baro Reference Display Window |
|---|---|

Ident.: 9-MI-22-81-02-00003764.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 22-81-02-02 | Baro Reference selector Outer Ring (in Hg/hPa) |
|---|---|

Ident.: 9-MI-22-81-02-00003765.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-02-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative provided that the unit required for the intended flight is operative on both EFIS control panels.

| 22-81-02-03 | Baro Reference selector Inner knob |
|---|---|

Ident.: 9-MI-22-81-02-00003766.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-02-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

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| 22-81-02-04 | FD pb |
|---|---|

Ident.: 9-MI-22-81-02-00003767.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-02-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **RNAV/RNP** |

One or both may be inoperative provided that the associated FD is considered inoperative.

*Refer to 9-MI-22-10-02 Flight Director (FD)*

| 22-81-02-05 | ILS pb |
|---|---|

Ident.: 9-MI-22-81-02-00003768.0000001 / 14 JUN 2023
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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 / 14 JUN 2023
**Criteria: A320 (-AIJN)**
**Applicable to: D-AIJN**

**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)*

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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 / 14 JUN 2023
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIJN, -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIQW, D-AIZA**

**22-81-02-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **0** | **No** | **H / LVO** |

One or both may be inoperative provided that:

the associated ILS is considered inoperative. *Refer to 9-MI-34-30-04 Instrument Landing System (ILS)*

| 22-81-02-06 | Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb |
|---|---|

Ident.: 9-MI-22-81-02-00003769.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-02-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **10** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 22-81-02-07 | ND Range selector |
|---|---|

Ident.: 9-MI-22-81-02-00003770.0000001 / 14 JUN 2023
**Applicable to: ALL**

**22-81-02-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / RNAV/RNP** |

**(o)** One may be inoperative provided that the ND unit associated with the operative ND range selector is operative.

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Reference(s)

**(o)** *Refer to OpsProc 22-81-02-07A ND Range Selector*

| 22-81-02-08 | ND Mode selector |
|---|---|

Ident.: 9-MI-22-81-02-00003771.0000001 / 14 JUN 2023
**Applicable to: ALL**

**22-81-02-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / RNAV/RNP** |

**(o)** One may be inoperative provided that the ND unit associated with the operative ND mode selector is operative.

Reference(s)

**(o)** *Refer to OpsProc 22-81-02-08A ND Mode Selector*

| 22-81-02-09 | ADF/VOR sw |
|---|---|

Ident.: 9-MI-22-81-02-00003772.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-02-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **-** |

One or more may be inoperative provided that the associated ADF/VOR indication on ND is considered inoperative.

*Refer to 9-MI-34-06-06 Radio Navaids Indications on the ND*

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| 22-81-02-10 | ILS and FD pb light Bars |
|---|---|

Ident.: 9-MI-22-81-02-00003773.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

**22-81-02-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **-** |

One or more may be inoperative provided that the associated indication is operative on both PFDs.

| 22-81-02-10 | LS and FD pb light Bars |
|---|---|

Ident.: 9-MI-22-81-02-00003773.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**22-81-02-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **-** |

One or more may be inoperative provided that the associated indication is operative on both PFDs.

| 22-81-02-11 | Optional Data (ARPT, NDB, VOR.D, WPT, CSTR) Display pb light Bars |
|---|---|

Ident.: 9-MI-22-81-02-00003774.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-81-02-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **10** | **0** | **No** | **-** |

One or more may be inoperative.

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# FCU CHANNEL

| 22-81-03-01 | FCU Channel |
|---|---|

Ident.: 9-MI-22-81-03-00003775.0000100 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

## 22-81-03-01A Non ETOPS flight

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** Two RMPs, all DUs, both RAs, both LGCIUs, both FACs, both Automatic Cabin Pressure Control Systems, all ADIRUs and the Standby ALT Indicator are operative.

Reference(s)

**(o)** *Refer to OpsProc 22-81-03-01A FCU Channel*

## 22-81-03-01B ETOPS flight

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **ETOPS** |

**(o)** For ETOPS, one may be inoperative for one flight provided that two RMPs, all DUs, both RAs, both LGCIUs, both FACs, both Automatic Cabin Pressure Control Systems, all ADIRUs and the Standby ALT Indicator are operative.

Reference(s)

**(o)** *Refer to OpsProc 22-81-03-01B FCU Channel*

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| 22-81-03-01 | FCU Channel |
|---|---|

Ident.: 9-MI-22-81-03-00003775.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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*

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| 22-82-01 | MCDU 1 |
|---|---|

Ident.: 9-MI-22-82-00003776.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-82-01A Flight within navaids coverage**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / ETOPS / RNAV/RNP** |

**(o)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The MCDU 2 is operative, and

**3)** The flight remains within radio navaids coverage.

Reference(s)

**(o)** *Refer to OpsProc 22-82-01A MCDU 1*

| 22-82-02 | MCDU 2 |
|---|---|

Ident.: 9-MI-22-82-00003777.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-82-02A Flight within navaids coverage**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / RNAV/RNP** |

**(o)** May be inoperative provided that the flight remains within radio navaids coverage.

Reference(s)

**(o)** *Refer to OpsProc 22-82-02A MCDU 2*

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| 22-82-04 | MCDU Annunciator light ⏪ |
|---|---|

Ident.: 9-MI-22-82-00003778.0000001 / 28 JUN 2022
**Applicable to: ALL**

**22-82-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or more may be inoperative.

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| 22-83-01 | Flight Management and Guidance Computer (FMGC) |
|---|---|

Ident.: 9-MI-22-83-00003779.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 22-83-01A FMGC 1 inoperative

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS / LVO / RNAV/RNP** |

**(o)** FMGC 1 may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** FMGC 1 is deactivated, and

**3)** FMS 1 is considered inoperative,

*Refer to 9-MI-22-70-01 Flight Management System (FMS)*, and

**4)** AP 1 is considered inoperative,

*Refer to 9-MI-22-10-01 Autopilot (AP)*, and

**5)** FD 1 is considered inoperative,

*Refer to 9-MI-22-10-02 Flight Director (FD)*.

*Note: When FMGC 1 is deactivated, the F/CTL MAINTENANCE message is displayed on the STATUS SD page. Refer to 9-MI-27-00-01 F/CTL MAINTENANCE Message.*

Reference(s)

**(o)** *Refer to OpsProc 22-83-01A Flight Management and Guidance Computer (FMGC)*

### 22-83-01B FMGC 2 inoperative

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO / RNAV/RNP** |

**(o)** FMGC 2 may be inoperative provided that:

**1)** FMGC 2 is deactivated, and

**2)** FMS 2 is considered inoperative,

*Refer to 9-MI-22-70-01 Flight Management System (FMS)*, and

**3)** AP 2 is considered inoperative,

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*Refer to 9-MI-22-10-01 Autopilot (AP)*, and

**4)** FD 2 is considered inoperative,

*Refer to 9-MI-22-10-02 Flight Director (FD)*.

*Note:* *When FMGC 2 is deactivated, the F/CTL* MAINTENANCE *message is displayed on the STATUS SD page. Refer to 9-MI-27-00-01 F/CTL MAINTENANCE Message.*

Reference(s)

**(o)** *Refer to OpsProc 22-83-01B Flight Management and Guidance Computer (FMGC)*

| 22-83-01 | Flight Management and Guidance Computer (FMGC) |
|---|---|

Ident.: 9-MI-22-83-00003779.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**22-83-01A FMGC 1 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>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)*

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**22-83-01B FMGC 2 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO / RNAV/RNP** |

**(o)** FMGC 2 may be inoperative provided that:

**1)** FMGC 2 is deactivated, and

**2)** FMS 2 is considered inoperative,

*Refer to 9-MI-22-70-01 Flight Management System (FMS)*, and

**3)** AP 2 is considered inoperative,

*Refer to 9-MI-22-10-01 Autopilot (AP)*, and

**4)** FD 2 is considered inoperative,

*Refer to 9-MI-22-10-02 Flight Director (FD)* , and

**5)** Associated ILS DME display on PFD is considered inoperative.

*Refer to 9-MI-34-50-04 DME*.

*Note: When FMGC 2 is deactivated, the F/CTL MAINTENANCE message is displayed on the STATUS SD page. Refer to 9-MI-27-00-01 F/CTL MAINTENANCE Message.*

Reference(s)

**(o)** *Refer to OpsProc 22-83-01B Flight Management and Guidance Computer (FMGC)*

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| 23-00-01 | **CIDS 1(2)** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-23-00-00003780.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **M** |

One or both CIDS 1(2) MAINTENANCE message may be displayed on the STATUS SD page .

*Note:* *The complete failure of the CIDS function is indicated by ECAM alert COM CIDS 1+2 FAULT. Refer to 9-MI-23-73-01-01 Cabin Intercommunication Data System (CIDS) Function*

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## RCDR OVERHEAD PANEL

| 23-01-01-32 | CVR ERASE pb |
|---|---|

Ident.: 9-MI-23-01-01-00003781.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-01-01-32A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 23-01-01-33 | CVR TEST pb |
|---|---|

Ident.: 9-MI-23-01-01-00003782.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-01-01-33A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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)*

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## CALLS OVERHEAD PANEL

| 23-01-02-31 | CALLS ALL ◁ pb |
|---|---|

Ident.: 9-MI-23-01-02-00003783.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**23-01-02-31A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 23-01-02-32 | CALLS EMER pb , CALLS FWD pb , CALLS MID ◁ pb , CALLS EXIT ◁ pb , CALLS PURS ◁ pb , CALLS AFT pb |
|---|---|

Ident.: 9-MI-23-01-02-00003784.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

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# AUDIO SWITCHING OVERHEAD PANEL

| 23-01-03-31 | AUDIO SWITCHING selector |
|---|---|

Ident.: 9-MI-23-01-03-00003785.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-01-03-31A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

Printouts are for information only!



| 23-09-01 | COM HF 1(2) EMITTING ◁ **Alert** |
|---|---|

Ident.: 9-MI-23-09-00003786.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK**

**23-09-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **-** | **No** | **-** |

**(o)** One or both may be displayed provided that :

**1)** The alert is confirmed to be false by troubleshooting, and

**2)** The affected HF is deactivated and considered inoperative.

*Refer to 9-MI-23-10-01 HF Voice*

Reference(s)

**(o)** *Refer to OpsProc 23-09-01A COM HF 1(2) EMITTING Alert (If Installed)*

| 23-09-02 | COM VHF 1(2)(3) EMITTING **Alert (3 VHFs installed)** |
|---|---|

Ident.: 9-MI-23-09-00003787.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-09-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **3** | **-** | **No** | **H** |

**(o)** One or more may be displayed provided that :

**1)** The alert is confirmed to be false by troubleshooting, and

**2)** The affected VHF is deactivated and considered inoperative.

*Refer to 9-MI-23-10-02 VHF Voice (3 VHFs installed)*

Reference(s)

**(o)** *Refer to OpsProc 23-09-02A COM VHF 1(2)(3) EMITTING Alert (3 VHFs installed)*

Printouts are for information only!



| 23-10-01 | HF Voice |
|---|---|

Ident.: 9-MI-23-10-00003788.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK**

### 23-10-01A HF inoperative – Flight within VHF coverage

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **ETOPS** |

May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The aircraft is operated within VHF coverage.

| 23-10-02 | VHF Voice (3 VHFs installed) |
|---|---|

Ident.: 9-MI-23-10-00003790.0000100 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

### 23-10-02A VHF1 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(o)** VHF1 may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** ACARS ⩤ is deactivated , and

**3)** VHF datalink communications ⩤ are considered inoperative.

*Refer to 9-MI-23-20-04 VHF Datalink (If Installed)*

Reference(s)

**(o)** *Refer to OpsProc 23-10-02A VHF Voice*

Printouts are for information only!



**23-10-02B VHF2 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(o)** VHF2 may be inoperative provided that:

**1)** ACARS ⋖ is deactivated , and

**2)** VHF datalink communications ⋖ are considered inoperative.

*Refer to 9-MI-23-20-04 VHF Datalink (If Installed)*

Reference(s)

**(o)** *Refer to OpsProc 23-10-02B VHF Voice*

**23-10-02E VHF3 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

VHF3 may be inoperative provided that VHF datalink communications ⋖ are considered inoperative.

*Refer to 9-MI-23-20-04 VHF Datalink (If Installed)*

| **23-10-02** | **VHF Voice (3 VHFs installed)** |
|---|---|

Ident.: 9-MI-23-10-00003790.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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)*

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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)*

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| 23-13-01 | Radio Management Panel (RMP) |
|---|---|

Ident.: 9-MI-23-13-00003792.0000002 / 14 DEC 2022
**Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

**23-13-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

All must be operative.

| 23-13-01 | Radio Management Panel (RMP) |
|---|---|

Ident.: 9-MI-23-13-00003792.0000003 / 14 DEC 2022
**Criteria: A319 (-AILB to -AILY) / A320 / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**23-13-01B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **Yes** | **-** |

RMP 2 or RMP 3 may be inoperative.

| 23-13-02 | RMP Selection Key |
|---|---|

Ident.: 9-MI-23-13-00003793.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK**

**23-13-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **Yes** | **-** |

One may be inoperative on each RMP provided that:

**1)** VHF 1 selection key is operative on RMP 1, and

**2)** If HF is required, HF 1 selection key is operative on RMP 1.

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## 23-13-02 RMP Selection Key

Ident.: 9-MI-23-13-00003793.0000200 / 28 JUN 2022
**Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)**
**Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 23-13-02A

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One may be inoperative on each RMP provided that:

**1)** VHF 1 selection key is operative on RMP 1, and

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| 23-20-01 | **ACARS** ⩤ |
|---|---|

Ident.: 9-MI-23-20-00003794.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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 / 14 MAY 2024
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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)*

| 23-20-04 | **VHF Datalink** ⩤ |
|---|---|

Ident.: 9-MI-23-20-00003796.0000200 / 14 MAY 2024
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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 airspaces: Bordeaux, Brest, Maastricht, Marseille, Paris, Reims, Rhein and Vienna.*

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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 |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(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)*

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## 23-31-01 Passenger Address System

Ident.: 9-MI-23-31-00003797.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 23-31-01A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

*Note:* 1. *In the case of partial failure of the passenger address system, refer to the item(s) of the affected system(s).*
2. *Total failure of the passenger address system (indicated by the COM CIDS 1+2 FAULT alert displayed on the EWD) is not permitted.*

## 23-31-02 PA IN USE light

Ident.: 9-MI-23-31-00003798.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ**

### 23-31-02A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

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## 23-40-01 Ground External Horn

Ident.: 9-MI-23-40-00003799.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-40-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 23-40-01A Ground External Horn*

## 23-40-02 Flight Crew Interphone System

Ident.: 9-MI-23-40-00003800.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-40-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **H** |

Must be operative for each person on cockpit duty.

## 23-40-03 Flight Crew to Ground Communication System

Ident.: 9-MI-23-40-00003801.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-40-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 23-40-03A Flight Crew to Ground Communication System*

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| 23-40-04 | Service Interphone Jack |
|---|---|

Ident.: 9-MI-23-40-00003802.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-40-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **-** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One or more may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 23-40-04A Service Interphone Jack*

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| 23-51-01 | SELCAL Function |
|---|---|

Ident.: 9-MI-23-51-00003803.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-51-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

| 23-51-02 | Headset/Boomset |
|---|---|

Ident.: 9-MI-23-51-00003804.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-51-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **Yes** | **-** |

One boomset (headset with boom microphone) must be operative for each crewmember on duty.

| 23-51-03 | Hand Microphone |
|---|---|

Ident.: 9-MI-23-51-00003805.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-51-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **-** |

One or more may be inoperative, or missing, or removed.

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| 23-51-04 | Cockpit Loudspeaker |
|---|---|

Ident.: 9-MI-23-51-00003806.0000001 / 14 DEC 2022
**Applicable to: ALL**

**23-51-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

Only F/O loudspeaker may be inoperative provided that at least one crewmember on cockpit duty wears a boomset for the entire flight.

| 23-51-05 | Cockpit Loudspeaker Volume Control |
|---|---|

Ident.: 9-MI-23-51-00003807.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-51-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be inoperative provided that the affected crewmember on cockpit duty wears a boomset for the entire flight.

Reference(s)

**(o)** *Refer to OpsProc 23-51-05A Cockpit Loudspeaker Volume Control*

| 23-51-06 | Sidestick PTT sw |
|---|---|

Ident.: 9-MI-23-51-00003808.0000001 / 14 DEC 2022
**Applicable to: ALL**

**23-51-06B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.

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*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*

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| 23-52-01 | CAPT and F/O ACP |
|---|---|

Ident.: 9-MI-23-52-00003809.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-52-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One may be inoperative provided that :

**1)** ACP 3 is operative, and

**2)** The AUDIO SWITCHING selector is operative.

Reference(s)

**(o)** *Refer to OpsProc 23-52-01A CAPT and F/O ACP*

| 23-52-02 | ACP 3 |
|---|---|

Ident.: 9-MI-23-52-00003810.0000003 / 14 DEC 2022
**Applicable to: ALL**

**23-52-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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| 23-52-05 | ACP Transmission Key |
|---|---|

Ident.: 9-MI-23-52-00003811.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK**

**23-52-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **Yes** | **-** |

One may be inoperative on each ACP provided that :

**1)** VHF 1 transmission key is operative either on CAPT ACP or on F/O ACP, and

**2)** If HF is required, HF 1 transmission key is operative either on CAPT ACP or on F/O ACP.

| 23-52-05 | ACP Transmission Key |
|---|---|

Ident.: 9-MI-23-52-00003811.0000200 / 28 JUN 2022
**Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)**
**Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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, and

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| 23-52-06 | ACP Reception knob |
|---|---|

Ident.: 9-MI-23-52-00003812.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK**

**23-52-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **Yes** | **LVO** |

One may be inoperative on each ACP provided that :

**1)** VHF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and

**2)** If HF is required, HF 1 reception knob is operative either on CAPT ACP or on F/O ACP, and

**3)** If ILS is required for approach, one ILS reception knob is operative either on CAPT ACP or on F/O ACP.

| 23-52-06 | ACP Reception knob |
|---|---|

Ident.: 9-MI-23-52-00003812.0000200 / 28 JUN 2022
**Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)**
**Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

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| 23-52-07 | ACP Reception knob light |
|---|---|

Ident.: 9-MI-23-52-00003813.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-52-07A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **-** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or more may be inoperative.

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| 23-71-01 | Cockpit Voice Recorder (CVR) |
|---|---|

Ident.: 9-MI-23-71-00003814.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-71-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative for three calendar days or eight flights, whichever occurs first.

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## 23-72-01 Cockpit Door Surveillance System (CDSS)

Ident.: 9-MI-23-72-00003815.0000001 / 14 SEP 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**23-72-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative provided that alternate procedures are established and used.

*Note:* – *Any portion of the system which operates normally may be used.*
– *System may be considered operative, if* one *CDSS monitor is inoperative.*

Reference(s)

**(o)** *Refer to OpsProc 23-72-01A Cockpit Door Surveillance System (CDSS)*

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# CABIN INTERCOMMUNICATION DATA SYSTEM (CIDS)

| 23-73-01-01 | Cabin Intercommunication Data System (CIDS) Function |
|---|---|

Ident.: 9-MI-23-73-01-00003816.0000100 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW)**
**Applicable to: D-AIQS, D-AIQW**

**23-73-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.*

| 23-73-01-01 | Cabin Intercommunication Data System (CIDS) Function |
|---|---|

Ident.: 9-MI-23-73-01-00003816.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIJH to -AIJN, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIRN, D-AIZA**

**23-73-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.*

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## DEU A

| 23-73-02-01 | Cabin DEU A |
|---|---|

Ident.: 9-MI-23-73-02-00003817.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 23-73-02-01A Affected seat occupied

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

**(o)** One or more may be inoperative and affected passenger seat may be occupied provided that :

**1)** The passenger announcement can be heard throughout the cabin during the flight, and

**2)** The passenger address system is used to alert the passengers when "Return to Seat / Fasten Seat Belt / No Smoking" signs are requested.

Reference(s)

**(o)** *Refer to OpsProc 23-73-02-01A Cabin DEU A*

### 23-73-02-01B Affected seat not occupied

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **Yes** | **H** |

One or more may be inoperative provided that the affected seats are blocked and placarded inoperative.

| 23-73-02-01 | Redefined Flight Deck (RFD) DEU A (200RH1) |
|---|---|

Ident.: 9-MI-23-73-02-00003818.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

### 23-73-02-01A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative provided that:

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**1)** Alternate procedures are established and used to alert crew in the Redefined Flight Deck (RFD) or Lavatory W when Return to Seat Sign is requested.

Reference(s)

**(o)** *Refer to OpsProc 23-73-02-01A Redefined Flight Deck (RFD) DEU A (200RH1)*

| 23-73-02-02 | Lavatory DEU A |
|---|---|

Ident.: 9-MI-23-73-02-00003819.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-73-02-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

One or more may be inoperative provided that the affected lavatory is closed and placarded inoperative.

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# DEU B

| 23-73-03-01 | Cabin DEU B |
|---|---|

Ident.: 9-MI-23-73-03-00003820.0000100 / 14 JUN 2023
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**23-73-03-01B**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **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*

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| 23-73-03-01 | Cabin DEU B |
|---|---|

Ident.: 9-MI-23-73-03-00003820.0000200 / 14 JUN 2023
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**23-73-03-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **H** |

**(o)** One or more may be inoperative provided that :

**1)** One DEU B and the associated handset are operative at each pair of floor level exit doors, and

**2)** The slide bottle pressure and door bottle pressure associated with each affected DEU B are checked on the associated direct reading pressure gauge before the first flight of each day.

*Refer to 9-MI-25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed)*, and

*Refer to 9-MI-25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed)*, and

*Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)*.

Reference(s)

**(o)** *Refer to OpsProc 23-73-03-01A Cabin DEU B*

| 23-73-03-01 | Cabin DEU B |
|---|---|

Ident.: 9-MI-23-73-03-00003821.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**23-73-03-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

One or more may be inoperative provided that all affected Emergency Power Supply Unit are tested via respective unit BITE functions before first flight of each day.

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## CABIN INDIVIDUAL CALL

| 23-73-04-01 | Passenger Call |
|---|---|

Ident.: 9-MI-23-73-04-00003822.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**23-73-04-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be inoperative.

| 23-73-04-02 | Lavatory Call |
|---|---|

Ident.: 9-MI-23-73-04-00003823.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**23-73-04-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be inoperative.

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# CABIN LOUDSPEAKER

| 23-73-05-01 | Cabin Loudspeaker |
|---|---|

Ident.: 9-MI-23-73-05-00003824.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-73-05-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

**(o)** One or more may be inoperative provided that no seat is occupied from which a passenger cannot hear a passenger announcement.

Reference(s)

**(o)** *Refer to OpsProc 23-73-05-01A Cabin Loudspeaker*

| 23-73-05-02 | Lavatory Loudspeaker |
|---|---|

Ident.: 9-MI-23-73-05-00003825.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**23-73-05-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

**(o)** One or more may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 23-73-05-02A Lavatory Loudspeaker*

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| 23-73-05-02 | Lavatory W Loudspeaker |
|---|---|

Ident.: 9-MI-23-73-05-00003825.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**23-73-05-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative provided that the Return to Seat (RTS) lighted sign is operable.

Reference(s)

**(o)** *Refer to OpsProc 23-73-05-02A Lavatory W Loudspeaker*

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# HANDSET

## 23-73-06-01 Cockpit Handset

Ident.: 9-MI-23-73-06-00003826.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-73-06-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the cockpit audio control panel (ACP) is used for the communication between the cockpit and the cabin.

## 23-73-06-02 Cabin Handset

Ident.: 9-MI-23-73-06-00003827.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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*

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| 23-73-06-03 | Cabin Handset Key |
|---|---|

Ident.: 9-MI-23-73-06-00003828.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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*

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# PRERECORDED ANNOUNCEMENT AND MUSIC REPRODUCER (PRAM)

| 23-73-07-01 | Prerecorded Announcement and Music Reproducer (PRAM) ⏪ |
|---|---|

Ident.: 9-MI-23-73-07-00003829.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**23-73-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative.

*Note:* *Application of the MEL is not necessary if only the music reproducer function of the PRAM is inoperative.*

Reference(s)

**(o)** *Refer to OpsProc 23-73-07-01A Prerecorded Announcement and Music Reproducer (PRAM) (If Installed)*

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# CABIN ASSIGNMENT MODULE (CAM)

| 23-73-08-01 | Cabin Assignment Module (CAM) |
|---|---|

Ident.: 9-MI-23-73-08-00003830.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-73-08-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative or missing.

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# SMOKE DETECTION FUNCTION

| 23-73-10-01 | Smoke Detection Function (CIDS-SDF) |
|---|---|

Ident.: 9-MI-23-73-10-00003831.0000100 / 28 JUN 2022
**Criteria: A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ**

**23-73-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative provided that:

**1)** The cargo compartments are empty or do not contain flammable or combustible materials, 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 CIDS-SDF channel is indicated by a* MAINTENANCE *message on the STATUS SD page .*
*Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message*

| 23-73-10-01 | Smoke Detection Function (CIDS-SDF) |
|---|---|

Ident.: 9-MI-23-73-10-00003831.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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).

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*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*

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| 23-74-01 | Forward Attendant Panel |
|---|---|

Ident.: 9-MI-23-74-00003832.0000004 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**23-74-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that associated Forward Attendant Panel functions are considered inoperative.

*Refer to 9-MI-23-73-07-01 Prerecorded Announcement and Music Reproducer (PRAM) (If Installed)*, and

*Refer to 9-MI-23-74-12 CIDS Caution Light of the Forward Attendant Panel*, and

*Refer to 9-MI-23-74-13 Lighting Module of the Forward Attendant Panel*

| 23-74-01 | FAP Display Unit |
|---|---|

Ident.: 9-MI-23-74-00003832.0000005 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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*

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| 23-74-01 | FAP Display Unit |
|---|---|

Ident.: 9-MI-23-74-00003832.0000006 / 28 JUN 2022
**Criteria: A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ**

**23-74-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(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)*

Reference(s)

**(o)** *Refer to OpsProc 23-74-01A FAP Display Unit*

| 23-74-01 | Forward Attendant Panel |
|---|---|

Ident.: 9-MI-23-74-00003833.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**23-74-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that associated Forward Attendant Panel functions are considered inoperative.

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| 23-74-02 | EMER pb on the Hardkey FAP Sub-panel |
|---|---|

Ident.: 9-MI-23-74-00003834.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-74-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 23-74-03 | Other Controls on the Hardkey FAP Sub-panel |
|---|---|

Ident.: 9-MI-23-74-00003835.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-74-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be inoperative.

| 23-74-04 | PTP Display Unit |
|---|---|

Ident.: 9-MI-23-74-00003836.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

**23-74-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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

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*Refer to 9-MI-25-62-07 Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page*

| 23-74-04 | PTP Display Unit |
|---|---|

Ident.: 9-MI-23-74-00003836.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**23-74-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the display of the safety related messages on PTP are considered inoperative.

*Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)*, and

*Refer to 9-MI-25-62-06 Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page*

| 23-74-04 | PTP Display Unit |
|---|---|

Ident.: 9-MI-23-74-00003837.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**23-74-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative.

Reference(s)

**(m)** *Refer to AMM Task 23-73-00-740-005*

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| 23-74-05 | Door Bottle Pressure Monitoring on the PTP |
|---|---|

Ident.: 9-MI-23-74-00003838.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**23-74-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **-** |

*Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)*

| 23-74-06 | Door Bottle Pressure Monitoring on the FAP |
|---|---|

Ident.: 9-MI-23-74-00003839.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**23-74-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **-** |

*Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)*

| 23-74-07 | Slide Pressure Monitoring on the PTP |
|---|---|

Ident.: 9-MI-23-74-00003840.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

**23-74-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.*

Printouts are for information only!



| 23-74-07 | Slide Pressure Monitoring on the PTP |
|---|---|

Ident.: 9-MI-23-74-00003840.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIRN**

**23-74-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **H** |

*Refer to 9-MI-25-62-06 Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page*

| 23-74-08 | Slide Pressure Monitoring on the FAP |
|---|---|

Ident.: 9-MI-23-74-00003841.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**23-74-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **H** |

*Refer to 9-MI-25-62-06 Cabin Door CHECK SLIDE PRESSURE Message on the FAP*, and

*Refer to 9-MI-25-62-07 Cabin Overwing Exit Slide Pressure Message on the PTP/FAP (If Installed)*

*Note:* *Apply both MEL-Items.*

| 23-74-08 | Slide Pressure Monitoring on the FAP |
|---|---|

Ident.: 9-MI-23-74-00003841.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

Printouts are for information only!



| 23-74-09 | Area Call Panel |
|---|---|

Ident.: 9-MI-23-74-00003842.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-74-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 23-74-10 | Attendant Indication Panel (AIP) |
|---|---|

Ident.: 9-MI-23-74-00003843.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-74-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 23-74-11 | Additional Attendant Panel (AAP) ⋖ |
|---|---|

Ident.: 9-MI-23-74-00003844.0000001 / 28 JUN 2022
**Applicable to: ALL**

**23-74-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **Yes** | **-** |

One or more may be inoperative.

Printouts are for information only!



| 23-74-12 | CIDS Caution Light of the Forward Attendant Panel |
|---|---|

Ident.: 9-MI-23-74-00003845.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**23-74-12A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative provided that PTP messages are checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 23-74-12A CIDS Caution Light of the Forward Attendant Panel*

| 23-74-13 | Lighting Module of the Forward Attendant Panel |
|---|---|

Ident.: 9-MI-23-74-00003846.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**23-74-13A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 24-00-01 | **DC BUS TIE** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-24-00-00003847.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

DC BUS TIE MAINTENANCE message may be displayed on the STATUS SD page .

| 24-00-03 | **AC GEN** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-24-00-00003848.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-00-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

AC GEN MAINTENANCE message may be displayed on the STATUS SD page .

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## ELEC OVERHEAD PANEL

| 24-01-01-01 | BAT 1(2) pb-sw FAULT light |
|---|---|

Ident.: 9-MI-24-01-01-00003849.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 24-01-01-02 | BAT 1(2) pb-sw OFF light |
|---|---|

Ident.: 9-MI-24-01-01-00003850.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 24-01-01-03 | GEN pb-sw FAULT light and APU GEN pb-sw FAULT light |
|---|---|

Ident.: 9-MI-24-01-01-00003851.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **1** | **Yes** | **-** |

One GEN pb-sw FAULT light and/or the APU GEN pb-sw FAULT light may be inoperative provided that the associated generator indications are operative on the ELEC SD page .

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| 24-01-01-04 | GEN pb-sw OFF light and APU GEN pb-sw OFF light |
|---|---|

Ident.: 9-MI-24-01-01-00003852.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 24-01-01-05 | AC ESS FEED pb-sw FAULT light |
|---|---|

Ident.: 9-MI-24-01-01-00003853.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the AC ESS bus indication is operative on the ELEC SD page .

| 24-01-01-06 | AC ESS FEED pb-sw ALTN light |
|---|---|

Ident.: 9-MI-24-01-01-00003854.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the AC ESS bus indication is operative on the ELEC SD page .

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| 24-01-01-07 | EXT PWR pb AVAIL light |
|---|---|

Ident.: 9-MI-24-01-01-00003855.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 24-01-01-07A EXT PWR pb AVAIL light*

| 24-01-01-08 | EXT PWR pb ON light |
|---|---|

Ident.: 9-MI-24-01-01-00003856.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 24-01-01-09 | GALLEY pb-sw FAULT light |
|---|---|

Ident.: 9-MI-24-01-01-00003857.0000100 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

**24-01-01-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.

Printouts are for information only!



Reference(s)

**(o)** *Refer to OpsProc 24-01-01-09A GALLEY PB-SW FAULT LIGHT*

| 24-01-01-09 | GALLEY pb-sw FAULT light |
|---|---|

Ident.: 9-MI-24-01-01-00003857.0000200 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AEUC)**
**Applicable to: D-AEUA, D-AEUC**

**24-01-01-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that for each generator, the AC load indication is operative on the ELEC SD page .

| 24-01-01-09 | GALY & CAB pb-sw FAULT light |
|---|---|

Ident.: 9-MI-24-01-01-00003857.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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*

Printouts are for information only!



| 24-01-01-10 | GALLEY pb-sw OFF light |
|---|---|

Ident.: 9-MI-24-01-01-00003858.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

**24-01-01-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 24-01-01-10 | GALY & CAB pb-sw OFF light |
|---|---|

Ident.: 9-MI-24-01-01-00003858.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**24-01-01-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 24-01-01-11 | COMMERCIAL pb-sw OFF light |
|---|---|

Ident.: 9-MI-24-01-01-00003859.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**24-01-01-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

Printouts are for information only!



| 24-01-01-12 | BUS TIE pb-sw OFF light |
|---|---|

Ident.: 9-MI-24-01-01-00003860.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-12A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

| 24-01-01-13 | IDG pb-sw FAULT light |
|---|---|

Ident.: 9-MI-24-01-01-00003861.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-01-13A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One may be inoperative provided that the frequency and the temperature indications of the affected generator are operative on the ELEC SD page .

Printouts are for information only!



# EMER ELEC PWR OVERHEAD PANEL

| 24-01-02-01 | RAT & EMER GEN FAULT light |
|---|---|

Ident.: 9-MI-24-01-02-00003862.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-01-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **B** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

Printouts are for information only!



| 24-07-01 | AC Generation Indications on the ELEC SD page |
|---|---|

Ident.: 9-MI-24-07-00003863.0000100 / 15 DEC 2023
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**24-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

One or more indications related to the AC generation may be inoperative provided that:

**1)** The load, voltage, and frequency indications are operative on one engine driven generator, and

**2)** The GEN 1(2) pb-sw FAULT light is checked operative, and

| 24-07-01 | AC Generation Indications on the ELEC SD page |
|---|---|

Ident.: 9-MI-24-07-00003863.0000200 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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*

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| 24-07-02 | DC Generation Indications on the ELEC SD page |
|---|---|

Ident.: 9-MI-24-07-00003864.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or more indications related to the DC generation may be inoperative.

| 24-07-03 | AC ESS BUS SHED Indication on the ELEC SD page |
|---|---|

Ident.: 9-MI-24-07-00003865.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-07-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be displayed.

Printouts are for information only!



| 24-09-01 | ELEC AC ESS BUS SHED **Alert** |
|---|---|

Ident.: 9-MI-24-09-00003866.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK**

**24-09-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **0** | **No** | **-** |

**(o)** May be displayed provided that:

**1)** The alert is confirmed to be false by troubleshooting, and

**2)** The AC ESS BUS SHED is checked operative before each flight, and

**3)** 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-24-09-00003866.0000200 / 28 JUN 2022
**Criteria: A319 (all ex. -AIBK) / A320 / A321 (-AIRN)**
**Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**24-09-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **0** | **No** | **-** |

**(o)** May be displayed provided that:

**1)** The alert is confirmed to be false by troubleshooting, and

**2)** The AC ESS BUS SHED is checked operative before each flight, and

Reference(s)

**(o)** *Refer to OpsProc 24-09-01A ELEC AC ESS BUS SHED Alert*

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| 24-09-02 | C/B TRIPPED **Alert** |
|---|---|

Ident.: 9-MI-24-09-00003867.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-09-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 / 14 MAY 2024
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**24-09-03A False alert**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(m)** One may be displayed on the EWD provided that:

**1)** The sight glass of the affected IDG shows a correct oil level, and

**2)** The Differential Pressure Indicator (DPI) of the oil filter is not extended on the affected IDG.

Reference(s)

**(m)** *Refer to AMM Task 24-20-00-040-802*

**24-09-03B Actual alert with generator set to OFF**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.

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*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*

**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** | **-** |

One may be displayed on the EWD for 15 flight hours or one flight day, whichever occurs first.

**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*
**(m)** *Refer to AMM Task 24-20-00-040-803*

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| **24-09-04** | ELEC IDG 1(2) FILTER CLOG **Alert** |
|---|---|

Ident.: 9-MI-24-09-00003869.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

### 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*

### 24-09-04C Actual alert

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **-** |

One may be displayed on the EWD for 15 flight hours or one flight day, whichever occurs first.

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| 24-22-01 | AC Main Generation (IDG, GCU, Line Contactor) |
|---|---|

Ident.: 9-MI-24-22-00003870.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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

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**3)** The APU and AC auxiliary generation are operative and used throughout the flight, and

**4)** The APU fuel pump is operative, and

**5)** The APU oil quantity is checked to be adequate before each flight, and

**6)** The bypass valves of the IDG heat exchangers of the remaining AC main generation are checked operative before each flight, and

**7)** All busses have power, and

**8)** The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

**9)** The galley automatic load shed system is checked operative, and

**10)** If the associated IDG is disconnected, the wing tank fuel temperature on the affected side is checked to be above –39 °C before engine start.

Reference(s)

**(o)** *Refer to OpsProc 24-22-01B AC Main Generation (IDG, GCU, Line Contactor)*
**(m)** *Refer to AMM Task 24-20-00-040-001*

| 24-22-01 | AC Main Generation (IDG, GCU, Line Contactor) |
|---|---|

Ident.: 9-MI-24-22-00003870.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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

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**7)** The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

**8)** The galley automatic load shed system is checked operative.

Reference(s)

**(o)** *Refer to OpsProc 24-22-01A B AC Main Generation (IDG, GCU, Line Contactor) AC Main Generation (IDG, GCU, Line Contactor)*

**(m)** *Refer to AMM Task 24-20-00-040-001*

**24-22-01B Associated IDG is disconnected.**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO / ETOPS** |

**(o) (m)** One may be inoperative for 50 flight hours provided that:

**1)** ETOPS is not conducted, and

**2)** The flight altitude is limited to 33500 ft, and

**3)** The APU and AC auxiliary generation are operative and used throughout the flight, and

**4)** The APU fuel pump is operative, and

**5)** The APU oil quantity is checked to be adequate before each flight, and

**6)** All busses have power, and

**7)** The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

**8)** The galley automatic load shed system is checked operative.

Reference(s)

**(o)** *Refer to OpsProc 24-22-01A B AC Main Generation (IDG, GCU, Line Contactor) AC Main Generation (IDG, GCU, Line Contactor)*

**(m)** *Refer to AMM Task 24-20-00-040-001*

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| 24-22-01 | AC Main Generation (IDG, GCU, Line Contactor) |
|---|---|

Ident.: 9-MI-24-22-00003870.0000300 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**24-22-01A Associated IDG is not disconnected.**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO / ETOPS** |

**(o) (m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The flight altitude is limited to 33500 ft, and

**3)** The APU and AC auxiliary generation are operative and used throughout the flight, and

**4)** The APU fuel pump is operative, and

**5)** The APU oil quantity is checked to be adequate before each flight, and

**6)** The fuel recirculation system associated with the operative IDG is checked operative before each flight, and

**7)** All busses have power, and

**8)** The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

**9)** The galley automatic load shed system is checked operative.

Reference(s)

**(o)** *Refer to OpsProc 24-22-01A AC Main Generation (IDG, GCU, Line Contactor)*
**(m)** *Refer to AMM Task 24-20-00-040-001*

**24-22-01B Associated IDG is disconnected.**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO / ETOPS** |

**(o) (m)** One may be inoperative for 50 flight hours provided that:

**1)** ETOPS is not conducted, and

**2)** The flight altitude is limited to 33500 ft, and

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**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-24-22-00003870.0000400 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**24-22-01A Associated IDG is not disconnected.**

| Repair interval | Nbr installed | Nbr required | Placard | 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

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**5)** The APU oil quantity is checked to be adequate before each flight, and

**6)** All busses have power, and

**7)** The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

Reference(s)

**(o)** *Refer to OpsProc 24-22-01A B AC Main Generation (IDG, GCU, Line Contactor) AC Main Generation (IDG, GCU, Line Contactor)*

**(m)** *Refer to AMM Task 24-20-00-040-001*

**24-22-01B Associated IDG is disconnected.**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO / ETOPS** |

**(o) (m)** One may be inoperative for 50 flight hours provided that:

**1)** ETOPS is not conducted, and

**2)** The flight altitude is limited to 33500 ft, and

**3)** The APU and AC auxiliary generation are operative and used throughout the flight, and

**4)** The APU fuel pump is operative, and

**5)** The APU oil quantity is checked to be adequate before each flight, and

**6)** All busses have power, and

**7)** The indications and alerts for the remaining AC main generation and the AC auxiliary generation are operative, and

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*

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| 24-22-02 | AC Bus Tie Control Function |
|---|---|

Ident.: 9-MI-24-22-00003871.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-22-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

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| 24-23-01 | AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) |
|---|---|

Ident.: 9-MI-24-23-00003872.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *When the GPCU/GAPCU Auxiliary Power Control function and the APU Generator are both inoperative, the engines cannot be started.*

**24-23-01A Non ETOPS flight and APU GEN pb-sw set to OFF**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / ETOPS** |

**(o)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The APU GEN pb-sw is set to OFF.

Reference(s)

**(o)** *Refer to OpsProc 24-23-01A AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)*

**24-23-01B ETOPS 120 min flight and APU GEN pb-sw set to OFF**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **Yes** | **H / ETOPS** |

**(o)** May be inoperative for four flights provided that:

**1)** ETOPS beyond 120 min is not conducted, and

**2)** The APU GEN pb-sw is set to OFF.

Reference(s)

**(o)** *Refer to OpsProc 24-23-01B AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (APU GEN pb-sw set to OFF)*

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**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*

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| 24-24-01 | Emergency Generator |
|---|---|

Ident.: 9-MI-24-24-00003873.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-24-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 24-24-02 | RAT Extension Automatic Control |
|---|---|

Ident.: 9-MI-24-24-00003874.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-24-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H / ETOPS** |

**(m)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The RAT extension manual control is checked operative every day.

Reference(s)

**(m)** *Refer to AMM Task 24-20-00-040-002*

| 24-24-03 | RAT Extension Manual Control |
|---|---|

Ident.: 9-MI-24-24-00003875.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-24-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **Yes** | **ETOPS** |

May be inoperative provided that ETOPS is not conducted.

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| 24-25-01 | Manual Transfer to the AC BUS 2 (ALTN Function) |
|---|---|

Ident.: 9-MI-24-25-00003876.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-25-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative provided that:

**1)** The AC ESS FEED pb-sw is set to NORM, and

**2)** It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and

**3)** The TR 2 is operative.

Reference(s)

**(o)** *Refer to OpsProc 24-25-01A Manual Transfer to the AC BUS 2 (ALTN Function)*

| 24-25-02 | Automatic Transfer to the AC BUS 2 |
|---|---|

Ident.: 9-MI-24-25-00003877.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-25-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative provided that:

**1)** The AC ESS FEED pb-sw is set to NORM, and

**2)** It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and

**3)** The TR 2 is operative.

Reference(s)

**(o)** *Refer to OpsProc 24-25-02A Automatic Transfer to the AC BUS 2*

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| 24-26-01 | Galley Automatic Load Shed System |
|---|---|

Ident.: 9-MI-24-26-00003878.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

### 24-26-01A Manual load shed system operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the manual load shed system and the GALLEY pb-sw FAULT light are operative.

### 24-26-01B All galley loads disconnected

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(m)** May be inoperative provided that all galley loads are disconnected.

Reference(s)

**(m)** *Refer to AMM Task 24-56-00-040-001*

| 24-26-01 | GALY & CAB Automatic Load Shed System |
|---|---|

Ident.: 9-MI-24-26-00003878.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

### 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.

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**24-26-01B All GALY & CAB loads disconnected**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(m)** May be inoperative provided that all GALY & CAB loads are disconnected.

Reference(s)

**(m)** *Refer to AMM Task 24-56-00-040-001*

| **24-26-02** | **Galley Manual Load Shed System (GALLEY pb-sw )** |
|---|---|

Ident.: 9-MI-24-26-00003879.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

**24-26-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(m)** May be inoperative provided that all galley loads are disconnected.

Reference(s)

**(m)** *Refer to AMM 24-56-00-040-003*

| **24-26-02** | **GALY & CAB Manual Load Shed System (GALY & CAB pb-sw )** |
|---|---|

Ident.: 9-MI-24-26-00003879.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**24-26-02A All GALY & CAB loads disconnected**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(m)** May be inoperative provided that all GALY & CAB loads are disconnected.

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Reference(s)

**(m)** *Refer to AMM Task 24-56-00-040-002*
*Refer to AMM Task 24-56-00-040-003*

**24-26-02B COMMERCIAL supply system operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** **(m)** May be inoperative provided that the COMMERCIAL supply system is checked operative.

Reference(s)

**(o)** *Refer to OpsProc 24-26-02B Galley Manual Load Shed System (GALLEY/GALY & CAB pb-sw)*
**(m)** *Refer to AMM Task 24-51-00-040-001*

| 24-26-02 | GALY & CAB Manual Load Shed System (GALY & CAB pb-sw ) |
|---|---|

Ident.: 9-MI-24-26-00003879.0000300 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW**

**24-26-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(m)** May be inoperative provided that all GALY & CAB loads are disconnected.

Reference(s)

**(m)** *Refer to AMM 24-56-00-040-003*

Printouts are for information only!



| 24-26-03 | Commercial Supply System |
|---|---|

Ident.: 9-MI-24-26-00003880.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**24-26-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 24-26-03A Commercial Supply System*

Printouts are for information only!



| 24-28-01 | Static Inverter AC Generation |
|---|---|

Ident.: 9-MI-24-28-00003881.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-28-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

Printouts are for information only!



| 24-32-01 | DC Main Generation (TR 1, TR 2) |
|---|---|

Ident.: 9-MI-24-32-00003882.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 24-32-01A TR 1 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO / ETOPS** |

**(o)** TR 1 may be inoperative provided that ETOPS is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 24-32-01A DC Main Generation (TR 1 inoperative)*

### 24-32-01B TR 2 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO / ETOPS** |

**(o) (m)** TR 2 may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The AC ESS FEED control is checked operative every day, and

**3)** The ISIS airspeed indication is operative, and

**4)** The ISIS altitude indication is operative, and

**5)** The ISIS attitude indication is operative, and

**6)** The standby compass is operative.

Reference(s)

**(o)** *Refer to OpsProc 24-32-01B DC Main Generation (TR 2 inoperative)*
**(m)** *Refer to AMM Task 24-30-00-040-002*

Printouts are for information only!



| 24-32-01 | DC Main Generation (TR 1, TR 2) |
|---|---|

Ident.: 9-MI-24-32-00003882.0000200 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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*

Printouts are for information only!



| 24-34-01 | DC Emergency Generation (ESS TR) |
|---|---|

Ident.: 9-MI-24-34-00003883.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-34-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

Printouts are for information only!



| 24-35-01 | DC TIE Contactor 1PC1 (DC BUS 1-DCBAT BUS), 4PC (DCESS BUS-DCBAT BUS) |
|---|---|

Ident.: 9-MI-24-35-00003884.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-35-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One may be inoperative in the open position.

| 24-35-02 | DC TIE Contactor 1PC2 (DC BUS 2-DC BAT BUS) |
|---|---|

Ident.: 9-MI-24-35-00003885.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-35-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

Printouts are for information only!



| 24-38-01 | BAT 1(2) Channel |
|---|---|

Ident.: 9-MI-24-38-00003886.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-38-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Must be operative.

| 24-38-02 | Battery Charger Limiter (BCL) |
|---|---|

Ident.: 9-MI-24-38-00003887.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-38-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 24-38-03 | Battery Voltmeter |
|---|---|

Ident.: 9-MI-24-38-00003888.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-38-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative provided that the associated voltage indication is operative on the ELEC SD page .

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| 24-41-01 | Ground Power Control (GPCU or GAPCU Ground Power Control function) |
|---|---|

Ident.: 9-MI-24-41-00003889.0000001 / 28 JUN 2022
**Applicable to: ALL**

**24-41-01A**

| Repair interval | Nbr installed | Nbr required | Placard | 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 / 28 JUN 2022
**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*

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| 25-07-01 | Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-25-07-00003891.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

*Note:* *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

**25-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **-** |

**(o)** One or more may be permanently indicated in the armed position provided that the associated slide is visually checked to be armed before each flight.

Reference(s)

**(o)** *Refer to OpsProc 25-07-01A Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page*

| 25-07-01 | Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-25-07-00003891.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

*Note:* *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

**25-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **0** | **No** | **-** |

**(o)** One or more may be permanently indicated in the armed position provided that the associated slide is visually checked to be armed before each flight.

Reference(s)

**(o)** *Refer to OpsProc 25-07-01A Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page*

Printouts are for information only!



| 25-07-02 | Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-25-07-00003893.0000004 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

*Note:* *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

**25-07-02A Associated door considered operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **H** |

**(o)** One or more may be permanently indicated in the not armed position provided that:

**1)** The aircraft is not operated at night, and

**2)** The associated slide is visually checked to be armed before each flight.

Reference(s)

**(o)** *Refer to OpsProc 25-07-02A Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page*

**25-07-02B Associated door considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **3** | **No** | **H** |

One may be permanently indicated in the not armed position for 5 flights provided that the associated door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

| 25-07-02 | Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-25-07-00003893.0000005 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

*Note:* *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

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**25-07-02A Associated door considered operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **0** | **No** | **H** |

**(o)** One or more may be permanently indicated in the not armed position provided that:

**1)** The aircraft is not operated at night, and

**2)** The associated slide is visually checked to be armed before each flight.

Reference(s)

**(o)** *Refer to OpsProc 25-07-02A Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page*

**25-07-02B Associated door considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **H** |

One may be permanently indicated in the not armed position for 5 flights provided that the associated door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

| **25-07-03** | **Cabin Overwing Exit Slide Permanently Indicated Armed on the DOOR/OXY SD page** |
|---|---|

Ident.: 9-MI-25-07-00003894.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

*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.

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Reference(s)

**(m)** *Refer to AMM Task 52-70-00-040-008*

| 25-07-04 | **Cabin Overwing Exit Slide Permanently Indicated Not Armed on the DOOR/OXY SD page** |
|---|---|

Ident.: 9-MI-25-07-00003895.0000100 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

*Note:* *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

**25-07-04A Cabin overwing exits considered operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(m)** One or both may be permanently indicated in the not armed position provided that:

**1)** The aircraft is not operated at night, and

**2)** The associated slide is visually checked to be armed before the first flight of the day.

Reference(s)

**(m)** *Refer to AMM Task 52-70-00-040-009*

**25-07-04B Cabin overwing exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **H** |

One may be permanently indicated in the not armed position for 5 flights provided that the associated cabin overwing exit is considered inoperative.

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

| 25-07-04 | **Cabin Overwing Exit Slide Permanently Indicated Not Armed on the DOOR/OXY SD page** |
|---|---|

Ident.: 9-MI-25-07-00003895.0000200 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

*Note:* *The correct indication may be recovered by performing the AMM task 52-70-00-040-007.*

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**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*

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## 25-11-01 Pilot Seat Manual Horizontal Adjustment

Ident.: 9-MI-25-11-00003896.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

## 25-11-02 Pilot Seat Manual Vertical Adjustment

Ident.: 9-MI-25-11-00003897.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-02A Associated electrical control operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.

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| 25-11-03 | Pilot Seat Recline Adjustment |
|---|---|

Ident.: 9-MI-25-11-00003898.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(m)** One or both may be inoperative provided that the seat is secured in an upright position acceptable to the affected crewmember.

Reference(s)

**(m)** *Refer to AMM 25-11-00-040-001*

| 25-11-04 | Pilot Seat Other Manual Adjustments |
|---|---|

Ident.: 9-MI-25-11-00003899.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.

| 25-11-05 | Pilot Seat Electrical Adjustment |
|---|---|

Ident.: 9-MI-25-11-00003900.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(o)** One or both may be inoperative provided that the electrical adjustment of the associated seat is deactivated.

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Reference(s)

**(o)** *Refer to OpsProc 25-11-05A Pilot Seat Electrical Adjustment*

| 25-11-06 | Pilot Seat Shoulder Harness |
|---|---|

Ident.: 9-MI-25-11-00003901.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

| 25-11-07 | Pilot Seat Fifth Strap |
|---|---|

Ident.: 9-MI-25-11-00003902.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 25-11-07A Pilot Seat Fifth Strap*

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| 25-11-08 | Pilot Sidestick Armrest Height Adjustment |
|---|---|

Ident.: 9-MI-25-11-00003903.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative provided that the associated armrest position is acceptable to the affected crewmember.

| 25-11-09 | Pilot Sidestick Armrest Pitch Adjustment |
|---|---|

Ident.: 9-MI-25-11-00003904.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative provided that the associated armrest position is acceptable to the affected crewmember.

| 25-11-10 | Pilot Sidestick Armrest Memory Position Display |
|---|---|

Ident.: 9-MI-25-11-00003905.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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| 25-11-11 | Pilot Inboard Armrest Vertical Adjustment |
|---|---|

Ident.: 9-MI-25-11-00003906.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-11-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 / 28 JUN 2022
**Applicable to: ALL**

**25-11-12A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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## 25-12-01 Third Occupant Seat

Ident.: 9-MI-25-12-00003908.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 25-12-01A Seat stowed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative provided that the seat is in its stowed position.

### 25-12-01B Seat removed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **H** |

**(m)** May be removed.

Reference(s)

**(m)** *Refer to AMM Task 25-11-00-040-003*

## 25-12-02 Third Occupant Seat Shoulder Harness

Ident.: 9-MI-25-12-00003909.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 25-12-02A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative provided that the seat is not occupied during takeoff and landing.

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## 25-12-03 Third Occupant Seat Abdominal Belt

Ident.: 9-MI-25-12-00003910.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-12-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that:

**1)** The seat is placarded inoperative, and

**2)** The seat is not occupied.

## 25-12-04 Third Occupant Seat Fifth Strap

Ident.: 9-MI-25-12-00003911.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-12-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 25-12-04A Third Occupant Seat Fifth Strap*

## 25-12-05 Third Occupant Seat Armrest ⧏

Ident.: 9-MI-25-12-00003912.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-12-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

One or both may be inoperative provided that the armrest position is acceptable to the occupant.

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## 25-12-06 Fourth Occupant Seat

Ident.: 9-MI-25-12-00003913.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW, -AIZA) / A321 (all ex. -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 25-12-06A Seat stowed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative provided that the seat is in its stowed position.

### 25-12-06B Seat removed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

**(m)** May be removed.

Reference(s)

**(m)** *Refer to AMM Task 25-11-00-040-004*

## 25-12-07 Fourth Occupant Seat Shoulder Harness

Ident.: 9-MI-25-12-00003914.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW, -AIZA) / A321 (all ex. -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 25-12-07A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative provided that the seat is not occupied during takeoff and landing.

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## 25-12-08 Fourth Occupant Seat Abdominal Belt

Ident.: 9-MI-25-12-00003915.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW, -AIZA) / A321 (all ex. -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**25-12-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that:

**1)** The seat is placarded inoperative, and

**2)** The seat is not occupied.

## 25-12-09 Fourth Occupant Seat Fifth Strap

Ident.: 9-MI-25-12-00003916.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW, -AIZA) / A321 (all ex. -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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*

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## 25-13-01 Pilot Sliding Table

Ident.: 9-MI-25-13-00003917.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 25-13-01A Table stowed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

One or both may be inoperative in its stowed position.

### 25-13-01B Table removed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

**(m)** One or both may be removed.

Reference(s)

**(m)** *Refer to AMM 25-13-00-040-001*

## 25-13-02 Pilot Retractable Footrest

Ident.: 9-MI-25-13-00003918.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 25-13-02A Footrest stowed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **-** |

One or more may be inoperative in its stowed position.

### 25-13-02B Footrest removed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **-** |

**(m)** One or more may be removed.

Reference(s)

**(m)** *Refer to AMM 25-13-00-040-002*

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| 25-15-01 | Pilot Foot Warmer |
|---|---|

Ident.: 9-MI-25-15-00003919.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**25-15-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One or both may be inoperative provided that it is deactivated.

Reference(s)

**(o)** *Refer to OpsProc 25-15-01A Pilot Foot Warmer*

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| 25-20-01 | Passenger Seat |
|---|---|

Ident.: 9-MI-25-20-00003920.0000100 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

### 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.*

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| 25-20-01 | Passenger Seat |
|---|---|

Ident.: 9-MI-25-20-00003920.0000200 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

### 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.*

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| 25-20-01 | Passenger Seat |
|---|---|

Ident.: 9-MI-25-20-00003920.0000300 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

### 25-20-01A Non Overwing Emergency Exit Row

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **Yes** | **H** |

One or more may be inoperative provided that the associated seat(s) is (are) blocked and placarded "DO NOT OCCUPY".

*Note:* – *A seat with an inoperative seat belt is considered inoperative.*
– *Inoperative seats do not affect the required number of flight attendants.*

| 25-20-02 | Passenger Seat Backrest |
|---|---|

Ident.: 9-MI-25-20-00003921.0000100 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

### 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*

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**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

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*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 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**25-20-02A Backrest secured in the upright position and affected seat operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

**(m)** One or more may be inoperative provided that:

**1)** The backrest of the associated seat is secured in the upright position, and

**2)** The associated seat recline mechanism is deactivated.

Reference(s)

**(m)** *Refer to AMM Task 25-21-00-040-801*

**25-20-02B Backrest secured in the upright position and affected seat considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

**(m)** One or more may be inoperative provided that:

**1)** The backrest of the associated seat is secured in the upright position, and

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**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)*

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## 25-20-03 Passenger Seat Belt

Ident.: 9-MI-25-20-00003922.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**25-20-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be inoperative provided that the associated seat is considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

## 25-20-05 Passenger Seat Armrest

Ident.: 9-MI-25-20-00003924.0000100 / 23 FEB 2023
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**25-20-05A Affected armrest inoperative, damaged or missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be inoperative, damaged or missing, provided:

**1)** The affected armrest does not block an emergency exit, and

**2)** The affected armrest is not in a position such that it restricts any passengers from access to the aircraft aisle, and

**3)** For affected armrests with a seat recline mechanism, that the seat is secured in the upright position. *Refer to 9-MI-25-20-02 Passenger Seat Backrest*.

*Note: Any damage to passenger seats and components must not be detrimental to passenger safety.*

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**25-20-05D Affected seats considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

**(o)** One or more may be inoperative provided that:

**1)** The seat with the inoperative armrest is considered inoperative

*Refer to 9-MI-25-20-01 Passenger Seat*, and

**2)** The seats with restricted access to the main aisle are considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

Reference(s)

**(o)** *Refer to OpsProc 25-20-05D Passenger Seat Armrest (Affected Seats Considered Inoperative)*

**25-20-05E Armrest missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be missing provided that the affected seat is considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

| **25-20-05** | **Passenger Seat Armrest** |
|---|---|

Ident.: 9-MI-25-20-00003924.0000200 / 23 FEB 2023
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**25-20-05A Affected armrest inoperative, damaged or missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be inoperative, damaged or missing, provided:

**1)** The affected armrest does not block an emergency exit, and

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**2)** The affected armrest is not in a position such that it restricts any passengers from access to the aircraft aisle, and

**3)** For affected armrests with a seat recline mechanism, that the seat is secured in the upright position. *Refer to 9-MI-25-20-02 Passenger Seat Backrest*.

Note: *Any damage to passenger seats and components must not be detrimental to passenger safety.*

**25-20-05B Affected seats considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

**(o)** One or more may be inoperative provided that:

**1)** The affected armrest does not block a cabin overwing exit, and

**2)** The seat with the inoperative armrest is considered inoperative

*Refer to 9-MI-25-20-01 Passenger Seat*, and

**3)** The seats with restricted access to the main aisle are considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

Reference(s)

**(o)** *Refer to OpsProc 25-20-05B Passenger Seat Armrest (Affected Seats Considered Inoperative)*

**25-20-05C Affected cabin overwing exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **-** | **0** | **No** | **H** |

**(o)** One or more armrest affecting the access to any cabin overwing exit may be inoperative for 5 flights provided that:

**1)** The affected cabin overwing exit is considered inoperative

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*, and

**2)** The seat with the inoperative armrest is considered inoperative

*Refer to 9-MI-25-20-01 Passenger Seat*, and

**3)** The seats with restricted access to the main aisle are considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

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Reference(s)

**(o)** *Refer to OpsProc 25-20-05C Passenger Seat Armrest (Affected Cabin Overwing Exit Considered Inoperative)*

**25-20-05E Armrest missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be missing provided that the affected seat is considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

| **25-20-06** | **Underseat Baggage Restraining Bar** |
|---|---|

Ident.: 9-MI-25-20-00003925.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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*

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| 25-20-07 | Passenger Seat Meal Table |
|---|---|

Ident.: 9-MI-25-20-00003926.0000100 / 23 FEB 2023
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

### 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)*

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**25-20-07C Meal table not stowed and affected cabin door or cabin overwing exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **-** | **0** | **No** | **H** |

**(o)** One or more meal table affecting the access to any cabin door or cabin overwing exit may be inoperative for 5 flights provided that:

**1)** The affected cabin door or cabin overwing exit is considered inoperative

*Refer to 9-MI-52-10-01 Cabin Door*, or

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*, and

**2)** The seats with restricted access to the main aisle are considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

Reference(s)

**(o)** *Refer to OpsProc 25-20-07C Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative)*

**25-20-07D Meal table missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be missing provided that the affected seat is considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

*Note:* *The meal table includes the levers.*

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| 25-20-07 | Passenger Seat Meal Table |
|---|---|

Ident.: 9-MI-25-20-00003926.0000200 / 23 FEB 2023
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

### 25-20-07A Meal table secured in the stowed position

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **Yes** | **-** |

**(m)** One or more may be inoperative provided that the meal table of the associated seat is secured in the stowed position.

Reference(s)

**(m)** *Refer to AMM Task 25-21-00-040-803*
*Refer to AMM Task 25-21-00-040-804*

### 25-20-07B Meal table not stowed and affected seats considered inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

**(o)** One or more may be inoperative provided that:

**1)** The meal table of the associated seat does not block the access to a cabin door, and

**2)** The seats with restricted access to the main aisle are considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

Reference(s)

**(o)** *Refer to OpsProc 25-20-07B Passenger Seat Meal Table (Affected Seats Considered Inoperative)*

### 25-20-07C Meal table not stowed and affected cabin door considered inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **-** | **0** | **No** | **H** |

**(o)** One or more meal table affecting the access to any cabin door may be inoperative for 5 flights provided that:

**1)** The affected cabin door is considered inoperative

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*Refer to 9-MI-52-10-01 Cabin Door*, and

**2)** The seats with restricted access to the main aisle are considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

Reference(s)

**(o)** *Refer to OpsProc 25-20-07C Passenger Seat Meal Table (Affected Cabin Door Considered Inoperative)*

**25-20-07D Meal table missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **-** |

One or more may be missing provided that the affected seat is considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

*Note:* *The meal table includes the levers.*

## 25-20-09 Cabin Attendant Seat

Ident.: 9-MI-25-20-00003927.0000001 / 14 DEC 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

*Note:* *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)*

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**(m)** *Refer to AMM Task 25-22-00-040-001*

**25-20-09B Required cabin attendant seat (Station 1L, 1R or 3L) inoperative using a non required cabin attendant seat**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **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 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 (1L, 1R or 3L)*
**(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

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**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 (1L, 1R or 3L)*
**(m)** *Refer to AMM Task 25-22-00-040-001*

| 25-20-09 | Cabin Attendant Seat |
|---|---|

Ident.: 9-MI-25-20-00003928.0000001 / 14 DEC 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

*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

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**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*
**(m)** *Refer to AMM Task 25-22-00-040-001*

**25-20-09B Required cabin attendant seat (Station 1L, 1R, 3L or 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*
**(m)** *Refer to AMM Task 25-22-00-040-001*

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**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*
**(m)** *Refer to AMM Task 25-22-00-040-001*

| **25-20-09** | **Cabin Attendant Seat** |
|---|---|

Ident.: 9-MI-25-20-00003929.0000001 / 14 DEC 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

*Note:* *A cabin attendant seat with an inoperative or missing seat belt or harness must be considered inoperative.*

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**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 1L, 1R, 3L or 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

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**7)** If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

**8)** If station 1R is affected, the MCD must be stowed for takeoff and landing.

Reference(s)

**(o)** *Refer to OpsProc 25-20-09B Required Cabin Attendant Seat - B*
**(m)** *Refer to AMM Task 25-22-00-040-001*

**25-20-09C Required cabin attendant seat (Station 1L, 1R, 3L or 3R) inoperative using a passenger seat**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **B** | **-** | **3** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(o) (m)** One required cabin attendant seat may be inoperative or not usable provided that:

**1)** The affected seat is not used, and

**2)** The cabin attendant assigned to the affected seat occupies the passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and

**3)** The passenger seat to be used by cabin attendant is correctly placarded, and

**4)** The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

**5)** The direct view of passengers by cabin attendants is not impaired, and

*Note:* *The direct view of passenger cabin by flight attendants pertains to direct visual contact between the flight attendants and the passenger cabin. It is considered that at least 80 % of the total number of passenger seats installed, 50 % of the seats in each divided zone, should be visible to flight attendants.*

**6)** The alternate procedures are established for displaced cabin attendant, and

**7)** If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

**8)** If station 1R is affected, the MCD must be stowed for takeoff and landing.

Reference(s)

**(o)** *Refer to OpsProc 25-20-09C Required Cabin Attendant Seat - C*
**(m)** *Refer to AMM Task 25-22-00-040-001*

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| 25-20-09 | Cabin Attendant Seat |
|---|---|

Ident.: 9-MI-25-20-00003930.0000001 / 14 DEC 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

*Note:* *A cabin attendant seat with an inoperative or missing seat belt or harness must be considered inoperative.*

**25-20-09A Non required cabin attendant seat (Station 1L, 4R, 4LA, 4RA)**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **H** |

**(o)** **(m)** Cabin attendant seat on station 1L, 4R, 4LA, 4RA may be inoperative or not usable provided that:

**1)** The affected seat is not used, and

**2)** If the seat assembly mechanism is inoperative, the affected seat is secured in its stowed position or removed, and

**3)** the cabin attendant displaced by the inoperative seat occupies the adjacent cabin crew seat or a passenger seat.

Reference(s)

**(o)** *Refer to OpsProc 25-20-09A Non-Required Cabin Attendant Seat (Station 1L, 4LA, 4R, 4RA)*
**(m)** *Refer to AMM Task 25-22-00-040-001*

**25-20-09B Required cabin attendant seat (Station 1R, 2L, 3L or 4L) 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

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**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 (1R, 2L, 3L or 4L)*
**(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.

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Reference(s)

**(o)** *Refer to OpsProc 25-20-09C Required Cabin Attendant Seat (1R, 2L, 3L or 4L)*
**(m)** *Refer to AMM Task 25-22-00-040-001*

| 25-20-10 | Supernumerary Seat |
|---|---|

Ident.: 9-MI-25-20-00003932.0000001 / 20 JUL 2023
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**25-20-10A Supernumerary seat inoperative or not in use**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

Supernumerary seat may be inoperative or not usable provided that the seat is secured in its stowed position and the number of supernumeraries on board the aircraft is reduced in accordance with the number of inoperative seats.

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| 25-24-01 | Doghouse Compartment ⋖ |
|---|---|

Ident.: 9-MI-25-24-00009194.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**25-24-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **Yes** | **-** |

**(m)** One or more may be inoperative provided that:

**1)** The affected stowage compartment is secured in the closed position, and

**2)** The affected stowage compartment is placarded "DO NOT USE", and

**3)** The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

**4)** Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

*Note:* *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

**(m)** *Refer to AMM Task 25-27-00-040-802*

| 25-24-02 | Overhead Stowage Compartment (OHSC) |
|---|---|

Ident.: 9-MI-25-24-00009195.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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

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**2)** The affected stowage compartment is placarded "DO NOT USE", and

**3)** The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

**4)** If the OHSC has several doors with only one compartment behind, all doors of the compartment are secured closed, and

**5)** The rest of the elements of the affected OHSC are operational, and

**6)** Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

*Note:* *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

**(m)** *Refer to AMM Task 25-24-00-040-801*

**25-24-02B Bin Removed (for OHSC with Movable Bins ⋖)**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **-** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(m)** May be inoperative provided that:

**1)** The affected stowage compartment bin is removed, and

**2)** The remaining empty area is covered and placarded "DO NOT USE", and

**3)** Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

*Note:* *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

**(m)** *Refer to AMM Task 25-24-00-040-803*

**25-24-02C Door Removed (for OHSC with Fixed Bins ⋖)**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **-** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** **(m)** May be inoperative provided that:

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**1)** The affected stowage compartment door is removed, and

**2)** The remaining empty area is covered and placarded "DO NOT USE", and

**3)** The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and

**4)** If the OHSC has several doors with only one compartment behind, remaining doors of the compartment are removed or placarded "DO NOT USE", and

**5)** The crew members and passengers are briefed that the affected stowage compartment is not to be used, and

**6)** Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

*Note:* *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

**(o)** *Refer to OpsProc 25-24-02C Overhead Stowage Compartment (Door Removed)*
**(m)** *Refer to AMM Task 25-24-00-040-802*

| 25-24-03 | Coat Stowage/Stowage ⏪ |
|---|---|

Ident.: 9-MI-25-24-00009196.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**25-24-03A Door Secured Closed**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **-** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(m)** May be inoperative provided that:

**1)** The affected stowage compartment is secured in the closed position, and

**2)** The affected stowage compartment is placarded "DO NOT USE", and

**3)** The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

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**4)** Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

**(m)** *Refer to AMM Task 25-27-00-040-804*

**25-24-03B Door Removed**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **-** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o) (m)** May be inoperative provided that:

**1)** The affected stowage compartment is placarded "DO NOT USE", and

**2)** The affected stowage compartment door is removed, and

**3)** The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and

**4)** The crew members and passengers are briefed that the affected stowage compartment is not to be used, and

**5)** Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

Note: *If associated crow bar or crash axe cannot be relocated,* *Refer to 9-MI-25-65-03 Crash Axe/ Crowbar.*

**6)** Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MMEL item.*

Reference(s)

**(o)** *Refer to OpsProc 25-24-03B Coat Stowage/Stowage (Door Removed)*
**(m)** *Refer to AMM Task 25-27-00-040-803*

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| 25-24-04 | Stowage Compartment Key Lock ⋖ |
|---|---|

Ident.: 9-MI-25-24-00009197.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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*.

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| 25-35-01 | Galley Waste Compartment Flapper Door ◁ |
|---|---|

Ident.: 9-MI-25-35-00003933.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 25-35-01A One or more Galley Waste Compartment Flapper Door affected

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>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*

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| 25-35-02 | Galley Waste Compartment Access Door ⏪ |
|---|---|

Ident.: 9-MI-25-35-00003934.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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*

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| 25-35-03 | Galley Stowage Compartment ⋖ |
|---|---|

Ident.: 9-MI-25-35-00009198.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

*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

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**4)** The crew members are briefed that the affected stowage compartment is not to be used, and

**5)** Any crow bars and/or crash axes stowed in the affected compartment must be relocated in a different stowage compartment compliant with security requirements, or removed and considered inoperative, and

*Note:* *If associated crow bar or crash axe cannot be relocated, Refer to 9-MI-25-65-03 Crash Axe/ Crowbar.*

**6)** Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

*Note:* *If associated emergency equipment cannot be relocated, Refer to associated MMEL item.*

Reference(s)

**(o)** *Refer to OpsProc 25-35-03B Galley Stowage Compartment (Door Removed)*
**(m)** *Refer to AMM Task 25-35-00-040-803*

| 25-35-04 | Galley Compartment 1/4 Turn Retainer/Kickload Retainer |
|---|---|

Ident.: 9-MI-25-35-00009199.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**25-35-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **-** | **-** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

One latch per compartment may be inoperative provided that:

**1)** Remaining latch(es) on the affected compartment operates normally, and

**2)** The affected galley compartment(s) remain empty.

*Note:* *Impact on PAX service concept. A/C rotation can be affected by reduced galley capacity.*

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| 25-35-05 | Galley Compartment Intermediate Latch ⩤ |
|---|---|

Ident.: 9-MI-25-35-00009200.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**25-35-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **Yes** | **H** |

One latch per compartment may be inoperative provided that galley half-size trolleys and standard units are not used at the affected location.

Note: *Galley full-size trolleys can be used.*

Note: *Impact on PAX service concept. A/C rotation can be affected by reduced galley capacity.*

| 25-35-06 | Galley Compartment Intermediate Catches (AFT Galley 33 Compartment 10 or 11) |
|---|---|

Ident.: 9-MI-25-35-00003938.0000001 / 23 FEB 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

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*Note:* *Observe the Placard "Certified Cart Configuration" on compartment sidewall.*

*Note:* *Impact on PAX service concept. A/C rotation can be affected by reduced galley capacity.*

**25-35-06C MID Intermediate Catches**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **Yes** | **H** |

One or two may be inoperative provided that the complete compartment 10 or 11 stay empty.

*Note:* *Observe the Placard "Certified Cart Configuration" on compartment sidewall.*

*Note:* *Impact on PAX service concept. A/C rotation can be affected by reduced galley capacity.*

| 25-35-07 | FWD Galley Curtain |
|---|---|

Ident.: 9-MI-25-35-00003935.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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*

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## 25-40-01 Toilet Waste Compartment Flapper Door

Ident.: 9-MI-25-40-00003939.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-40-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

**(o) (m)** One or more may be inoperative or missing provided that:

**1)** The toilet waste compartment is empty, and

**2)** The associated access is secured in the closed position to prevent waste introduction.

*Note:* *Non-safety related toilet equipment is not listed in this MEL.*

Reference(s)

**(o)** *Refer to OpsProc 25-40-01A Toilet Waste Compartment Flapper Door*
**(m)** *Refer to AMM Task 25-40-00-040-001*

## 25-40-02 Exterior Lavatory Ashtray

Ident.: 9-MI-25-40-00003940.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-40-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **Yes** | **-** |

One or more may be damaged or missing provided that the flight is non-smoking.

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| 25-40-03 | Interior Lavatory Ashtray ⋖ |
|---|---|

Ident.: 9-MI-25-40-00003941.0000001 / 14 JUN 2023
**Applicable to: ALL**

**25-40-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **-** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or more may be damaged or missing.

| 25-40-04 | Toilet Waste Compartment Access Door |
|---|---|

Ident.: 9-MI-25-40-00003942.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-40-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o) (m)** One or more may be inoperative provided that:

**1)** The toilet waste compartment is empty, and

**2)** The associated flapper and access doors are secured to prevent waste introduction, and

**3)** Alternate procedure is established and used.

Note: *Non-safety related toilet equipment is not listed in this MEL.*

Reference(s)

**(o)** *Refer to OpsProc 25-40-04A Toilet Waste Compartment Access Door*
**(m)** *Refer to AMM Task 25-40-00-040-802*

| 25-40-05 | Lavatory Stowage Compartment |
|---|---|

Ident.: 9-MI-25-40-00009201.0000001 / 23 FEB 2023
**Applicable to: ALL**

Note: *For the failure of the Toilet Waste Compartment, Refer to 9-MI-25-40-01 Toilet Waste Compartment Flapper Door and Refer to 9-MI-25-40-04 Toilet Waste Compartment Access Door.*

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**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.

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## 25-50-01 Cargo Loading System

Ident.: 9-MI-25-50-00003943.0000100 / 14 MAY 2024
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

### 25-50-01A FWD Lower Deck Cargo Loading System

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **H** |

Automatic loading / unloading may be inoperative.

Refer to Weight and Balance Manual.

### 25-50-01B AFT Lower Deck Cargo Loading System

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **H** |

Automatic loading / unloading may be inoperative.

Refer to Weight and Balance Manual.

### 25-50-01C Main Deck Cargo Loading System

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **H** |

Refer to Main Deck Cargo Loading System Component Maintenance Manual.

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## 25-50-01 Cargo Loading System

Ident.: 9-MI-25-50-00003943.0000200 / 14 MAY 2024
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 25-50-01A FWD Lower Deck Cargo Loading System

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **H** |

Automatic loading / unloading may be inoperative.

Refer to Weight and Balance Manual.

### 25-50-01B AFT Lower Deck Cargo Loading System

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **H** |

Automatic loading / unloading may be inoperative.

Refer to Weight and Balance Manual.

## 25-50-02 Decompression Panels in the FWD Cargo Compartment

Ident.: 9-MI-25-50-00003944.0000001 / 15 DEC 2023
**Applicable to: ALL**

### 25-50-02A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

One or more may be damaged or missing provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

*Refer to MEL Preamble - DEFINITIONS*

*Note: Loading of ballast weight may be necessary.*

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| 25-50-03 | Decompression Panels in the AFT and the BULK ◁ Cargo Compartments |
|---|---|

Ident.: 9-MI-25-50-00003945.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-50-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

One or more may be damaged or missing provided that the AFT and the BULK ◁ cargo compartments are empty or do not contain flammable or combustible materials. *Refer to MEL Preamble - DEFINITIONS*

| 25-50-04 | Lining Panels in the FWD Lower Deck Cargo Compartment |
|---|---|

Ident.: 9-MI-25-50-00003946.0000001 / 15 DEC 2023
**Applicable to: ALL**

*Note:* *The lining panels covered by this MEL item include the ceiling panels, sidewall panels, partition panels, cargo door panels, and actuator panels.*

**25-50-04A Damaged Lining Panel**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

One or more may be damaged provided that the FWD lower deck cargo compartment is empty or does not contain flammable or combustible materials.

*Refer to MEL Preamble - DEFINITIONS*

*Note:* *Loading of ballast weight may be necessary.*

**25-50-04B Missing Lining Panel**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

One or more may be missing provided that the FWD lower deck cargo compartment is empty.

*Note:* *Loading of ballast weight may be necessary.*

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## 25-50-05 Lining Panels in the AFT and BULK ⋖ Lower Deck Cargo Compartments

Ident.: 9-MI-25-50-00003947.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *The lining panels covered by this MMEL 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 / 28 JUN 2022
**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.

Refer to Ground Operation Manual (GOM) and Aircraft Type Manual (ATM) 3.3.

These documents are only available at Station or Load Control.

Printouts are for information only!



| 25-50-07 | Protection Panels of Decompression Panels at the FWD Partition Wall of FWD Cargo Compartment ◁ |
|---|---|

Ident.: 9-MI-25-50-00003949.0000001 / 14 JUN 2023
**Applicable to: ALL**

**25-50-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

**(m)** One or more may be damaged provided that:

**1)** The affected protection panel is removed, and

**2)** Bulk loading is not permitted in the section between the affected protection panel and the closest divider net.

Reference(s)

**(m)** *Refer to AMM Task 25-54-00-040-801*

| 25-50-08 | Container Locks |
|---|---|

Ident.: 9-MI-25-50-00003950.0000001 / 28 JUN 2022
**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.

Refer to Ground Operation Manual (GOM) and Aircraft Type Manual (ATM) 4.3.

These documents are only available at Station or Load Control.

**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.

Refer to Ground Operation Manual (GOM) and Aircraft Type Manual (ATM) 4.3.

Printouts are for information only!



These documents are only available at Station or Load Control.

Printouts are for information only!



| 25-62-01 | Cabin Door Slide or Slide Raft |
|---|---|

Ident.: 9-MI-25-62-00003951.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**25-62-01A Slide inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>OPS affected |
|---|---|---|---|---|
| **A** | **4** | **3** | **No** | **H** |

**(m)** One may be removed for 5 flights provided that the associated door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

Reference(s)

**(m)** *Refer to AMM Task 25-62-00-040-007*
*Refer to AMM Task 52-10-00-040-001*

| 25-62-01 | Cabin Door Slide or Slide Raft |
|---|---|

Ident.: 9-MI-25-62-00003951.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**25-62-01A Slide inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

Printouts are for information only!



**25-62-01B Slide removed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **-** | **7** | **No** | **H** |

**(m)** One may be removed for 5 flights provided that the associated door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

Reference(s)

**(m)** *Refer to AMM Task 25-62-00-040-007*
*Refer to AMM Task 52-10-00-040-001*

| 25-62-02 | Cabin Overwing Exit Slide |
|---|---|

Ident.: 9-MI-25-62-00003952.0000100 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

**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*

Printouts are for information only!



| 25-62-02 | Cabin Overwing Exit Slide |
|---|---|

Ident.: 9-MI-25-62-00003952.0000200 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**25-62-02A Slide inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated cabin overwing exit is considered inoperative.

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

**25-62-02B Slide removed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **H** |

**(m)** One may be removed for 5 flights provided that the associated cabin overwing exit is considered inoperative.

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

Reference(s)

**(m)** *Refer to AMM Task 25-62-42-000-002*

| 25-62-03 | SLIDE ARMED light |
|---|---|

Ident.: 9-MI-25-62-00003953.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**25-62-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **6** | **0** | **Yes** | **-** |

One or more may be inoperative.

Printouts are for information only!



| 25-62-03 | SLIDE ARMED light |
|---|---|

Ident.: 9-MI-25-62-00003953.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**25-62-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 25-62-06 | Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ⏪ |
|---|---|

Ident.: 9-MI-25-62-00003955.0000006 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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*

Printouts are for information only!



| 25-62-06 | Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ⋖ |
|---|---|

Ident.: 9-MI-25-62-00003955.0000007 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**25-62-06A Check of the associated slide bottle pressure**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **8** | **0** | **No** | **-** |

**(o)** One or more may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

Reference(s)

**(o)** *Refer to OpsProc 25-62-06A Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page*

**25-62-06B One inoperative and associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **-** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A*

| 25-62-06 | Cabin Door CHECK SLIDE PRESSURE Message on the FAP ⋖ |
|---|---|

Ident.: 9-MI-25-62-00003955.0000008 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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*

Printouts are for information only!



**25-62-06B One inoperative and associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **3** | **No** | **-** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to 9-MI-52-10-01 Cabin Door*

| **25-62-07** | **Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page** |
|---|---|

Ident.: 9-MI-25-62-00003956.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW)**
**Applicable to: D-AIQS, 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*

Printouts are for information only!



| 25-62-07 | Cabin Overwing Exit SLIDE PRESS LOW Message on the PTP STATUS Page ⩤ |
|---|---|

Ident.: 9-MI-25-62-00003956.0000003 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**25-62-07A Check of the associated slide bottle pressure**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **H** |

**(m)** One or both may be inoperative provided that the associated slide bottle pressure is checked before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM Task 25-62-00-040-001*

**25-62-07C One inoperative and associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **-** |

One may be inoperative for 5 flights provided that the associated cabin overwing exit is considered inoperative.

*Refer to Item 52-10-02A Cabin Overwing Exit*

| 25-62-07 | Cabin Overwing Exit CHECK SLIDE PRESSURE Message on the FAP ⩤ |
|---|---|

Ident.: 9-MI-25-62-00003956.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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.

Printouts are for information only!



Reference(s)

**(m)** *Refer to AMM Task 25-62-00-040-001*

**25-62-07B One inoperative and associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **-** |

One may be inoperative for 5 flights provided that both cabin overwing exits on the same side are considered inoperative.

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

| **25-62-08** | **Overwing Escape Life Line** ⧏ |
|---|---|

Ident.: 9-MI-25-62-00003957.0000001 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

**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.

Printouts are for information only!



| 25-62-08 | Overwing Escape Life Line ⋖ |
|---|---|

Ident.: 9-MI-25-62-00003957.0000002 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**25-62-08A Associated cabin overwing exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **H** |

One may be inoperative or missing for 5 flights provided that the associated cabin overwing exit is considered inoperative.

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

**25-62-08B Non extended overwater flight**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **H** |

One or both may be inoperative or missing provided that extended overwater flight is not conducted.

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| 25-63-01 | Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) ⋖ |
|---|---|

Ident.: 9-MI-25-63-00003958.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-63-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 25-63-01A Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) (If Installed)*

Printouts are for information only!



| 25-64-01 | First Aid Kit |
|---|---|

Ident.: 9-MI-25-64-00003959.0000004 / 23 FEB 2023
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

Note: *The First Aid Kit contains:*
- *One "EASA Requirement - First Aid Kit",*
- *Additional equipment (list of minimum required additional equipment to be found in Crew Operating Procedure.Refer to OpsProc 25-64-01 First Aid Kit Additional Equipment).*

**25-64-01C Aircraft with less than 101 passenger seats installed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **1** | **No** | **-** |

One must be available.

| 25-64-01 | First Aid Kit |
|---|---|

Ident.: 9-MI-25-64-00003959.0000001 / 23 FEB 2023
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

Note: *The First Aid Kit contains:*
- *One "EASA Requirement - First Aid Kit",*
- *Additional equipment (list of minimum required additional equipment to be found in Crew Operating Procedure.Refer to OpsProc 25-64-01 First Aid Kit Additional Equipment).*

**25-64-01A Non-required "EASA Requirement - First Aid Kit" incomplete or missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **3** | **2** | **No** | **-** |

One non-required "EASA Requirement - First Aid Kit" may be incomplete or missing.

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**25-64-01B "EASA Requirement - First Aid Kit" opened and incomplete**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **3** | **1** | **No** | **-** |

One required "EASA Requirement - First Aid Kit" may be incomplete for a maximum of two calendar days.

| **25-64-01** | **First Aid Kit** |
|---|---|

Ident.: 9-MI-25-64-00003959.0000002 / 23 FEB 2023
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

*Note:* *The First Aid Kit contains:*
- *One "EASA Requirement - First Aid Kit",*
- *Additional equipment (list of minimum required additional equipment to be found in Crew Operating Procedure.Refer to OpsProc 25-64-01 First Aid Kit Additional Equipment).*

**25-64-01B "EASA Requirement - First Aid Kit" opened and incomplete**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **-** |

One required "EASA Requirement - First Aid Kit" may be incomplete for a maximum of two calendar days.

| **25-64-02** | **Emergency Medical Kit (Doctors Kit)** |
|---|---|

Ident.: 9-MI-25-64-00003960.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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** | **-** |

May be incomplete for flight to a destination where repairs or replacements can be made but not to exceed a maximum of 2 calender days.

Printouts are for information only!



| 25-64-03 | First Aid Kit Additional Equipment |
|---|---|

Ident.: 9-MI-25-64-00003961.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

*Note:* – *AED is part of the First Aid Kit Additional Equipment. One AED is required. Use Item 9-25-64-03-B for Dispatch.*
– *First Aid Kit Additional Equipment, except the AED, may be partly or totally included in the FAK. For required First Aid Kit Additional Equipment* Refer to FSM/5.12 First Aid Kit.

**25-64-03A Non-required sets of FAK Additional Equipment inoperative, incomplete, or missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **1** | **No** | **-** |

**(o)** One set of non-required FAK additional equipment may be Inoperative, incomplete, or missing.

Reference(s)

**(o)** *Refer to OpsProc 25-64-03A First Aid Kit Additional Equipment*

**25-64-03B One set of required FAK Additional Equipment inoperative, incomplete, or missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **0** | **No** | **-** |

**(o)** One set of required FAK additional equipment may be inoperative, incomplete, or missing for two consecutive calendar days.

Reference(s)

**(o)** *Refer to OpsProc 25-64-03B First Aid Kit Additional Equipment*

| 25-64-03 | First Aid Kit Additional Equipment |
|---|---|

Ident.: 9-MI-25-64-00003961.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

*Note:* – *AED is part of the First Aid Kit Additional Equipment. One AED is required. Use Item 9-25-64-03-B for Dispatch.*
– *First Aid Kit Additional Equipment, except the AED, may be partly or totally included in the FAK. For required First Aid Kit Additional Equipment* Refer to FSM/5.12 First Aid Kit.

Printouts are for information only!



**25-64-03A Non-required sets of FAK Additional Equipment inoperative, incomplete, or missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>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*

Printouts are for information only!



| 25-65-01 | Cockpit Flashlight |
|---|---|

Ident.: 9-MI-25-65-00003962.0000001 / 28 JUN 2022
**Applicable to: ALL**

**25-65-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

| 25-65-02 | Cabin Flashlight |
|---|---|

Ident.: 9-MI-25-65-00003963.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**25-65-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

One must be operative for each required cabin crewmember.

*Note:* *Number of minimum required cabin attendants are listed under:* *Refer to OM-A/ OM-A 4.1.2 Cabin Crew*

| 25-65-03 | Crash Axe/Crowbar |
|---|---|

Ident.: 9-MI-25-65-00003964.0000100 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.

Printouts are for information only!



| 25-65-03 | Crash Axe/Crowbar |
|---|---|

Ident.: 9-MI-25-65-00003964.0000200 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**25-65-03B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **1** | **No** | **-** |

One may be inoperative or missing provided one is stored in the cockpit.

| 25-65-03 | Crash Axe/Crowbar |
|---|---|

Ident.: 9-MI-25-65-00003964.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**25-65-03B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **1** | **No** | **-** |

One must be operative.

| 25-65-04 | Survival Emergency Locator Transmitter |
|---|---|

Ident.: 9-MI-25-65-00003965.0000100 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**25-65-04A One Survival Emergency Locator Transmitter operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **1** | **Yes** | **-** |

**(o)** One may be removed or missing provided that extended overwater flight is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 25-65-04A Survival Emergency Locator Transmitter (if installed)*

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**25-65-04B No Survival Emergency Locator Transmitter operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

**(o)** Both may be removed or missing provided that:

**1)** Extended overwater flight is not conducted, and

**2)** Operations over remote areas are not conducted.

Reference(s)

**(o)** *Refer to OpsProc 25-65-04B Survival Emergency Locator Transmitter (if installed)*

| **25-65-04** | **Survival Emergency Locator Transmitter** |
|---|---|

Ident.: 9-MI-25-65-00003965.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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)*

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| 25-65-04 | Survival Emergency Locator Transmitter |
|---|---|

Ident.: 9-MI-25-65-00003965.0000300 / 28 JUN 2022
**Criteria: A319 (-AILW to -AILY) / A321 (-AIRN)**
**Applicable to: D-AILW, D-AILX, D-AILY, D-AIRN**

**25-65-04A One Survival Emergency Locator Transmitter operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **1** | **Yes** | **-** |

**(o)** One may be removed or missing provided that extended overwater flight is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 25-65-04A Survival Emergency Locator Transmitter (if installed)*

**25-65-04B No Survival Emergency Locator Transmitter operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

**(o)** Both may be removed or missing provided that:

**1)** Extended overwater flight is not conducted, and

**2)** Operations over remote areas are not conducted.

Reference(s)

**(o)** *Refer to OpsProc 25-65-04B Survival Emergency Locator Transmitter (if installed)*

| 25-65-05 | Automatic Emergency Locator Transmitter ⋖ |
|---|---|

Ident.: 9-MI-25-65-00003966.0000001 / 15 DEC 2023
**Criteria: A319 (all ex. -AILW, -AILX, -AILY) / A320 / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AIQS, D-AIQW, D-AIZA**

**25-65-05E No Automatic Emergency Locator Transmitter ⋖ operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **Yes** | **-** |

All may be inoperative for 6 flights or 25 flight hours whichever occurs first.

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| 25-65-06 | Fireproof Gloves |
|---|---|

Ident.: 9-MI-25-65-00003967.0000001 / 14 JUN 2023
**Applicable to: ALL**

**25-65-06A 'C' Repair Interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

One or more may be damaged or missing.

| 25-65-07 | Megaphone |
|---|---|

Ident.: 9-MI-25-65-00003968.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**25-65-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

| 25-65-08 | Low Frequency - Underwater Locator Beacon (LF-ULB) |
|---|---|

Ident.: 9-MI-25-65-00003969.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

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**25-65-08B Overwater Flight**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative or missing provided that an automatic ELT is operative.

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| 25-66-01 | Life Vest |
|---|---|

Ident.: 9-MI-25-66-00003970.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

*Note:* *Refer to OM-B 10.1 SURVIVAL AND EMERGENCY EQUIPMENT*

**25-66-01A One life vest available for each occupant**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **No** | **-** |

One or more may be inoperative or missing provided that:

**1)** One life vest is available for each crewmember and each passenger, and

**2)** The associated seat is considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*, or

*Refer to 9-MI-25-20-09 Cabin Attendant Seat*, or

*Refer to 9-MI-25-12-01 Third Occupant Seat*, or

*Refer to 9-MI-25-12-06 Fourth Occupant Seat*.

**25-66-01B One life vest not available for each occupant**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

One or more may be inoperative or missing provided that:

**1)** Operations at a distance of more than 50 NM from the shore are not conducted, and

**2)** There is no risk of ditching during takeoff and landing.

| 25-66-01 | Life Vest |
|---|---|

Ident.: 9-MI-25-66-00003970.0000200 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

*Note:* *Refer to OM-B 10.1 SURVIVAL AND EMERGENCY EQUIPMENT*

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**25-66-01A One life vest available for each occupant**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **No** | **-** |

One or more may be inoperative or missing provided that:

**1)** One life vest is available for each crewmember and each passenger, and

**2)** The associated seat is considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*, or

*Refer to 9-MI-25-20-09 Cabin Attendant Seat*, or

*Refer to 9-MI-25-12-01 Third Occupant Seat*, or

*Refer to 9-MI-25-12-06 Fourth Occupant Seat*.

**25-66-01B One life vest not available for each occupant**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

One or more may be inoperative or missing provided that:

**1)** Operations at a distance of more than 50 NM from the shore are not conducted, and

**2)** There is no risk of ditching during takeoff and landing.

| **25-66-01** | **Life Vest** |
|---|---|

Ident.: 9-MI-25-66-00003970.0000300 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

*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

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**2)** The associated seat is considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*, or

*Refer to 9-MI-25-20-09 Cabin Attendant Seat*, or

*Refer to 9-MI-25-12-01 Third Occupant Seat*, or

*Refer to 9-MI-25-12-06 Fourth Occupant Seat*.

**25-66-01B One life vest not available for each occupant**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

One or more may be inoperative or missing provided that:

**1)** Operations at a distance of more than 50 NM from the shore are not conducted, and

**2)** There is no risk of ditching during takeoff and landing.

| **25-66-01** | **Life Vest** |
|---|---|

Ident.: 9-MI-25-66-00003970.0000400 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

*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*.

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**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.

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| **26-00-01** | **SDCU** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-26-00-00003972.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**26-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

SDCU MAINTENANCE message may be displayed on the STATUS SD page .

| **26-00-01** | **SMOKE** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-26-00-00003972.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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 .

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## FIRE OVERHEAD PANEL

| 26-01-01-01 | Bulb/LED in the ENG FIRE-PUSH pb-sw |
|---|---|

Ident.: 9-MI-26-01-01-00003973.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **16** | **8** | **No** | **-** |

A maximum of four bulbs or LEDs may be inoperative in each ENG FIRE-PUSH pb-sw .

| 26-01-01-02 | ENG AGENT pb DISCH light |
|---|---|

Ident.: 9-MI-26-01-01-00003974.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-02A One inoperative on each engine**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **2** | **Yes** | **H** |

**(m)** One may be inoperative on each engine provided that the associated fire extinguisher bottle is checked before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM Task 26-21-00-040-001*

**26-01-01-02B Both inoperative on one engine**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **2** | **Yes** | **H** |

**(m)** Both may be inoperative on one engine for four flights or 15 flight hours, whichever occurs first, provided that the associated fire extinguisher bottles are checked before each flight.

Reference(s)

**(m)** *Refer to AMM Task 26-21-00-040-001*

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| 26-01-01-03 | ENG AGENT pb SQUIB light |
|---|---|

Ident.: 9-MI-26-01-01-00003975.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **Yes** | **H** |

**(m)** One or more may be inoperative provided that the engine extinguishing system firing circuit is checked operative before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM 26-21-00-040-003*

| 26-01-01-04 | Bulb/LED in the APU FIRE-PUSH pb-sw |
|---|---|

Ident.: 9-MI-26-01-01-00003976.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-04A A maximum of four bulbs or LEDs inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **4** | **No** | **-** |

A maximum of four bulbs or LEDs may be inoperative.

**26-01-01-04B Five or more bulbs or LEDs inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **0** | **No** | **H / ETOPS** |

Five or more bulbs or LEDs may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

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| 26-01-01-05 | APU AGENT pb DISCH light |
|---|---|

Ident.: 9-MI-26-01-01-00003977.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-05A Check of bottle pressure**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that the APU fire extinguisher bottle is checked before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM Task 26-22-00-040-004*

**26-01-01-05B APU deactivated**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

| 26-01-01-06 | APU AGENT pb SQUIB light |
|---|---|

Ident.: 9-MI-26-01-01-00003978.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-06A Check of APU extinguishing system firing circuit**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that the APU extinguishing system firing circuit is checked operative before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM Task 26-22-00-040-005*

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**26-01-01-06B APU deactivated**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

| **26-01-01-31** | **ENG FIRE TEST pb** |
|---|---|

Ident.: 9-MI-26-01-01-00003979.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-31A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

**(m)** One may be inoperative provided that the associated engine fire extinguishing and detection systems are checked operative before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM 26-21-00-040-002*

| **26-01-01-32** | **APU FIRE TEST pb** |
|---|---|

Ident.: 9-MI-26-01-01-00003980.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-32A Daily check**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that the APU extinguishing system firing circuit and the bottle low pressure detection system are checked operative before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM Task 26-22-00-040-012*

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**26-01-01-32B APU deactivated**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

| **26-01-01-33** | **APU FIRE PUSH pb-sw** |
|---|---|

Ident.: 9-MI-26-01-01-00003981.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-33A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

| **26-01-01-34** | **APU AGENT pb** |
|---|---|

Ident.: 9-MI-26-01-01-00003982.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-01-01-34A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

Printouts are for information only!



## CARGO SMOKE OVERHEAD PANEL

| 26-01-02-01 | CARGO SMOKE DISCH/BTL light |
|---|---|

Ident.: 9-MI-26-01-02-00003983.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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*

| 26-01-02-01 | CARGO SMOKE DISCH/BTL light |
|---|---|

Ident.: 9-MI-26-01-02-00003983.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

### 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.

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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 |
|---|---|---|---|
| **C** | **-** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

May be inoperative provided that the associated bottle is considered inoperative.

*Refer to 9-MI-26-23-01 Cargo Agent Bottle*

Printouts are for information only!



## MAIN DECK CARGO SMOKE CONTROL PANEL (MDC-SCP)

| 26-01-09-02 | MD SMOKE pb SMOKE light |
|---|---|

Ident.: 9-MI-26-01-09-00003984.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**26-01-09-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 26-01-09-03 | MD SMOKE pb ON light |
|---|---|

Ident.: 9-MI-26-01-09-00003985.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**26-01-09-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 26-01-09-04 | SYS TEST pb |
|---|---|

Ident.: 9-MI-26-01-09-00003986.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**26-01-09-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

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| 26-01-09-05 | SYS TEST pb FAULT light |
|---|---|

Ident.: 9-MI-26-01-09-00003987.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**26-01-09-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 26-01-09-06 | SYS TEST pb ON light |
|---|---|

Ident.: 9-MI-26-01-09-00003988.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**26-01-09-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 26-01-09-07 | DSPL SEL Rotary switch |
|---|---|

Ident.: 9-MI-26-01-09-00003989.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**26-01-09-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

Printouts are for information only!



| 26-12-01 | Engine Fire Detection Loop A on the Engine 1 |
|---|---|

Ident.: 9-MI-26-12-00003990.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-12-01A**

| Repair interval | Nbr installed | Nbr required | Placard | 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 / 28 JUN 2022
**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*

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## 26-12-03 Engine Fire Detection Loop B on the Engine 1

Ident.: 9-MI-26-12-00003992.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-12-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative provided that the engine fire test is made before each flight.

Reference(s)

**(o)** *Refer to OpsProc 26-12-03A Engine Fire Detection Loop A on the Engine 2 or Loop B on the Engine 1*

## 26-12-04 Engine Fire Detection Loop B on the Engine 2

Ident.: 9-MI-26-12-00003993.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-12-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **ETOPS** |

**(o)** May be inoperative provided that:

**1)** ETOPS beyond 120 min is not conducted, and

**2)** The engine fire test is made before each flight.

Reference(s)

**(o)** *Refer to OpsProc 26-12-04A Engine Fire Detection Loop B on the Engine 2*

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| 26-12-05 | FIRE light on the ENG MASTER Panel |
|---|---|

Ident.: 9-MI-26-12-00003994.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-12-05A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative.

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| 26-13-01 | APU Fire Detection Loop |
|---|---|

Ident.: 9-MI-26-13-00003995.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 26-13-01A Loop A inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / ETOPS** |

**(o)** APU fire detection loop A may be inoperative provided that:

**1)** ETOPS beyond 120 min is not conducted, and

**2)** The APU fire test is made before each APU start, and

**3)** During APU operations on ground, APU condition is continuously monitored in the cockpit.

Reference(s)

**(o)** *Refer to OpsProc 26-13-01A APU Fire Detection Loop*

### 26-13-01B Loop B inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **ETOPS** |

**(o)** APU fire detection loop B may be inoperative provided that:

**1)** ETOPS beyond 120 min is not conducted, and

**2)** The APU fire test is made before each APU start.

Reference(s)

**(o)** *Refer to OpsProc 26-13-01B APU Fire Detection Loop*

### 26-13-01C Both loops inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H / ETOPS** |

Both loops may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

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| 26-15-01 | Avionics Smoke Detection System |
|---|---|

Ident.: 9-MI-26-15-00003996.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-15-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **ETOPS** |

**(o)** May be inoperative provided that ETOPS is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 26-15-01A Avionics Smoke Detection System*

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| 26-16-01 | Smoke Detector in the FWD Cargo Compartment |
|---|---|

Ident.: 9-MI-26-16-00003997.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

Note: *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the STATUS SD page .*
*Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message*

**26-16-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **H** |

Both detectors in the cavity may be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

*Refer to MEL Preamble - DEFINITIONS*

Note: *Loading of ballast weight may be necessary.*

| 26-16-01 | Smoke Detector in the FWD Cargo Compartment |
|---|---|

Ident.: 9-MI-26-16-00003997.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

Note: 1. *The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF).*
*Refer to 9-MI-23-73-10-01 Smoke Detection Function (CIDS-SDF)*
2. *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the STATUS SD page .*
*Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message*

**26-16-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **H** |

Both detectors in the cavity may be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

*Refer to MEL Preamble - DEFINITIONS*

Printouts are for information only!



*Note:* *Loading of ballast weight may be necessary.*

| 26-16-01 | Smoke Detector in the FWD Cargo Compartment |
|---|---|

Ident.: 9-MI-26-16-00003997.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIRN**

*Note:* *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the* STATUS *SD page .*
*Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message*

**26-16-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **H** |

Both detectors in one or both cavities may be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

*Refer to MEL Preamble - DEFINITIONS*

*Note:* *Loading of ballast weight may be necessary.*

| 26-16-01 | Smoke Detector in the FWD Cargo Compartment |
|---|---|

Ident.: 9-MI-26-16-00003997.0000004 / 28 JUN 2022
**Criteria: A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ**

*Note:* 1. *The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF).*
*Refer to 9-MI-23-73-10-01 Smoke Detection Function (CIDS-SDF)*
2. *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the* STATUS *SD page .*
*Refer to 9-MI-26-00-01 SDCU/SMOKE MAINTENANCE Message*

**26-16-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **H** |

Both detectors in one or both cavities may be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

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*Refer to MEL Preamble - DEFINITIONS*

*Note:* *Loading of ballast weight may be necessary.*

| 26-16-02 | Smoke Detector in the AFT and the BULK Cargo Compartments |
|---|---|

Ident.: 9-MI-26-16-00003998.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

*Note:*
1. *The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF).*
   *Refer to 9-MI-23-73-10-01 Smoke Detection Function (CIDS-SDF)*
2. *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the* STATUS *SD page .*
   *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-26-16-00003998.0000003 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQW)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW**

*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.

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| 26-16-02 | Smoke Detector in the AFT and the BULK Cargo Compartments |
|---|---|

Ident.: 9-MI-26-16-00003998.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, 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.

| 26-16-02 | Smoke Detector in the AFT and the BULK Cargo Compartments |
|---|---|

Ident.: 9-MI-26-16-00003998.0000004 / 28 JUN 2022
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

*Note:*
1. *The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF).*
   *Refer to 9-MI-23-73-10-01 Smoke Detection Function (CIDS-SDF)*
2. *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the* *STATUS* *SD page .*
   *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-26-16-00003998.0000005 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQS)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQS**

*Note:* *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the* *STATUS* *SD page .*

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*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-26-16-00003998.0000006 / 28 JUN 2022
**Criteria: A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ**

*Note:* 1. *The cargo smoke detection function is part of the CIDS Smoke Detection Function (CIDS-SDF).*
*Refer to 9-MI-23-73-10-01 Smoke Detection Function (CIDS-SDF)*
2. *Failure of a single detector in the cavity is indicated by a* MAINTENANCE *message on the STATUS SD page .*
*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.

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| 26-17-01 | Lavatory Smoke Detection System |
|---|---|

Ident.: 9-MI-26-17-00003999.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

### 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.

| 26-17-01 | Lavatory Smoke Detection System |
|---|---|

Ident.: 9-MI-26-17-00003999.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

*Note:* *The lavatory smoke detection function is part of CIDS Smoke Detection Function (CIDS-SDF). Refer to 9-MI-23-73-10-01 Smoke Detection Function (CIDS-SDF)*

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**26-17-01A Associated lavatory fire extinguishing system operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

**(o)** One or more may be inoperative provided that:

**1)** The associated lavatory fire extinguishing system is operative, and

**2)** A procedure is used to periodically check absence of smoke in the associated lavatory.

Reference(s)

**(o)** *Refer to OpsProc 26-17-01A Lavatory Smoke Detection System*

**26-17-01B Associated lavatory not used**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **H** |

One or more may be inoperative provided that:

**1)** The associated lavatory waste receptacle is empty, and

**2)** The associated lavatory door is locked closed and placarded inoperative:

"DEFEKT - NICHT BETRETEN"

"INOPERATIVE - DO NOT ENTER", and

**3)** The lavatory is not used for storage or for any other purpose.

| **26-17-02** | **Smoke Detection Control Unit (SDCU)** |
|---|---|

Ident.: 9-MI-26-17-00004000.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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

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**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 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIRN**

**26-17-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative provided that:

**1)** The FWD, AFT, and BULK cargo compartments are empty or do not contain flammable or combustible materials (*Refer to MEL Preamble - DEFINITIONS*), and

**2)** The lavatory smoke detection system is considered inoperative.

*Refer to 9-MI-26-17-01 Lavatory Smoke Detection System*

*Note:* *Failure of a single SDCU channel is indicated by a* MAINTENANCE *message on the STATUS SD page . Refer to 9-MI-26-00-01 SDCU MAINTENANCE Message*

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| 26-19-01 | Smoke Detector in the Main Deck Cargo Compartment |
|---|---|

Ident.: 9-MI-26-19-00004002.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**26-19-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **32** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Both detectors in one or more pair(s) may be inoperative provided that the Main Deck Cargo Compartment is empty or does not contain flammable or combustible materials.

*Note:* *Failure of a single detector in each pair is indicated by a MAINTENANCE message on the STATUS SD page.*

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## 26-22-01 APU Automatic Fire Extinguishing Control on Ground

Ident.: 9-MI-26-22-00004003.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 26-22-01A APU operations on ground monitored

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the APU condition is continuously monitored in the cockpit during APU operations on ground .

### 26-22-01B APU deactivated

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

## 26-22-02 APU Fire Extinguisher Overpressure Indication (Red Disc)

Ident.: 9-MI-26-22-00004004.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 26-22-02A APU Fire extinguisher bottle pressure switch operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(m)** May be damaged or missing provided that the APU fire extinguisher bottle pressure switch is checked operative before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM Task 26-22-00-040-007*

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**26-22-02B APU deactivated**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

| **26-22-03** | **Squib of the APU Fire Extinguisher Bottle** |
|---|---|

Ident.: 9-MI-26-22-00004005.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-22-03A One inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

**(m)** One may be inoperative provided that the remaining squib is checked operative before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM Task 26-22-00-040-008*

**26-22-03B Both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H** |

Both may be inoperative provided that the APU is deactivated.

*Refer to Item 49-10-01C Power Plant (APU)*

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| 26-22-04 | APU Fire Extinguisher Bottle |
|---|---|

Ident.: 9-MI-26-22-00004006.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-22-04A**

| Repair interval | Nbr installed | Nbr required | Placard | 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 / 28 JUN 2022
**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 / 28 JUN 2022
**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.

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Reference(s)

**(m)** *Refer to AMM 26-22-00-040-010*

**26-22-06B APU Automatic fire extinguishing control on ground considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative.

*Refer to 9-MI-26-22-01 APU Automatic Fire Extinguishing Control on Ground*

| **26-22-07** | **APU SHUT OFF pb on the External Power Panel** |
|---|---|

Ident.: 9-MI-26-22-00004009.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-22-07A APU Automatic fire extinguishing control on ground operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(m)** May be inoperative provided that the APU automatic fire extinguishing control on ground is checked operative.

Reference(s)

**(m)** *Refer to AMM 26-22-00-040-011*

**26-22-07B APU Automatic fire extinguishing control on ground considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the APU automatic fire extinguishing control on ground is considered inoperative.

*Refer to 9-MI-26-22-01 APU Automatic Fire Extinguishing Control on Ground*

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| 26-23-01 | Cargo Agent Bottle |
|---|---|

Ident.: 9-MI-26-23-00004010.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**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*

| 26-23-01 | Cargo Agent Bottle |
|---|---|

Ident.: 9-MI-26-23-00004010.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

*Note:* *The cargo smoke detection function is part of CIDS Smoke Detection Function (CIDS-SDF).*
*Refer to 9-MI-23-73-10-01 Smoke Detection Function (CIDS-SDF)*

**26-23-01A**

| 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*

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| 26-23-02 | Squib of the FWD Cargo Bottle 1 |
|---|---|

Ident.: 9-MI-26-23-00004011.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-23-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials. *Refer to MEL Preamble - DEFINITIONS*

| 26-23-03 | Squib of the AFT/BULK Cargo Bottle 1 |
|---|---|

Ident.: 9-MI-26-23-00004012.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-23-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the AFT and the BULK ⋖ cargo compartments are empty or do not contain flammable or combustible materials.

*Refer to MEL Preamble*

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| 26-24-01 | Cabin Portable Fire Extinguisher |
|---|---|

Ident.: 9-MI-26-24-00004013.0000002 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**26-24-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **4** | **3** | **Yes** | **-** |

**(o)** One non required portable fire extinguisher may be inoperative and removed or missing provided:

**1)** Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and

**2)** its installed location is placarded inoperative, and

**3)** required distribution of operative units is maintained throughout the aircraft, and

**4)** procedures are established and used to alert crew members of inoperative or missing equipment.

*Note:* *Inoperative portable fire extinguisher may be subject to dangerous goods requirements.*

Reference(s)

**(o)** *Refer to OpsProc 26-24-01A Cabin Portable Fire Extinguisher*

| 26-24-01 | Cabin Portable Fire Extinguisher |
|---|---|

Ident.: 9-MI-26-24-00004013.0000003 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**26-24-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **6** | **3** | **Yes** | **-** |

**(o)** One or more non required portable fire extinguisher may be inoperative and removed or missing provided:

**1)** Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and

**2)** its installed location is placarded inoperative, and

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**3)** required distribution of operative units is maintained throughout the aircraft, and

**4)** procedures are established and used to alert crew members of inoperative or missing equipment.

*Note:* *Inoperative portable fire extinguisher may be subject to dangerous goods requirements.*

Reference(s)

**(o)** *Refer to OpsProc 26-24-01A Cabin Portable Fire Extinguisher*

| 26-24-02 | Cockpit Portable Fire Extinguisher |
|---|---|

Ident.: 9-MI-26-24-00004014.0000001 / 28 JUN 2022
**Applicable to: ALL**

**26-24-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

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| 26-25-01 | Lavatory Waste Bin Fire Extinguishing System |
|---|---|

Ident.: 9-MI-26-25-00004015.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**26-25-01A Associated Lavatory Smoke Detection System operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more may be inoperative for each lavatory provided the lavatory smoke detection system of the affected lavatory is operative.

**26-25-01B Associated Lavatory not used.**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **H** |

One or more may be inoperative for each lavatory provided:

**1)** Waste box is empty, and

**2)** Affected lavatory is not used for any purpose, and locked closed throughout the flight, and

**3)** Affected lavatory must be periodically checked for absence of smoke, and

**4)** Affected lavatory door is placarded:

"DEFEKT - NICHT BETRETEN"

“INOPERATIVE - DO NOT ENTER".

| 26-25-01 | Lavatory Waste Bin Fire Extinguishing System |
|---|---|

Ident.: 9-MI-26-25-00004015.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**26-25-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

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| 27-00-01 | **F/CTL** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-27-00-00004016.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

F/CTL MAINTENANCE message may be displayed on the STATUS SD page .

| 27-00-02 | **SFCS** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-27-00-00004017.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-00-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

SFCS MAINTENANCE message may be displayed on the STATUS SD page .

| 27-00-03 | **SLAT SYNCH 1(2)** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-27-00-00004018.0000001 / 28 JUN 2022
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

**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 .

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| **27-00-03** | **SLAT SYNCH 1(2)** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-27-00-00004018.0000002 / 28 JUN 2022
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

**27-00-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

SLAT SYNCH 1(2) MAINTENANCE message may be displayed on the STATUS SD page .

| **27-00-04** | **FLAP SYNCH 1(2)** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-27-00-00004019.0000001 / 28 JUN 2022
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

**27-00-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

FLAP SYNCH 1(2) MAINTENANCE message may be displayed on the STATUS SD page .

| **27-00-04** | **FLAP SYNCH 1(2)** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-27-00-00004019.0000002 / 28 JUN 2022
**Criteria: if FWC H2F14 installed**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

**27-00-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

FLAP SYNCH 1(2) MAINTENANCE message may be displayed on the STATUS SD page .

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## FLT CTL OVERHEAD PANEL

| 27-01-01-01 | ELAC pb-sw FAULT light |
|---|---|

Ident.: 9-MI-27-01-01-00004020.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

| 27-01-01-02 | ELAC pb-sw OFF light |
|---|---|

Ident.: 9-MI-27-01-01-00004021.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 27-01-01-03 | SEC pb-sw FAULT light |
|---|---|

Ident.: 9-MI-27-01-01-00004022.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-01-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **Yes** | **-** |

One may be inoperative.

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| 27-01-01-04 | SEC pb-sw OFF light |
|---|---|

Ident.: 9-MI-27-01-01-00004023.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-01-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **3** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or more may be inoperative.

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| 27-07-01 | Aileron Actuator Indication on the F/CTL SD page |
|---|---|

Ident.: 9-MI-27-07-00004024.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **-** |

One or more may be inoperative.

| 27-07-02 | Aileron Position Indication on the F/CTL SD page |
|---|---|

Ident.: 9-MI-27-07-00004025.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(o)** One or more may be inoperative provided that the deflection of the affected aileron through each servo-control is visually checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 27-07-02A Aileron Position Indication on the F/CTL SD page*

| 27-07-03 | Elevator Actuator Indication on the F/CTL SD page |
|---|---|

Ident.: 9-MI-27-07-00004026.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **-** |

One or more may be inoperative.

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## 27-07-04 Elevator Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004027.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(o)** One or both may be inoperative provided that the deflection of the affected elevator is visually checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 27-07-04A Elevator Position Indication on the F/CTL SD page*

## 27-07-05 Pitch Trim Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004028.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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## 27-07-06 Rudder Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004029.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative provided that the deflection of the rudder is visually checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 27-07-06A Rudder Position Indication on the F/CTL SD page*

## 27-07-07 Rudder Trim Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004030.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-07A Rudder trim position indication operative on the center pedestal**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the rudder trim position indication is operative on the center pedestal .

**27-07-07B Rudder position checked at zero**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the rudder position is checked at zero on the F/CTL SD page before takeoff.

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## 27-07-08 Rudder Travel Limiter Position Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004031.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**27-07-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

## 27-07-09 ELAC Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004032.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

## 27-07-10 SEC Indication on the F/CTL SD page

Ident.: 9-MI-27-07-00004033.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

One or more may be inoperative.

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| 27-07-11 | Spoilers/Speedbrakes Indication on the F/CTL SD page |
|---|---|

Ident.: 9-MI-27-07-00004034.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **10** | **0** | **No** | **-** |

**(o)** One or more may be inoperative provided that the deflection of the affected surface is visually checked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 27-07-11A Spoilers/Speedbrakes Indication on the F/CTL SD page*

| 27-07-12 | Spoilers/Speedbrakes Indication on the WHEEL SD page |
|---|---|

Ident.: 9-MI-27-07-00004035.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-07-12A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 27-08-01 | Flap Position Indication on the EWD |
|---|---|

Ident.: 9-MI-27-08-00004036.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-08-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 27-08-02 | Slat Position Indication on the EWD |
|---|---|

Ident.: 9-MI-27-08-00004037.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-08-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

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| 27-14-01 | Left Aileron Blue Servo-Control (Controlled by ELAC 1) |
|---|---|

Ident.: 9-MI-27-14-00004038.0000100 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**27-14-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o) (m)** May be inoperative provided that:

**1)** It is electrically disconnected, and

**2)** It remains mechanically connected and hydraulically supplied (damping function is not affected), and

**3)** The left aileron green servo-control (controlled by ELAC 2) is operative, and

**4)** The right aileron blue servo-control (controlled by ELAC 2) is operative, and

**5)** All roll spoilers are operative, and

**6)** The TR 1 and TR 2 are operative, and

**7)** The DC TIE contactor 1PC1 is checked closed, and

**8)** The Normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

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*

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| 27-14-01 | Left Aileron Blue Servo-Control (Controlled by ELAC 1) |
|---|---|

Ident.: 9-MI-27-14-00004038.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**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-27-14-00004039.0000100 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**27-14-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(m)** May be inoperative provided that:

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**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, and

**4)** The Normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

Reference(s)

**(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-27-14-00004039.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**27-14-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(m)** May be inoperative provided that:

**1)** It is electrically disconnected, and

**2)** It remains mechanically connected and hydraulically supplied (damping function is not affected), and

**3)** All roll spoilers are operative.

Reference(s)

**(m)** *Refer to AMM Task 27-14-00-040-001*

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| 27-14-03 | Right Aileron Green Servo-Control (Controlled by ELAC 1) |
|---|---|

Ident.: 9-MI-27-14-00004040.0000100 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**27-14-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o) (m)** May be inoperative provided that:

**1)** It is electrically disconnected, and

**2)** It remains mechanically connected and hydraulically supplied (damping function is not affected), and

**3)** The right aileron blue servo-control (controlled by ELAC 2) is operative, and

**4)** The left aileron green servo-control (controlled by ELAC 2) is operative, and

**5)** All roll spoilers are operative, and

**6)** The TR 1 and TR 2 are operative, and

**7)** The DC TIE contactor 1PC1 is checked closed, and

**8)** The Normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

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*

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| 27-14-03 | Right Aileron Green Servo-Control (Controlled by ELAC 1) |
|---|---|

Ident.: 9-MI-27-14-00004040.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**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-27-14-00004041.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**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:

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**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*

| 27-14-04 | Right Aileron Blue Servo-Control (Controlled by ELAC 2) |
|---|---|

Ident.: 9-MI-27-14-00004041.0000200 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**27-14-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o) (m)** May be inoperative provided that:

**1)** It is electrically disconnected, and

**2)** It remains mechanically connected and hydraulically supplied (damping function is not affected), and

**3)** All roll spoilers are operative, and

**4)** The Normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

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*

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| 27-21-01 | Rudder Pedal Adjustment System |
|---|---|

Ident.: 9-MI-27-21-00004042.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-21-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One or both may be inoperative provided that:

**1)** The rudder pedals can be secured in a position which meets individual pilot requirements, and

**2)** The full and unrestricted movement of the rudder pedals and brake pedals deflection is possible at both pilot stations.

Reference(s)

**(o)** *Refer to OpsProc 27-21-01A Rudder Pedal Adjustment System*

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## 27-22-01 Rudder Trim System

Ident.: 9-MI-27-22-00004043.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 27-22-01A Rudder trim system 1 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO / ETOPS** |

**(o)** Rudder Trim System 1 may be inoperative provided that ETOPS is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 27-22-01A Rudder Trim System*

### 27-22-01B Rudder trim system 2 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO** |

**(o)** Rudder Trim System 2 may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 27-22-01B Rudder Trim System*

## 27-22-02 Manual Rudder Trim Reset Function

Ident.: 9-MI-27-22-00004044.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 27-22-02A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that one rudder trim position indication is operative.

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| 27-22-03 | Rudder Trim Position Indication on the Center Pedestal |
|---|---|

Ident.: 9-MI-27-22-00004045.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-22-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative provided that the rudder trim position is checked centered on the F/CTL SD page before takeoff.

Reference(s)

**(o)** *Refer to OpsProc 27-22-03A Rudder Trim Position Indication on the Center Pedestal*

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| 27-23-01 | Rudder Travel Limiter System |
|---|---|

Ident.: 9-MI-27-23-00004046.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-23-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One may be inoperative.

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## 27-34-01 Elevator Servo-Control

Ident.: 9-MI-27-34-00004047.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-34-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **4** | **4** | **No** | **-** |

All must be operative.

## 27-34-02 Elevator Servo-Control Position Transducer

Ident.: 9-MI-27-34-00004048.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-34-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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## 27-40-01 Stabilizer Mechanical Control

Ident.: 9-MI-27-40-00004049.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-40-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

## 27-40-02 Stabilizer Actuator Electric Motor

Ident.: 9-MI-27-40-00004050.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-40-02A Electric motor 3 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **-** |

The stabilizer actuator electric motor 3 may be inoperative.

**27-40-02B Electric motor 2 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H / ETOPS** |

The stabilizer actuator electric motor 2 may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** ELAC 1 pitch channel is considered inoperative.

*Refer to 9-MI-27-93-01 ELAC 1*

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| 27-51-01 | SFCC Flap Channel |
|---|---|

Ident.: 9-MI-27-51-00004051.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**27-51-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

**(o) (m)** SFCC 2 flap channel may be inoperative provided that:

**1)** It is deactivated, and

**2)** The slats and flaps are checked operative on SFCC 1, and

**3)** The SFCC 1 flap WTB is checked operative before the first MMEL dispatch and then every day, and

**4)** All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and

**5)** The minimum idle on ground is considered inoperative.

*Refer to 9-MI-73-20-05 Minimum Idle on Ground*

Reference(s)

**(o)** *Refer to OpsProc 27-51-01A SFCC Flap Channel*
**(m)** *Refer to AMM Task 27-51-00-040-001*

| 27-51-01 | SFCC Flap Channel |
|---|---|

Ident.: 9-MI-27-51-00004051.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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

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**3)** The slats and flaps are checked operative on SFCC 1, and

**4)** The SFCC 1 flap WTB is checked operative before the first MMEL dispatch and then every day, and

**5)** All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and

**6)** The minimum idle on ground is considered inoperative.

*Refer to 9-MI-73-20-05 Minimum Idle on Ground*

Reference(s)

**(o)** *Refer to OpsProc 27-51-01A SFCC Flap Channel*
**(m)** *Refer to AMM Task 27-51-00-040-001*

| 27-51-02 | Flap Wing Tip Brakes Solenoid |
|---|---|

Ident.: 9-MI-27-51-00004052.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-51-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **4** | **2** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(o) (m)** One or two solenoids associated with the SFCC 2 may be inoperative provided that the SFCC 1 flap WTB is checked operative before the first MEL dispatch and then every day.

Reference(s)

**(o)** *Refer to OpsProc 27-51-02A Flap Wing Tip Brakes Solenoid*
**(m)** *Refer to AMM Task 27-51-00-040-004*

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## 27-54-01 Flap Hydraulic Motor

Ident.: 9-MI-27-54-00004053.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 27-54-01A Green motor inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

Green motor may be inoperative.

### 27-54-01B Yellow motor inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

Yellow motor may be inoperative provided that the blue slat motor is operative.

## 27-54-02 Flap PCU Valve Block

Ident.: 9-MI-27-54-00004054.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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*

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| 27-54-02 | Flap PCU Valve Block |
|---|---|

Ident.: 9-MI-27-54-00004054.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**27-54-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

The valve block associated with SFCC 2 may be inoperative provided that the SFCC 2 flap channel is considered inoperative.

*Refer to 9-MI-27-51-01 SFCC Flap Channel*

| 27-54-03 | Flap Pressure-Off Brake |
|---|---|

Ident.: 9-MI-27-54-00004055.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-54-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

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| 27-64-01 | Spoiler 5 |
|---|---|

Ident.: 9-MI-27-64-00004056.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**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*

| 27-64-01 | Spoiler 5 |
|---|---|

Ident.: 9-MI-27-64-00004056.0000200 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**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, and

**3)** The normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

Reference(s)

**(o)** *Refer to OpsProc 27-64-01A Spoiler 5*
**(m)** *Refer to AMM Task 27-64-00-040-001*

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| 27-64-02 | Spoiler 1 or 3 |
|---|---|

Ident.: 9-MI-27-64-00004057.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-64-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **2** | **No** | **H** |

**(o) (m)** One pair of spoilers 1 or 3 may be inoperative provided that:

**1)** The affected spoiler is deactivated in the retracted position, and

**2)** The pairs of spoilers 2, 4, and 5 are operative, and

**3)** Performance penalties are applied.

Reference(s)

**(o)** *Refer to OpsProc 27-64-02A Spoiler 1 or 3*
**(m)** *Refer to AMM Task 27-64-00-040-001*

| 27-64-03 | Spoiler 2 or 4 |
|---|---|

Ident.: 9-MI-27-64-00004058.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**27-64-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **2** | **No** | **H** |

**(o) (m)** One pair of spoilers 2 or 4 may be inoperative in the retracted position provided that:

**1)** The affected spoiler is deactivated in the retracted position, and

**2)** The pairs of spoilers 1, 3, and 5 are operative, and

**3)** The SFCC 2 flap channel is operative, and

**4)** The Flight Manual performance penalties are applied.

Reference(s)

**(o)** *Refer to OpsProc 27-64-03A Spoiler 2 or 4*
**(m)** *Refer to AMM Task 27-64-00-040-001*

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| 27-64-03 | Spoiler 2 or 4 |
|---|---|

Ident.: 9-MI-27-64-00004058.0000200 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**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, and

**5)** If the pair of spoiler 4 is inoperative, the normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

Reference(s)

**(o)** *Refer to OpsProc 27-64-03A Spoiler 2 or 4*
**(m)** *Refer to AMM Task 27-64-00-040-001*

| 27-64-04 | Spoilers 1 and 2 |
|---|---|

Ident.: 9-MI-27-64-00004059.0000100 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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

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**3)** The SFCC 2 flap channel is operative, and

**4)** Performance penalties are applied.

Reference(s)

**(o)** *Refer to OpsProc 27-64-04A Spoilers 1 and 2*
**(m)** *Refer to AMM Task 27-64-00-040-002*

| 27-64-04 | Spoilers 1 and 2 |
|---|---|

Ident.: 9-MI-27-64-00004059.0000200 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**27-64-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **4** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO** |

**(o) (m)** One pair of spoilers 1 and 2 may be inoperative provided that:

**1)** The affected spoilers are deactivated in the retracted position, and

**2)** The pairs of spoilers 3, 4, and 5 are operative, and

**3)** The SFCC 2 flap channel is operative, and

**4)** Performance penalties are applied.

Reference(s)

**(o)** *Refer to OpsProc 27-64-04A Spoilers 1 and 2*
**(m)** *Refer to AMM Task 27-64-00-040-002*

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| 27-64-05 | Spoilers 3 and 4 |
|---|---|

Ident.: 9-MI-27-64-00004060.0000100 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**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, and

**7)** The normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

Reference(s)

**(o)** *Refer to OpsProc 27-64-05A Spoilers 3 and 4*
**(m)** *Refer to AMM Task 27-64-00-040-001*

| 27-64-05 | Spoilers 3 and 4 |
|---|---|

Ident.: 9-MI-27-64-00004060.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**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:

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**1)** The affected spoilers are deactivated in the retracted position, and

**2)** The pairs of spoilers 1, 2, and 5 are operative, and

**3)** The TR 1 and TR 2 are operative, and

**4)** The DC TIE contactor 1PC1 is checked closed, and

**5)** The SFCC 2 flap channel is operative, and

**6)** The Flight Manual performance penalties are applied.

Reference(s)

**(o)** *Refer to OpsProc 27-64-05A Spoilers 3 and 4*
**(m)** *Refer to AMM Task 27-64-00-040-001*

| 27-64-06 | Load Alleviation Function (LAF) |
|---|---|

Ident.: 9-MI-27-64-00004061.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**27-64-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

| 27-64-07 | Load Alleviation Function Accumulator |
|---|---|

Ident.: 9-MI-27-64-00004062.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**27-64-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **-** |

One or more may be inoperative.

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| 27-81-01 | SFCC Slat Channel |
|---|---|

Ident.: 9-MI-27-81-00004063.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-81-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(o) (m)** SFCC 2 slat channel may be inoperative provided that:

**1)** It is deactivated, and

**2)** The slats and flaps are checked operative on SFCC 1, and

**3)** The SFCC 1 slat WTB is checked operative before the first MEL dispatch and then every day, and

**4)** All ELACs, SECs, LGCIUs, RAs, FACs and ADIRS are operative, and

**5)** Takeoff is not performed in CONF 1+F.

Reference(s)

**(o)** *Refer to OpsProc 27-81-01A SFCC Slat Channel*
**(m)** *Refer to AMM Task 27-51-00-040-005*

| 27-81-02 | Slat Wing Tip Brakes Solenoid |
|---|---|

Ident.: 9-MI-27-81-00004064.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-81-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **4** | **2** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **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*

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| 27-84-01 | Slats Hydraulic Motor |
|---|---|

Ident.: 9-MI-27-84-00004065.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-84-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative.

| 27-84-02 | Slat PCU Valve Block |
|---|---|

Ident.: 9-MI-27-84-00004066.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-84-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

The valve block associated with SFCC 2 may be inoperative provided that the SFCC 2 slat channel is considered inoperative.

*Refer to 9-MI-27-81-01 SFCC Slat Channel*

| 27-84-03 | Slat Pressure-Off Brake |
|---|---|

Ident.: 9-MI-27-84-00004067.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-84-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

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## 27-92-01 Speedbrake Control System

Ident.: 9-MI-27-92-00004068.0000001 / 28 JUN 2022
**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 or speedbrakes 3 and 4 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **1** | **No** | **H** |

**(o)** Speedbrake 2 or speedbrakes 3 and 4 may be inoperative provided that the performance penalties associated with one or two pairs of spoilers inoperative are applied.

Reference(s)

**(o)** *Refer to OpsProc 27-92-01B Speedbrake Control System (speedbrake 2 or speedbrakes 3 and 4 inoperative)*

## 27-92-02 Ground Spoiler Control System

Ident.: 9-MI-27-92-00004069.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 27-92-02A Ground spoiler control system inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** May be inoperative provided that:

**1)** Both thrust reversers are not taken into account for performance computation, and

**2)** The autobrake function is not used, and

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**3)** The performance penalties are applied.

Reference(s)

**(o)** *Refer to OpsProc 27-92-02A Ground Spoiler Control System (ground spoiler control system inoperative)*

**27-92-02B Spoilers 5 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **1** | **No** | **-** |

**(o)** The pair of spoilers 5 may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 27-92-02B Ground Spoiler Control System (pair of spoilers 5 inoperative)*

**27-92-02C Spoilers 1 and 2, or spoilers 3 and 4 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **1** | **No** | **H** |

**(o)** The pairs of spoilers 1 and 2 or the pairs of spoilers 3 and 4 may be inoperative provided that the performance penalties are applied.

Reference(s)

**(o)** *Refer to OpsProc 27-92-02C Ground Spoiler Control System (pairs of spoilers 1 and 2 or pairs of spoilers 3 and 4 inoperative)*

| **27-92-03** | **SIDESTICK PRIORITY light** |
|---|---|

Ident.: 9-MI-27-92-00004070.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-92-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **4** | **4** | **No** | **-** |

All must be operative.

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| 27-92-04 | Sidestick Dual Input Visual Warnings |
|---|---|

Ident.: 9-MI-27-92-00004071.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-92-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 27-92-05 | Sidestick Dual Input Aural Warning |
|---|---|

Ident.: 9-MI-27-92-00004072.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-92-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

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| 27-93-01 | ELAC 1 |
|---|---|

Ident.: 9-MI-27-93-00004073.0000100 / 14 MAY 2024
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**27-93-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO / ETOPS** |

**(o) (m)** ELAC 1 or any ELAC 1 function may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** All SECs, SFCCs, LGCIUs, RAs, ADIRS and FACs are operative, and

**3)** The pairs of spoilers 2, 3, 4, and 5 are operative, and

**4)** The TR 1 and the TR 2 are operative, and

**5)** Both accelerometers associated with the ELAC 2 are checked operative before each flight, and

**6)** All sidesticks transducers associated with the ELAC 2 and the three SECs are checked operative before each flight, and

**7)** The DC TIE contactor 1PC1 is checked closed, before each flight, and

**8)** The elevators and roll spoilers control is checked operative through the SECs before each flight, and

**9)** The ailerons control is checked operative through the ELAC 2 before each flight.

*Note:* *F/O take-over pb cannot disengage AP 1.*

Reference(s)

**(o)** *Refer to OpsProc 27-93-01A ELAC 1*
**(m)** *Refer to AMM Task 27-93-00-040-001*

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| 27-93-01 | ELAC 1 |
|---|---|

Ident.: 9-MI-27-93-00004073.0000200 / 14 MAY 2024
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**27-93-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO / ETOPS** |

**(o) (m)** ELAC 1 or any ELAC 1 function may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** All SECs, SFCCs, LGCIUs, RAs, ADIRS and FACs are operative, and

**3)** The pairs of spoilers 2, 3, 4, and 5 are operative, and

**4)** The TR 1 and the TR 2 are operative, and

**5)** Both accelerometers associated with the ELAC 2 are checked operative before each flight, and

**6)** All sidesticks transducers associated with the ELAC 2 and the three SECs are checked operative before each flight, and

**7)** The DC TIE contactor 1PC1 is checked closed, before each flight, and

**8)** The elevators and roll spoilers control is checked operative through the SECs before each flight, and

**9)** The ailerons control is checked operative through the ELAC 2 before each flight, and

**10)** Except if ELAC pitch channel is failed, the normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

*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*

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| 27-93-02 | ELAC 2 |
|---|---|

Ident.: 9-MI-27-93-00004074.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-93-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 27-93-03 | Pitch Normal Law |
|---|---|

Ident.: 9-MI-27-93-00004075.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-93-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

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| 27-94-01 | SEC 1 |
|---|---|

Ident.: 9-MI-27-94-00004076.0000003 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**27-94-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o) (m)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** It is deactivated, and

**3)** The SEC 2 and the SEC 3 are operative, and

**4)** All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and

**5)** The SFCC 2 flap channel is operative, and

**6)** All aileron servo-controls are operative, and

**7)** The TR 1 and the 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, and

**12)** The normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

Reference(s)

**(o)** *Refer to OpsProc 27-94-01A SEC 1*
**(m)** *Refer to AMM Task 27-94-00-040-002*

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| 27-94-01 | SEC 1 |
|---|---|

Ident.: 9-MI-27-94-00004076.0000004 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**27-94-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o) (m)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** It is deactivated, and

**3)** The SEC 2 and the SEC 3 are operative, and

**4)** All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and

**5)** The SFCC 2 flap channel is operative, and

**6)** All aileron servo-controls are operative, and

**7)** The TR 1 and TR 2 are operative, and

**8)** The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and

**9)** The DC TIE contactor 1PC1 is checked closed, before each flight, and

**10)** The elevators control through the SEC 2 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight, and

**11)** The Flight Manual performance penalties for the pairs of spoilers 3 and 4 inoperative are applied.

Reference(s)

**(o)** *Refer to OpsProc 27-94-01A SEC 1*
**(m)** *Refer to AMM Task 27-94-00-040-002*

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| 27-94-02 | SEC 2 |
|---|---|

Ident.: 9-MI-27-94-00004078.0000004 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**27-94-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **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, and

**7)** The normal LAF law is considered inoperative.

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

Reference(s)

**(o)** *Refer to OpsProc 27-94-02A SEC 2*
**(m)** *Refer to AMM Task 27-94-00-040-002*

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| 27-94-02 | SEC 2 |
|---|---|

Ident.: 9-MI-27-94-00004078.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**27-94-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o) (m)** May be inoperative provided that:

**1)** It is deactivated, and

**2)** The SEC 1 and the SEC 3 are operative, and

**3)** All ELACs, SFCCs, LGCIUs, RAs, FACs and ADIRS are operative, and

**4)** All aileron servo-controls are operative, and

**5)** The sidestick transducers associated with the ELACs and the operative SECs are checked operative before each flight, and

**6)** The elevators control through the SEC 1 and the ELACs and the roll spoilers control through the operative SECs are checked operative before each flight.

Reference(s)

**(o)** *Refer to OpsProc 27-94-02A SEC 2*
**(m)** *Refer to AMM Task 27-94-00-040-002*

| 27-94-03 | SEC 3 |
|---|---|

Ident.: 9-MI-27-94-00004079.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-94-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** May be inoperative provided that:

**1)** It is deactivated, and

**2)** The SEC 1 and SEC 2 are operative, and

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**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*

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| 27-95-01 | FCDC 1 |
|---|---|

Ident.: 9-MI-27-95-00004080.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-95-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 27-95-02 | FCDC 2 |
|---|---|

Ident.: 9-MI-27-95-00004081.0000001 / 28 JUN 2022
**Applicable to: ALL**

**27-95-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 27-95-02A FCDC 2*

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| 28-00-01 | **FUEL** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-28-00-00004082.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **M** |

FUEL MAINTENANCE message may be displayed on the STATUS SD page .

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## FUEL OVERHEAD PANEL

| 28-01-01-01 | Wing TK PUMP pb-sw FAULT light |
|---|---|

Ident.: 9-MI-28-01-01-00004083.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **Yes** | **-** |

One or more may be inoperative provided that the corresponding pump is set to OFF when the associated tank is empty.

| 28-01-01-02 | Wing TK PUMP pb-sw OFF light |
|---|---|

Ident.: 9-MI-28-01-01-00004084.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **Yes** | **-** |

One or more may be inoperative provided that the corresponding pump indication is operative on the FUEL SD page .

| 28-01-01-03 | X FEED pb-sw ON light |
|---|---|

Ident.: 9-MI-28-01-01-00004085.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-01-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the X FEED indication is operative on the FUEL SD page .

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| 28-01-01-04 | X FEED pb-sw OPEN light |
|---|---|

Ident.: 9-MI-28-01-01-00004086.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-01-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the X FEED indication is operative on the FUEL SD page .

| 28-01-01-05 | CTR TK PUMP pb-sw FAULT light |
|---|---|

Ident.: 9-MI-28-01-01-00004087.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**28-01-01-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the corresponding pump is set to OFF when there is no fuel in the center tank.

| 28-01-01-05 | CTR TK XFR pb-sw FAULT light |
|---|---|

Ident.: 9-MI-28-01-01-00004087.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

**28-01-01-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.

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| 28-01-01-06 | CTR TK PUMP pb-sw OFF light |
|---|---|

Ident.: 9-MI-28-01-01-00004088.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**28-01-01-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the corresponding pump indication is operative on the FUEL SD page .

| 28-01-01-06 | CTR TK XFR pb-sw OFF light |
|---|---|

Ident.: 9-MI-28-01-01-00004088.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

**28-01-01-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the corresponding transfer valve indication is operative on the FUEL SD page .

| 28-01-01-07 | FUEL MODE SEL pb-sw FAULT light |
|---|---|

Ident.: 9-MI-28-01-01-00004089.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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 .

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Reference(s)

**(o)** *Refer to OpsProc 28-01-01-07A FUEL MODE SEL pb-sw FAULT light*

| 28-01-01-07 | FUEL MODE SEL pb-sw FAULT light |
|---|---|

Ident.: 9-MI-28-01-01-00004089.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

**28-01-01-07B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that all wing tank pumps and center tank transfer valves indications are operative on the FUEL SD page .

| 28-01-01-08 | ACT pb-sw FAULT light |
|---|---|

Ident.: 9-MI-28-01-01-00004090.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-01-01-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative provided that the fuel quantity indications of the ACT(s) and of the center tank are operative on the FUEL SD page .

Reference(s)

**(o)** *Refer to OpsProc 28-01-01-08A ACT pb-sw FAULT light*

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| 28-01-01-09 | ACT pb-sw FWD light |
|---|---|

Ident.: 9-MI-28-01-01-00004091.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-01-01-09A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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# FUEL QUANTITY INDICATIONS ON THE FUEL SD PAGE

| 28-07-01-01 | Fuel On Board (FOB) Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-01-00004092.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-07-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 28-07-01-01A Fuel On Board (FOB) Indication on the FUEL SD page*

| 28-07-01-02 | Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-01-00004093.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-07-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

**(o)** One or more FQI may be in the degraded mode (with dashes on the two last digits) provided that the loss of accuracy is taken into account for the fuel planning for each affected tank.

*Note:* *The Fuel On Board indication is also in the degraded mode.*

Reference(s)

**(o)** *Refer to OpsProc 28-07-01-02A Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page*

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| 28-07-01-03 | Outer Tank Fuel Quantity Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-01-00004094.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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*

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**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*

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| 28-07-01-04 | Inner Tank Fuel Quantity Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-01-00004095.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

### 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*

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| 28-07-01-04 | Wing Tank Fuel Quantity Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-01-00004095.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**28-07-01-04A Check of fuel quantity in the associated tank after refueling**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

**(o) (m)** One may be inoperative provided that:

**1)** The fuel quantity in the associated tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and

**2)** The associated fuel used indication is operative.

Reference(s)

**(o)** *Refer to OpsProc 28-07-01-04A Inner/Wing Tank Fuel Quantity Indication on the FUEL SD page*
**(m)** *Refer to AMM Task 28-40-00-040-005*

| 28-07-01-05 | Center Tank Fuel Quantity Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-01-00004096.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (all ex. -AEUA)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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*

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**(m)** *Refer to AMM Task 28-40-00-040-006*

### 28-07-01-05B Fuel in the center tank not usable

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative provided that there is no fuel in the center tank or the fuel in this tank is considered as not usable and as part of the ZFW and is taken into account for CG determination.

## 28-07-01-05 | Center Tank Fuel Quantity Indication on the FUEL SD page

Ident.: 9-MI-28-07-01-00004096.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

*Note: This failure will result in the display of the FUEL ACT XFR FAULT alert while the automatic transfer is still operative.*
*Refer to 9-MI-28-09-03 FUEL ACT XFR FAULT Alert*

### 28-07-01-05A Check of fuel quantity after refueling

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative provided that:

**1)** The fuel quantity in the center tank is checked after each refueling by the manual magnetic indicators or by the corresponding fuel quantity indicator on the refuel/defuel control panel, and

**2)** All wing tanks and ACT(s) fuel quantity indications are operative, and

**3)** Both fuel used indications are operative, and

**4)** The forward transfer from ACT(s) to the center tank is monitored during the flight.

Reference(s)

**(o)** *Refer to OpsProc 28-07-01-05A Center Tank Fuel Quantity Indication on the FUEL SD page*
**(m)** *Refer to AMM Task 28-40-00-040-006*

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**28-07-01-05B Fuel in the center tank not usable**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative provided that:

**1)** There is no fuel in the center tank or the fuel in this tank is considered as not usable and as part of the ZFW and is taken into account for CG determination, and

**2)** There is no fuel in any ACT.

| **28-07-01-06** | **ACT Fuel Quantity Indication on the FUEL SD page** |
|---|---|

Ident.: 9-MI-28-07-01-00004097.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

*Note:* *This failure will result in the inhibition of the FUEL ACT XFR FAULT alert.*
*Refer to 9-MI-28-09-03 FUEL ACT XFR FAULT Alert*

**28-07-01-06B Fuel in the ACT**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

**(o)** One fuel quantity indication may be inoperative provided that:

**1)** All wing tanks and center tank and the other ACT (if two ACTs are installed) fuel quantity indications are operative, and

**2)** Both fuel used indications are operative, and

**3)** The forward transfer from ACT(s) to the center tank is monitored during the flight.

Reference(s)

**(o)** *Refer to OpsProc 28-07-01-06B ACT Fuel Quantity Indication on the FUEL SD page*

**28-07-01-06C ACT empty**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more may be inoperative provided that there is no fuel in any ACT.

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# FUEL TEMPERATURE INDICATIONS ON THE FUEL SD PAGE

| 28-07-02-01 | Fuel Temperature Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-02-00004098.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**28-07-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **2** | **No** | **-** |

One in each wing or both in one wing may be inoperative.

| 28-07-02-01 | Fuel Temperature Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-02-00004098.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**28-07-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative.

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# TANK PUMP INDICATIONS ON THE FUEL SD PAGE

| 28-07-03-01 | Wing Tank Pump Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-03-00004099.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-07-03-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **-** |

One or more may be inoperative.

| 28-07-03-02 | Center Tank Pump Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-03-00004100.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**28-07-03-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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# VALVE INDICATIONS ON THE FUEL SD PAGE

| 28-07-04-01 | Engine LP Fuel Valve Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-04-00004101.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-07-04-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(m)** One or both may be inoperative provided that the associated LP valve is checked operative before each flight.

Reference(s)

**(m)** *Refer to AMM Task 28-40-00-040-009*

| 28-07-04-02 | APULP Fuel Valve Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-04-00004102.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-07-04-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that:

**1)** The APU LP valve is secured in the closed position and,

**2)** The APU is considered inoperative.

*Refer to 9-MI-49-10-01 Power Plant (APU)*

Reference(s)

**(m)** *Refer to AMM Task 28-40-00-040-001*

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| 28-07-04-03 | Crossfeed Valve Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-04-00004103.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-07-04-03A Non ETOPS flight**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H / ETOPS** |

**(m)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** Operation of the crossfeed valve is checked before the first flight of each day.

Reference(s)

**(m)** *Refer to AMM Task 28-40-00-040-002*

**28-07-04-03B ETOPS flight**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(m)** For ETOPS, may be inoperative provided that the operation of crossfeed valve is checked before each flight.

Reference(s)

**(m)** *Refer to AMM Task 28-40-00-040-002*

| 28-07-04-04 | Wing Transfer Valve Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-04-00004104.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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:

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**1)** The fuel quantity indications of the associated inner and outer tanks are operative, and

**2)** The transfer valve operation is checked before each flight and when used in flight.

Reference(s)

**(o)** *Refer to OpsProc 28-07-04-04A Wing Transfer Valve Indication on the FUEL SD page*
**(m)** *Refer to AMM Task 28-40-00-040-004*

| 28-07-04-05 | Center Tank Transfer Valve Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-04-00004105.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

**28-07-04-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 28-07-04-06 | ACT to CTR TK Transfer (Arrow) Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-04-00004106.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-07-04-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the fuel quantity indications (both FQI if both ACTs installed) of the ACT(s) and of the center tank are operative on the FUEL SD page .

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# FUEL FLOW INDICATION ON THE FUEL SD PAGE

| 28-07-05-01 | Fuel Flow 1+2 Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-05-00004107.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**28-07-05-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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# FUEL USED INDICATION ON THE FUEL SD PAGE

| 28-07-06-01 | Fuel Used Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-06-00004108.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**28-07-06-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **-** |

*Refer to 9-MI-73-07-01 F. USED Indication on the ENGINE SD PAGE*

| 28-07-06-01 | Fuel Used Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-06-00004108.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**28-07-06-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **-** |

*Refer to 9-MI-73-07-01 Fuel Used Indication on the ENGINE SD PAGE*

| 28-07-06-02 | Fuel Used 1+2 Indication on the FUEL SD page |
|---|---|

Ident.: 9-MI-28-07-06-00004109.0000003 / 28 JUN 2022
**Criteria: A319 (-AIBP, -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**28-07-06-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

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| **28-09-01** | FUEL L(R) INNER(OUTER) TK HI TEMP **Alert** |
|---|---|

Ident.: 9-MI-28-09-00004110.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

### 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.*

Reference(s)

**(o)** *Refer to OpsProc 28-09-01B FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

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| **28-09-01** | FUEL L(R) WING TK HI TEMP **Alert** |
|---|---|

Ident.: 9-MI-28-09-00004110.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

### 28-09-01A One inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be displayed provided that:

**1)** The fuel temperature indications of the opposite wing are operative on the FUEL SD page , and

**2)** The fuel temperature is monitored before takeoff and during the flight.

*Note:* *For fuel temperature limitations,* *Refer to 1-FUEL Fuel Temperature.*
*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 28-09-01A 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.*
*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 28-09-01B FUEL L(R) INNER(OUTER)/WING TK HI TEMP Alert*

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| **28-09-02** | FUEL L(R) INNER(OUTER) TK LO TEMP **Alert** |
|---|---|

Ident.: 9-MI-28-09-00004111.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

### 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*

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| **28-09-02** | FUEL L(R) WING TK LO TEMP **Alert** |
|---|---|

Ident.: 9-MI-28-09-00004111.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

### 28-09-02A One inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be displayed provided that:

**1)** The fuel temperature indications of the opposite wing are operative on the FUEL SD page , and

**2)** The fuel temperature is monitored before takeoff and during the flight.

*Note:* *For fuel temperature limitations,* *Refer to 1-FUEL Fuel Temperature.*
*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 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.*
*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*

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## 28-09-03 FUEL ACT XFR FAULT **Alert**

Ident.: 9-MI-28-09-00004112.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

### 28-09-03A ACT empty

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be displayed provided that there is no fuel in any ACT.

### 28-09-03B ACT fuel transfer monitored

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be displayed provided that the forward transfer from the ACT(s) to the center tank is monitored during the flight.

Reference(s)

**(o)** *Refer to OpsProc 28-09-03B FUEL ACT XFR FAULT Alert*

## 28-09-04 FUEL ACT PUMP LO PR **Alert**

Ident.: 9-MI-28-09-00004113.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

### 28-09-04A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be displayed.

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| 28-12-01 | Overpressure Protector between the Inner and the Outer Tank |
|---|---|

Ident.: 9-MI-28-12-00004114.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**28-12-01A Inner tank temperature monitored**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(o)** One or both may be broken or missing provided that the fuel temperature of the inner tank is monitored.

Reference(s)

**(o)** *Refer to OpsProc 28-12-01A Overpressure Protector Between the Inner and the Outer Tank (Inner tank fuel temperature monitored)*

**28-12-01B Transfer valves secured open**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(o)** **(m)** One or both may be broken or missing provided that the associated transfer valves are secured in the open position after each refueling, or after each aircraft repowering.

Reference(s)

**(o)** *Refer to OpsProc 28-12-01B Overpressure Protector Between the Inner and the Outer Tank (Transfer valves opened)*
**(m)** *Refer to AMM Task 28-12-00-040-003*

| 28-12-02 | Overpressure Protector in the Vent Surge Tank |
|---|---|

Ident.: 9-MI-28-12-00004115.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-12-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(o)** One or both may be broken or missing.

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Reference(s)

**(o)** *Refer to OpsProc 28-12-02A Overpressure Protector in the Vent Surge Tank*

| 28-12-03 | Overpressure Protector in the Inner Tank |
|---|---|

Ident.: 9-MI-28-12-00004116.0000002 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**28-12-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

| 28-12-03 | Overpressure Protector in the Wing Tank |
|---|---|

Ident.: 9-MI-28-12-00004116.0000003 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**28-12-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

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| 28-12-04 | Overpressure Protector between the Center and the Inner Tank |
|---|---|

Ident.: 9-MI-28-12-00004117.0000002 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**28-12-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 28-12-04 | Overpressure Protector between the Center and the Wing Tank |
|---|---|

Ident.: 9-MI-28-12-00004117.0000001 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**28-12-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 28-12-05 | Overpressure Protector in the ACT ⏪ |
|---|---|

Ident.: 9-MI-28-12-00004118.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-12-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

All may be broken or missing provided that the ACT auto transfer system is considered inoperative.

*Refer to 9-MI-28-28-01 ACT Auto Transfer System*

Printouts are for information only!



| 28-15-01 | LH Wing Transfer Valve |
|---|---|

Ident.: 9-MI-28-15-00004119.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

### 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*

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| 28-15-02 | RH Wing Transfer Valve |
|---|---|

Ident.: 9-MI-28-15-00004120.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

### 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*

Printouts are for information only!



| 28-20-01 | Automatic Fuel Feed System |
|---|---|

Ident.: 9-MI-28-20-00004121.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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*

Printouts are for information only!



| 28-21-01 | Wing Tank Pump |
|---|---|

Ident.: 9-MI-28-21-00004122.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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-28-21-00004122.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.

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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-28-21-00004122.0000300 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**28-21-01A JP4/JET B not used**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **3** | **Yes** | **H** |

**(o)** One pump may be inoperative provided that JP4/JET B is not used.

Reference(s)

**(o)** *Refer to OpsProc 28-21-01A Wing Tank Pump*

**28-21-01B Use of JP4/JET B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **3** | **Yes** | **H** |

**(o)** Pump 2 LH or pump 2 RH may be inoperative when JP4/JET B is used provided that the fuel temperature is less than 30 °C.

Reference(s)

**(o)** *Refer to OpsProc 28-21-01B Wing Tank Pump*

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| 28-21-02 | Center Tank Pump |
|---|---|

Ident.: 9-MI-28-21-00004123.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

### 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)*

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| 28-21-03 | Wing Tank Pump Sequence Valve |
|---|---|

Ident.: 9-MI-28-21-00004124.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.

Printouts are for information only!



| 28-22-01 | APU Fuel Pump |
|---|---|

Ident.: 9-MI-28-22-00004125.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 28-22-01A Non ETOPS flight

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative provided that ETOPS is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 28-22-01A APU Fuel Pump*

### 28-22-01B ETOPS120 min flight

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **Yes** | **ETOPS** |

**(o)** May be inoperative for four flights provided that ETOPS beyond 120 min is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 28-22-01B APU Fuel Pump*

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| 28-23-01 | Crossfeed Valve |
|---|---|

Ident.: 9-MI-28-23-00004126.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-23-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

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| 28-24-01 | Engine LP Fuel Valve Electrical Motor |
|---|---|

Ident.: 9-MI-28-24-00004127.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-24-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **4** | **3** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(m)** One may be inoperative on one engine provided that:

**1)** The affected motor is deactivated, and

**2)** The remaining motor is checked operative.

Reference(s)

**(m)** *Refer to AMM Task 28-24-00-040-002*

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## 28-25-01 Fuel Quantity Preselector

Ident.: 9-MI-28-25-00004128.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-25-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **-** |

One or more may be inoperative.

## 28-25-02 Fuel Quantity on the Refuel/Defuel Control Panel

Ident.: 9-MI-28-25-00004129.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-25-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **-** |

One or more indications may be inoperative provided that the fuel quantity is continuously monitored on the FUEL SD page during refueling and defueling.

## 28-25-03 Refuel Valve

Ident.: 9-MI-28-25-00004130.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AEUC, -AIRN)**
**Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**28-25-03A Manual refueling**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

Printouts are for information only!



**28-25-03B Gravity refueling**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative provided that overwing gravity refueling is performed.

| **28-25-03** | **Refuel Valve** |
|---|---|

Ident.: 9-MI-28-25-00004130.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**28-25-03A Manual refueling**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **H** |

**(m)** One or more may be inoperative provided that the aircraft is manually refueled.

Reference(s)

**(m)** *Refer to AMM Task 28-25-00-040-005*

| **28-25-04** | **Transfer Defuel Valve** |
|---|---|

Ident.: 9-MI-28-25-00004131.0000001 / 28 JUN 2022
**Applicable to: ALL**

**28-25-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(m)** May be inoperative provided that the valve is secured in the closed position.

Reference(s)

**(m)** *Refer to AMM 28-25-00-040-004*

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| 28-25-05 | Exterior Refuel/Defuel Control Panel |
|---|---|

Ident.: 9-MI-28-25-00004132.0000100 / 14 MAY 2024
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**28-25-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that the aircraft is manually refueled.

Reference(s)

**(m)** *Refer to AMM Task 28-25-00-040-008*

| 28-25-05 | Exterior Refuel/Defuel Control Panel |
|---|---|

Ident.: 9-MI-28-25-00004132.0000200 / 14 MAY 2024
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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*

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| 28-25-06 | Cockpit Refuel/Defuel Control Panel |
|---|---|

Ident.: 9-MI-28-25-00004133.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**28-25-06A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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| 28-26-01 | Center Tank Transfer Valve |
|---|---|

Ident.: 9-MI-28-26-00004134.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321 (all ex. -AEUA)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, 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.

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| 28-26-01 | Center Tank Transfer Valve |
|---|---|

Ident.: 9-MI-28-26-00004134.0000200 / 28 JUN 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

### 28-26-01B One inoperative closed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H** |

**(o)** One may be inoperative in the closed position provided that the flight routes permit a landing at a suitable airport if the remaining center tank transfer valve fails with fuel in the center tank and in any ACT.

Reference(s)

**(o)** *Refer to OpsProc 28-26-01B Center Tank Transfer Valve*

### 28-26-01E Both inoperative closed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H** |

Both may be inoperative in the closed position provided that there is no fuel in any ACT and the center tank or the fuel in any ACT and the center tank is considered as not usable and as part of the ZFW and is taken into account for CG determination.

### 28-26-01F One or both inoperative open

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H** |

One or both may be inoperative in the open position provided that there is no fuel in the center tank and in any ACT.

Printouts are for information only!



| 28-28-01 | ACT Auto Transfer System |
|---|---|

Ident.: 9-MI-28-28-00004135.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

### 28-28-01A ACT empty

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that there is no fuel in any ACT.

### 28-28-01B Manual fuel transfer operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative provided that:

**1)** The manual transfer from the ACT(s) to the center tank is operative, and

**2)** The fuel quantity indications of the ACT(s) and of the center tank are operative on the FUEL SD page .

Reference(s)

**(o)** *Refer to OpsProc 28-28-01B ACT Auto Transfer System (Manual transfer from the ACT(s) to the center tank operative)*

### 28-28-01C ACT fuel not usable

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** **(m)** May be inoperative provided that:

**1)** The fuel in the ACT(s) is considered as not usable and as part of the ZFW and is taken into account for CG determination, and

**2)** The ACT transfer valve is secured in the closed position.

Reference(s)

**(o)** *Refer to OpsProc 28-28-01C ACT Auto Transfer System (Fuel in the ACT(s) considered as not usable)*
**(m)** *Refer to AMM Task 28-28-00-040-009*

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| 28-28-02 | ACT Transfer Valve |
|---|---|

Ident.: 9-MI-28-28-00004136.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

### 28-28-02A Valve closed with the ACT empty

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative in the closed position provided that there is no fuel in any ACT.

### 28-28-02B Valve open

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(m)** May be inoperative in the open position provided that a special procedure is applied for refueling the ACT(s).

Reference(s)

**(m)** *Refer to AMM Task 28-28-00-040-001*

### 28-28-02C Valve closed with the ACT fuel not usable

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative provided that:

**1)** It is secured in the closed position, and

**2)** The fuel in the ACT(s) is considered as not usable and as part of the ZFW and is taken into account for CG determination.

Reference(s)

**(o)** *Refer to OpsProc 28-28-02C ACT Transfer Valve*
**(m)** *Refer to AMM Task 28-28-00-040-010*

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| 28-28-03 | ACT Transfer Pump |
|---|---|

Ident.: 9-MI-28-28-00004137.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-28-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

| 28-28-04 | ACT Air Shutoff Valve |
|---|---|

Ident.: 9-MI-28-28-00004138.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-28-04B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the ACT auto transfer system is considered inoperative.

*Refer to 9-MI-28-28-01 ACT Auto Transfer System*

| 28-28-05 | ACT Inward Pressure Relief Valve |
|---|---|

Ident.: 9-MI-28-28-00004139.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-28-05A Valve open with fuel in the ACT**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

**(o)** One or more may be inoperative in the open position provided that:

**1)** The manual transfer from the ACT(s) to the center tank is operative, and

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**2)** The fuel quantity indications of the ACT(s) and of the center tank are operative on the FUEL SD page .

Reference(s)

**(o)** *Refer to OpsProc 28-28-05A ACT Inward Pressure Relief Valve*

**28-28-05B ACT empty**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more may be inoperative provided that there is no fuel in any ACT.

| **28-28-06** | **ACT Vent Valve** |
|---|---|

Ident.: 9-MI-28-28-00004140.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-28-06A Use of ACT fuel**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

**(o) (m)** One or more may be inoperative in the open position provided that:

**1)** The manual transfer from the ACT(s) to the center tank is operative, and

**2)** The fuel quantity indications of the ACT(s) and of the center tank are operative on the FUEL SD page .

Reference(s)

**(o)** *Refer to OpsProc 28-28-06A ACT Vent Valve (Manual transfer from the ACT(s) to the center tank operative)*
**(m)** *Refer to AMM Task 28-28-00-040-003*

**28-28-06B ACT fuel not usable**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

**(o) (m)** One or more may be inoperative provided that:

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**1)** The fuel in the ACT(s) is considered as not usable and as part of the ZFW and is taken into account for CG determination, and

**2)** The ACT transfer valve is secured in the closed position.

Reference(s)

**(o)** *Refer to OpsProc 28-28-06B ACT Vent Valve (Fuel in the ACT(s) considered as not usable)*
**(m)** *Refer to AMM Task 28-28-00-040-011*

**28-28-06E ACT empty**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more may be inoperative provided that there is no fuel in any ACT.

| **28-28-07** | **ACT Refuel Valve** |
|---|---|

Ident.: 9-MI-28-28-00004141.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-28-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

*Note:* *If the refuel valve is inoperative in the closed position, the ACT can be manually refueled. Refer to AMM task 28-25-00-040-005.*

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| 28-28-08 | ACT Integrated Impact Wall |
|---|---|

Ident.: 9-MI-28-28-00004142.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-28-08A Heat shield not damaged**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **1** | **No** | **-** |

**(m)** The protection cover of the ACT integrated impact wall may be damaged provided that the heat shield is not damaged.

Reference(s)

**(m)** *Refer to AMM Task 28-28-00-040-006*

**28-28-08B AFT cargo compartment empty**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be damaged or missing provided that the AFT cargo compartment is empty.

| 28-28-09 | ACT 1 Inlet Valve |
|---|---|

Ident.: 9-MI-28-28-00004143.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-28-09B All ACTs empty**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative in the closed position provided that there is no fuel in any ACT.

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**28-28-09C ACTs fuel not usable**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative in the closed position provided that:

**1)** The fuel quantity in the ACTs is considered as not usable and as part of the ZFW and is taken into account for CG determination, and

**2)** The ACT transfer valve is secured in the closed position.

Reference(s)

**(o)** *Refer to OpsProc 28-28-09C ACT 1 Inlet Valve*
**(m)** *Refer to AMM Task 28-28-00-040-008*

**28-28-09D Use of ACT 1 fuel**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(m)** May be inoperative in the open position provided that:

**1)** The ACT 2 ◁ is empty, and

**2)** The ACT transfer valve is checked operative before each flight when the ACT 1 is used.

Reference(s)

**(m)** *Refer to AMM Task 28-28-00-040-004*

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| 28-29-01 | APULP Fuel Valve |
|---|---|

Ident.: 9-MI-28-29-00004144.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 28-29-01A Checked closed on FUEL SD page

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** May be inoperative provided that:

**1)** It is checked closed on the FUEL SD page , and

**2)** The APU is not used.

Reference(s)

**(o)** *Refer to OpsProc 28-29-01A APU LP Fuel Valve*

### 28-29-01B Secured closed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that:

**1)** It is secured in the closed position, and

**2)** The APU is considered inoperative.

*Refer to 9-MI-49-10-01 Power Plant (APU)*

Reference(s)

**(m)** *Refer to AMM Task 28-29-00-040-002*

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| 28-43-01 | Manual Magnetic Indicators |
|---|---|

Ident.: 9-MI-28-43-00004145.0000005 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

**28-43-01A Associated fuel quantity indication operative on the FUEL SD page**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **11** | **0** | **No** | **-** |

One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page .

**28-43-01B High level fuel detection and fuel used indication operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **11** | **0** | **No** | **H** |

**(m)** One or more may be inoperative provided that:

**1)** The high level fuel detection system is checked operative before refueling, and

**2)** The tanks in both wings are full, and

**3)** The associated fuel used indication is operative.

Reference(s)

**(m)** *Refer to AMM Task 28-40-00-040-012*

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| 28-43-01 | Manual Magnetic Indicators |
|---|---|

Ident.: 9-MI-28-43-00004145.0000006 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AEUC, -AIRN)**
**Applicable to: D-AEUA, D-AEUC, D-AIRN**

**28-43-01A Associated fuel quantity indication operative on the FUEL SD page**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **15** | **0** | **No** | **-** |

One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page .

**28-43-01B High level fuel detection and fuel used indication operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **15** | **0** | **No** | **H** |

**(m)** One or more may be inoperative provided that:

**1)** The high level fuel detection system is checked operative before refueling, and

**2)** The tanks in both wings are full, and

**3)** The associated fuel used indication is operative.

Reference(s)

**(m)** *Refer to AMM Task 28-40-00-040-012*

| 28-43-01 | Manual Magnetic Indicators |
|---|---|

Ident.: 9-MI-28-43-00004145.0000007 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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 .

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**28-43-01B High level fuel detection and fuel used indication operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **9** | **0** | **No** | **H** |

**(m)** One or more may be inoperative provided that:

**1)** The high level fuel detection system is checked operative before refueling, and

**2)** The tanks in both wings are full, and

**3)** The associated fuel used indication is operative.

Reference(s)

**(m)** *Refer to AMM Task 28-40-00-040-012*

| **28-43-01** | **Manual Magnetic Indicators** |
|---|---|

Ident.: 9-MI-28-43-00004145.0000008 / 28 JUN 2022
**Criteria: A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ**

**28-43-01A Associated fuel quantity indication operative on the FUEL SD page**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **7** | **0** | **No** | **-** |

One or more may be inoperative provided that the associated fuel quantity indication is operative on the FUEL SD page .

**28-43-01B High level fuel detection and fuel used indication operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **7** | **0** | **No** | **-** |

**(m)** One or more may be inoperative provided that:

**1)** The high level fuel detection system is checked operative before refueling, and

**2)** The tanks in both wings are full, and

**3)** The associated fuel used indication is operative.

Reference(s)

**(m)** *Refer to AMM Task 28-40-00-040-012*

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| 28-43-02 | Fuel Quantity Attitude Monitor |
|---|---|

Ident.: 9-MI-28-43-00004146.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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.

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| 28-46-01 | High Level Detection System in the Inner Tank |
|---|---|

Ident.: 9-MI-28-46-00004147.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**28-46-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the fuel quantity is continuously monitored during refueling.

| 28-46-01 | High Level Detection System in the Wing Tank |
|---|---|

Ident.: 9-MI-28-46-00004147.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**28-46-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the fuel quantity is continuously monitored during refueling.

| 28-46-02 | High Level Detection System in the Center Tank |
|---|---|

Ident.: 9-MI-28-46-00004148.0000100 / 28 JUN 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-46-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that:

**1)** The fuel quantity is continuously monitored during refueling, and

**2)** The ACT auto transfer system is considered inoperative.

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*Refer to 9-MI-28-28-01 ACT Auto Transfer System*

| 28-46-02 | High Level Detection System in the Center Tank |
|---|---|

Ident.: 9-MI-28-46-00004148.0000200 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (all ex. -AEUA)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**28-46-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the fuel quantity is continuously monitored during refueling.

| 28-46-03 | High Level Detection System in the ACT ⩤ |
|---|---|

Ident.: 9-MI-28-46-00004149.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-46-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more may be inoperative provided that the fuel quantity is continuously monitored during refueling.

| 28-46-04 | Low Level Detection System in the Inner Tank |
|---|---|

Ident.: 9-MI-28-46-00004150.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**28-46-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative.

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| 28-46-04 | Low Level Detection System in the Wing Tank |
|---|---|

Ident.: 9-MI-28-46-00004150.0000002 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**28-46-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative.

| 28-46-05 | Low Level Detection System in the ACT ⏪ |
|---|---|

Ident.: 9-MI-28-46-00004151.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**28-46-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more may be inoperative provided that the ACT auto transfer system is considered inoperative.

*Refer to 9-MI-28-28-01 ACT Auto Transfer System*

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| 28-50-01 | Fuel Quantity Indicating Computer (FQIC) Channel |
|---|---|

Ident.: 9-MI-28-50-00004152.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**28-50-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **ETOPS** |

**(o)** One may be inoperative for 10 calendar days provided that ETOPS is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 28-50-01A Fuel Quantity Indicating Computer (FQIC) Channel*

| 28-50-01 | Fuel Quantity Indicating Computer (FQIC) Channel |
|---|---|

Ident.: 9-MI-28-50-00004152.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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 ----*

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## HYD OVERHEAD PANEL

| 29-01-01-01 | B(Y) ELEC PUMP pb-sw FAULT light |
|---|---|

Ident.: 9-MI-29-01-01-00004154.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**29-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the associated reservoir quantity indication is operative on the HYD SD page .

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative.*
*Refer to 9-MI-79-09-01 ENG 1(2) OIL LO PR Alert*

| 29-01-01-01 | B(Y) ELEC PUMP pb-sw FAULT light |
|---|---|

Ident.: 9-MI-29-01-01-00004154.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**29-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.*

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| 29-01-01-02 | B ELEC PUMP pb-sw OFF light |
|---|---|

Ident.: 9-MI-29-01-01-00004155.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 29-01-01-03 | Y ELEC PUMP pb-sw ON light |
|---|---|

Ident.: 9-MI-29-01-01-00004156.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-01-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 29-01-01-04 | G(Y) ENG 1(2) PUMP pb-sw FAULT light |
|---|---|

Ident.: 9-MI-29-01-01-00004157.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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*

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| 29-01-01-04 | G(Y) ENG 1(2) PUMP pb-sw FAULT light |
|---|---|

Ident.: 9-MI-29-01-01-00004157.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**29-01-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 / 28 JUN 2022
**Applicable to: ALL**

**29-01-01-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 29-01-01-06 | PTU pb-sw FAULT light |
|---|---|

Ident.: 9-MI-29-01-01-00004159.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-01-01-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 .

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| 29-01-01-07 | PTU pb-sw OFF light |
|---|---|

Ident.: 9-MI-29-01-01-00004160.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-01-01-07A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

Printouts are for information only!



## MAINTENANCE HYD OVERHEAD PANEL

| 29-01-02-01 | G(B)(Y) LEAK MEASUREMENT VALVES pb-sw OFF light |
|---|---|

Ident.: 9-MI-29-01-02-00004161.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-01-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **3** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or more may be inoperative.

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| 29-07-01 | Yellow ELEC Pump Indication on the HYD SD page |
|---|---|

Ident.: 9-MI-29-07-00004162.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

| 29-07-02 | Pump Indication on the HYD SD page |
|---|---|

Ident.: 9-MI-29-07-00004163.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

One or more may be inoperative.

| 29-07-03 | Fire Valve Indication on the HYD SD page |
|---|---|

Ident.: 9-MI-29-07-00004164.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-07-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

Printouts are for information only!



## 29-07-04 PTU Indication on the HYD SD page

Ident.: 9-MI-29-07-00004165.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-07-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

## 29-07-05 Reservoir Quantity Indication on the HYD SD page

Ident.: 9-MI-29-07-00004166.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-07-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(m)** One may be inoperative provided that:

**1)** The associated HYD B(G)(Y) RSVR LO LVL alert is checked operative, and

**2)** The associated reservoir quantity is checked before each flight.

Reference(s)

**(m)** *Refer to AMM Task 29-31-00-040-001*
*Refer to AMM Task 29-31-00-040-002*

## 29-07-06 RAT Indication on the HYD SD page

Ident.: 9-MI-29-07-00004167.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-07-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the RAT is visually checked to be stowed before each flight.

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| 29-07-07 | System Label Indication on the HYD SD page |
|---|---|

Ident.: 9-MI-29-07-00004168.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-07-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

**(o)** One or more may be inoperative provided that the associated system pressure is checked available before each flight.

Reference(s)

**(o)** *Refer to OpsProc 29-07-07A System Label Indication on the HYD SD page*

| 29-07-08 | System Pressure Indication on the HYD SD page |
|---|---|

Ident.: 9-MI-29-07-00004169.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**29-07-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 29-07-08 | System Pressure Indication on the HYD SD page |
|---|---|

Ident.: 9-MI-29-07-00004169.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**29-07-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **-** |

**(o)** One may be inoperative provided that the associated system label indication is checked operative before each flight.

Reference(s)

**(o)** *Refer to OpsProc 29-07-08A System Pressure Indication on the HYD SD page*

| 29-07-09 | Vertical Link Indication (G/B/Y) on the HYD SD page |
|---|---|

Ident.: 9-MI-29-07-00004170.0000001 / 23 FEB 2023
**Applicable to: ALL**

**29-07-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **12** | **0** | **No** | **-** |

One or more vertical link indication maybe erroneous or missing.

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| 29-09-01 | HYD B(Y) ELEC PUMP LO PR **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004171.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-09-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be displayed provided that the associated system pressure indication is operative.

| 29-09-02 | HYD B(Y) ELEC PUMP OVHT **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004172.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-09-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be displayed.

| 29-09-03 | HYD G(Y) ENG 1(2) PUMP LO PR **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004173.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-09-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| **29-09-04** | HYD G(B)(Y) RSVR LO AIR PR **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004174.0000100 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**29-09-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(m)** One may be displayed for the green or the yellow system provided that the air pressure is checked on the associated reservoir before each flight.

Reference(s)

**(m)** *Refer to AMM Task 29-34-00-040-001*
*Refer to AMM Task 29-34-00-040-002*

| **29-09-04** | HYD G(B)(Y) RSVR LO AIR PR **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004174.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**29-09-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| **29-09-05** | HYD G(B)(Y) RSVR LO LVL **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004175.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-09-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **-** |

One may be displayed provided that the associated reservoir quantity is checked on the HYD SD page before each flight.

*Note:*

1. *When the alert is displayed on the EWD, the associated PUMP pb-sw FAULT light and the PTU pb-sw FAULT light (if the green or the yellow system is affected) may simultaneously come on.*
   *Refer to 9-MI-29-01-01-01 B(Y) ELEC PUMP pb-sw FAULT light, and*
   *Refer to 9-MI-29-01-01-04 G(Y) ENG 1(2) PUMP pb-sw FAULT light, and*
   *Refer to 9-MI-29-01-01-06 PTU pb-sw FAULT light*
2. *If the blue reservoir is affected, EMER GEN may appear in the INOP SYS column on the STATUS SD page before engine start.*

| **29-09-06** | HYD G(B)(Y) RSVR OVHT **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004176.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-09-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **-** |

The HYD G RSVR OVHT alert or the HYD Y RSVR OVHT alert may be displayed.

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| **29-09-07** | HYD PTU FAULT **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004177.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-09-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be displayed provided that the PTU is checked operative before each flight.

Reference(s)

**(o)** *Refer to OpsProc 29-09-07A HYD PTU FAULT Alert*

| **29-09-08** | HYD RAT FAULT **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004178.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-09-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(m)** May be displayed provided that the RAT integrity is checked before each flight.

Reference(s)

**(m)** *Refer to AMM Task 29-30-00-040-001*

| **29-09-09** | HYD G(B)(Y) SYS LO PR **Alert** |
|---|---|

Ident.: 9-MI-29-09-00004179.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-09-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **3** | **3** | **No** | **-** |

All must be operative.

Printouts are for information only!



## 29-10-01 Engine Driven Pump

Ident.: 9-MI-29-10-00004180.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

## 29-10-02 Engine Driven Pump Depressurization Function

Ident.: 9-MI-29-10-00004181.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**29-10-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 29-10-02 | Engine Driven Pump Depressurization Function |
|---|---|

Ident.: 9-MI-29-10-00004181.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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 / 28 JUN 2022
**Applicable to: ALL**

**29-10-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **1** | **No** | **-** |

**(o)** The automatic control may be inoperative provided that the pump is manually operated.

Reference(s)

**(o)** *Refer to OpsProc 29-10-03A Blue System Electric Pump*

| 29-10-04 | Hydraulic System Accumulator |
|---|---|

Ident.: 9-MI-29-10-00004183.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-10-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

**(m)** One or more may be inoperative provided that the affected accumulator is deactivated.

Printouts are for information only!



Reference(s)

**(m)** *Refer to AMM Task 29-10-00-040-004*
*Refer to AMM Task 29-10-00-040-005*
*Refer to AMM Task 29-10-00-040-006*

| 29-10-05 | Yellow Brake Accumulator |
|---|---|

Ident.: 9-MI-29-10-00004184.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-10-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 29-10-06 | Load Alleviation Function Accumulator |
|---|---|

Ident.: 9-MI-29-10-00004185.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**29-10-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **–** | **-** | **–** | **–** | **-** |

*Refer to 9-MI-27-64-06 Load Alleviation Function (LAF)*

| 29-10-07 | Engine Pump Fire Valve |
|---|---|

Ident.: 9-MI-29-10-00004186.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-10-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

Printouts are for information only!



## 29-10-08 Hydraulic System Filter

Ident.: 9-MI-29-10-00004187.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 29-10-08A One LP filter inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **7** | **No** | **-** |

One LP filter may be inoperative.

### 29-10-08B Reservoir filling filter inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **7** | **No** | **-** |

The reservoir filling filter may be inoperative.

## 29-10-09 Hydraulic Case Drain Filter

Ident.: 9-MI-29-10-00004188.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 29-10-09A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **-** |

**(m)** One may be inoperative provided that it is removed.

Reference(s)

**(m)** *Refer to AMM 29-10-00-040-001*
*Refer to AMM 29-10-00-040-002*
*Refer to AMM 29-10-00-040-003*

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| 29-10-10 | Hydraulic Reservoir Drain Valve |
|---|---|

Ident.: 9-MI-29-10-00004189.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *Apply the Hydraulic Reservoir Drain Valve MEL item only in the case of hydraulic fluid leak at the Hydraulic Reservoir Drain Valve without any other structural leaks. For other cases, Operator must request technical support and assistance from AIRBUS.*

**29-10-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

**(m)** One or more may be inoperative provided that the associated reservoir drain circuit is secured with a cap.

Reference(s)

**(m)** *Refer to AMM Task 29-10-00-040-007*

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| 29-22-01 | Ram Air Turbine |
|---|---|

Ident.: 9-MI-29-22-00004190.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-22-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

Printouts are for information only!



| 29-23-01 | Power Transfer Unit (PTU) |
|---|---|

Ident.: 9-MI-29-23-00004191.0000001 / 28 JUN 2022
**Applicable to: ALL**

**29-23-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** PTU may continuously run when set to AUTO provided that the operation of the PTU in both directions is checked before the first flight of each day.

Reference(s)

**(o)** *Refer to OpsProc 29-23-01A Power Transfer Unit (PTU)*

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| 29-24-01 | Yellow System Electric Pump |
|---|---|

Ident.: 9-MI-29-24-00004192.0000001 / 26 OCT 2022
**Applicable to: ALL**

**29-24-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(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*

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| 30-00-02 | **ENG 1(2) A.ICE** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-30-00-00004193.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**30-00-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

ENG 1(2) A.ICE MAINTENANCE message may be displayed on the STATUS SD page .

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## ANTI ICE OVERHEAD PANEL

| 30-01-01-01 | ANTI ICE ENG 1(2) pb-sw FAULT light |
|---|---|

Ident.: 9-MI-30-01-01-00004194.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 30-01-01-02 | ANTI ICE ENG 1(2) pb-sw ON light |
|---|---|

Ident.: 9-MI-30-01-01-00004195.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 30-01-01-03 | ANTI ICE WING pb-sw FAULT light |
|---|---|

Ident.: 9-MI-30-01-01-00004196.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-01-01-03A Anti-ice "arrow" symbols operative on the BLEED SD page**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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**30-01-01-03B Non ETOPS flight**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / ETOPS** |

**(m)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The wing anti-ice control valves are deactivated in the closed position and considered inoperative.

*Refer to 9-MI-30-11-01 Wing Anti-Ice Control Valve*

Reference(s)

**(m)** *Refer to AMM Task 30-11-00-040-002*

| **30-01-01-04** | **ANTI ICE WING pb-sw ON light** |
|---|---|

Ident.: 9-MI-30-01-01-00004197.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-01-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

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## WIPER OVERHEAD PANEL

| 30-01-02-01 | Wiper High Speed Function (FAST Position) |
|---|---|

Ident.: 9-MI-30-01-02-00004198.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-01-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the associated low speed function is operative.

| 30-01-02-02 | Wiper Low Speed Function (SLOW Position) |
|---|---|

Ident.: 9-MI-30-01-02-00004199.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-01-02-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

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| 30-07-01 | ANTI ICE Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-30-07-00004200.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative.

| 30-07-02 | Arrow Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-30-07-00004201.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative.

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| 30-09-01 | ANTI-ICE ENG 1(2) CTL FAULT **Alert** |
|---|---|

Ident.: 9-MI-30-09-00004202.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

### 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.

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| 30-11-01 | Wing Anti-Ice Control Valve |
|---|---|

Ident.: 9-MI-30-11-00004203.0000001 / 14 DEC 2022
**Applicable to: ALL**

### 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*

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| 30-21-01 | Engine Anti-Ice Valve |
|---|---|

Ident.: 9-MI-30-21-00004204.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

### 30-21-01A Inoperative in the closed position

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS** |

**(m)** One may be inoperative in the closed position provided that:

**1)** ETOPS is not conducted, and

**2)** The aircraft is not operated in known or forecast icing conditions.

Reference(s)

**(m)** *Refer to AMM Task 30-21-00-040-020*

### 30-21-01C Inoperative in the open position

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H** |

**(o) (m)** One or both may be inoperative in the open position provided that:

**1)** Performance penalties are applied, and

**2)** The OAT is below ISA+35 °C.

Reference(s)

**(o)** *Refer to OpsProc 30-21-01C Engine Anti-Ice Valve*
**(m)** *Refer to AMM Task 30-21-00-040-010*

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| 30-21-01 | Engine Anti-Ice Valve |
|---|---|

Ident.: 9-MI-30-21-00004204.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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-30-21-00004204.0000300 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**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:

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**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 performance penalties are applied.

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-30-21-00004204.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**30-21-01A One or two inoperative in the closed position on the same engine**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **2** | **Yes** | **H / ETOPS** |

**(o)** One or two PRSOVs on the same engine may be inoperative in the closed position provided that:

**1)** ETOPS is not conducted, and

**2)** The aircraft is not operated in known or forecast icing conditions along the intended route.

Reference(s)

**(o)** *Refer to OpsProc 30-21-01A Engine Anti-Ice Valve (Inop in the closed position)*

**30-21-01B One deactivated in the open position per engine**

| Repair interval | Nbr installed | Nbr required | Placard | 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.

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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*

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| 30-31-01 | Probe Heat Computer (PHC) |
|---|---|

Ident.: 9-MI-30-31-00004205.0000100 / 14 JUN 2023
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 30-31-01A Associated probe heating operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(o) (m)** One may be inoperative provided that the associated probe heating is checked operative before each flight.

Reference(s)

**(o)** *Refer to OpsProc 30-31-01A PHC (associated probe heating operative)*
**(m)** *Refer to AMM Task 30-31-00-040-001*

### 30-31-01B F/O PHC inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(o) (m)** The F/O PHC may be inoperative provided that the ADRs, heaters and failure alerts associated with the operative computers are checked operative every day.

Reference(s)

**(o)** *Refer to OpsProc 30-31-01B PHC (F/O PHC inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

### 30-31-01C STBYPHC inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(o) (m)** The STBY PHC may be inoperative provided that:

**1)** The ADRs, heaters and failure alerts associated with the operative computers are checked operative every day, and

**2)** The aircraft is not operated in visible moisture or in known or forecast icing conditions, and

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**3)** The OAT at the departure airport is above 5 °C when the taxiway or the runway are contaminated with water or slush.

Reference(s)

**(o)** *Refer to OpsProc 30-31-01C PHC (STBY PHC inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

| 30-31-01 | Probe Heat Computer (PHC) |
|---|---|

Ident.: 9-MI-30-31-00004205.0000200 / 14 JUN 2023
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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*

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**30-31-01C STBYPHC inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(o) (m)** The STBY PHC may be inoperative provided that:

**1)** The ADRs, heaters and failure alerts associated with the operative computers are checked operative every day, and

**2)** The aircraft is not operated in visible moisture or in known or forecast icing conditions, and

**3)** The OAT at the departure airport is above 5 °C when the taxiway or the runway are contaminated with water or slush.

Reference(s)

**(o)** *Refer to OpsProc 30-31-01C PHC (STBY PHC inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

| **30-31-01** | **Probe Heat Computer (PHC)** |
|---|---|

Ident.: 9-MI-30-31-00004205.0000300 / 14 JUN 2023
**Criteria: A320 (-AIQW)**
**Applicable to: D-AIQW**

**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*

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**30-31-01B F/O PHC inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(o) (m)** The F/O PHC may be inoperative provided that the ADRs, heaters and failure alerts associated with the operative computers are checked operative every day.

Reference(s)

**(o)** *Refer to OpsProc 30-31-01B PHC (F/O PHC inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

**30-31-01C STBYPHC inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(o) (m)** The STBY PHC may be inoperative provided that:

**1)** The ADRs, heaters and failure alerts associated with the operative computers are checked operative every day, and

**2)** The aircraft is not operated in visible moisture or in known or forecast icing conditions, and

**3)** The OAT at the departure airport is above 5 °C when the taxiway or the runway are contaminated with water or slush.

Reference(s)

**(o)** *Refer to OpsProc 30-31-01C PHC (STBY PHC inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

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| 30-31-02 | Pitot Heater |
|---|---|

Ident.: 9-MI-30-31-00004206.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 30-31-02A F/O pitot heater inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(o)** **(m)** The F/O pitot heater may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day.

Reference(s)

**(o)** *Refer to OpsProc 30-31-02A Pitot Heater*
**(m)** *Refer to AMM Task 30-31-00-040-002*

### 30-31-02B CAPT pitot heater inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(m)** The CAPT pitot heater may be inoperative provided that:

**1)** The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and

**2)** The aircraft is not operated in visible moisture or in known or forecast icing conditions.

Reference(s)

**(m)** *Refer to AMM Task 30-31-00-040-002*

### 30-31-02C STBY pitot heater inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H** |

**(m)** The STBY pitot heater may be inoperative provided that:

**1)** The ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day, and

**2)** The aircraft is not operated in visible moisture or in known or forecast icing conditions.

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Reference(s)

**(m)** *Refer to AMM Task 30-31-00-040-002*

| 30-31-03 | Static Ports Heater |
|---|---|

Ident.: 9-MI-30-31-00004207.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-31-03A One STBY static port heater inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **6** | **5** | **No** | **-** |

One STBY static ports heater may be inoperative.

**30-31-03B Both STBY static port heater inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **6** | **4** | **No** | **H** |

**(m)** Both STBY static ports heaters may be inoperative provided that:

**1)** The ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day, and

**2)** The OAT at the departure airport is above 5 °C when the runway is contaminated with water or slush.

Reference(s)

**(m)** *Refer to AMM Task 30-31-00-040-002*

**30-31-03C One or both F/O static port heater inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **6** | **4** | **No** | **H** |

**(o)** **(m)** One or both F/O static ports heaters may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day.

Reference(s)

**(o)** *Refer to OpsProc 30-31-03C F/O Static Ports Heater*
**(m)** *Refer to AMM Task 30-31-00-040-002*

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**30-31-03D One or both CAPT static port heater inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **6** | **4** | **No** | **H** |

**(o) (m)** One or both CAPT static ports heaters may be inoperative provided that:

**1)** The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and

**2)** The OAT at the departure airport is above 5 °C when the runway is contaminated with water or slush.

Reference(s)

**(o)** *Refer to OpsProc 30-31-03D CAPT Static Ports Heater*
**(m)** *Refer to AMM Task 30-31-00-040-002*

| **30-31-04** | **Angle of Attack (AOA) Probes Heating** |
|---|---|

Ident.: 9-MI-30-31-00007080.0000100 / 14 JUN 2023
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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*

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**30-31-04B STBY AOA inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H / LVO** |

**(o) (m)** The STBY AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day

Reference(s)

**(o)** *Refer to OpsProc 30-31-04B Angle of Attack (AOA) Probes Heating (STBY inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

**30-31-04C CAPT AOA inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H / LVO** |

**(o) (m)** The CAPT AOA probes heating may be inoperative provided that:

**1)** The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and

**2)** The aircraft is not operated in visible moisture or in known or forecast icing conditions

Reference(s)

**(o)** *Refer to OpsProc 30-31-04C Angle of Attack (AOA) Probes Heating (CAPT inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

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| 30-31-04 | Angle of Attack (AOA) Probes Heating |
|---|---|

Ident.: 9-MI-30-31-00007080.0000200 / 14 JUN 2023
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

### 30-31-04A F/O AOA inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H / LVO** |

**(o) (m)** The F/O AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the STBY probes (pitot, static, AOA, TAT) are checked operative every day

Reference(s)

**(o)** *Refer to OpsProc 30-31-04A Angle of Attack (AOA) Probes Heating (F/O inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

### 30-31-04B STBY AOA inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H / LVO** |

**(o) (m)** The STBY AOA probes heating may be inoperative provided that the ADRs, heaters and failure alerts associated with the CAPT and the F/O probes (pitot, static, AOA, TAT) are checked operative every day

Reference(s)

**(o)** *Refer to OpsProc 30-31-04B Angle of Attack (AOA) Probes Heating (STBY inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

### 30-31-04C CAPT AOA inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **No** | **H / LVO** |

**(o) (m)** The CAPT AOA probes heating may be inoperative provided that:

**1)** The ADRs, heaters and failure alerts associated with the F/O and the STBY probes (pitot, static, AOA, TAT) are checked operative every day, and

**2)** The aircraft is not operated in visible moisture or in known or forecast icing conditions

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Reference(s)

**(o)** *Refer to OpsProc 30-31-04C Angle of Attack (AOA) Probes Heating (CAPT inoperative)*
**(m)** *Refer to AMM Task 30-31-00-040-002*

| 30-31-05 | TAT Probes Heating |
|---|---|

Ident.: 9-MI-30-31-00004209.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-31-05A One inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative.

**30-31-05B Both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

Both may be inoperative provided that the aircraft is not operated in visible moisture or in known or forecast icing conditions.

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| 30-42-01 | Window Heat Computer |
|---|---|

Ident.: 9-MI-30-42-00004210.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-42-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 / 28 JUN 2022
**Applicable to: ALL**

**30-42-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **-** |

One or more may be inoperative.

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| 30-42-03 | Windshield Heating |
|---|---|

Ident.: 9-MI-30-42-00004212.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-42-03A No icing conditions**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO** |

**(o)** One may be inoperative provided that the aircraft is not operated in known or forecast icing conditions, along the intended route.

Reference(s)

**(o)** *Refer to OpsProc 30-42-03A Windshield Heating*

**30-42-03B For SGS Windshield: ISB (ref. 56-1022 or 56-1023) findings - Degradation out of allowance**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

One may be degraded beyond the passed criteria of the ISB (ref. 56-1022 for CEO or 56-1023 for NEO) provided that the operating altitude is limited to FL230.

| 30-42-04 | PROBES/WINDOW HEAT pb-sw AUTO Control |
|---|---|

Ident.: 9-MI-30-42-00004213.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-42-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

Automatic control may be inoperative provided that the PROBES/WINDOW HEAT system is manually selected.

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| 30-42-05 | PROBES/WINDOW HEAT pb-sw ON light |
|---|---|

Ident.: 9-MI-30-42-00004214.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-42-05A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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| 30-45-01 | Windshield Wiper |
|---|---|

Ident.: 9-MI-30-45-00004215.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 30-45-01A One inoperative on the PM side

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **Yes** | **-** |

One may be inoperative on the PM side for three flights.

### 30-45-01B One or both inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H / LVO** |

**(o)** One or both may be inoperative provided that:

**1)** The aircraft is not operated in precipitation within departure and arrival areas, and

**2)** The approach minima do not require their use.

Reference(s)

**(o)** *Refer to OpsProc 30-45-01B Windshield Wiper*

### 30-45-01C One or both continuously running

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H / LVO** |

**(o)** One or both may be inoperative provided that:

**1)** The affected wiper is deactivated, and

**2)** The aircraft is not operated in precipitation within departure and arrival areas, and

**3)** The approach minima do not require their use.

Reference(s)

**(o)** *Refer to OpsProc 30-45-01C Windshield Wiper continuously running*

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**30-45-01D Rain repellent system operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative provided that the associated rain repellent system is installed and operative.

| **30-45-02** | **Windshield Wiper PARK Function** |
|---|---|

Ident.: 9-MI-30-45-00004216.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-45-02A One or both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the associated wipers can be positioned in a location that will not obstruct forward vision.

**30-45-02B One or both inoperative and removed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **0** | **No** | **-** |

**(m)** One or both may be inoperative provided that the associated wipers are removed.

*Refer to 9-MI-30-45-01 Windshield Wiper*

Reference(s)

**(m)** *Refer to AMM 30-45-00-040-003*

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| 30-45-03 | Rain Repellent System |
|---|---|

Ident.: 9-MI-30-45-00004217.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-45-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **2** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative.

*Note:* *No entry in the logbook is required when it is installed but intentionally deactivated.*

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| 30-71-01 | Waste Water Drain Mast Heating System |
|---|---|

Ident.: 9-MI-30-71-00004218.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-71-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(m)** One or both may be inoperative provided that:

**1)** The associated galleys and lavatories are not used, and

**2)** The associated lavatory water supplies are closed.

Reference(s)

**(m)** *Refer to AMM Task 30-71-00-040-001*

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## 30-81-02 External Visual Icing Indicator

Ident.: 9-MI-30-81-00004219.0000001 / 28 JUN 2022
**Applicable to: ALL**

**30-81-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **-** |

*Refer to CDL 8-30-01 Icing Indicator*

## 30-81-03 Lighting of External Visual Icing Indicator

Ident.: 9-MI-30-81-00004220.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZA**

**30-81-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 31-00-01 | **QAR** MAINTENANCE **Message** ⋖ |
|---|---|

Ident.: 9-MI-31-00-00004221.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **No** | **M** |

QAR MAINTENANCE message may be displayed on the STATUS SD page .

| 31-00-02 | **ACMS**MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-31-00-00004222.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-00-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **No** | **M** |

ACMS MAINTENANCE message may be displayed on the STATUS SD page .

| 31-00-03 | **DAR** MAINTENANCE **Message** ⋖ |
|---|---|

Ident.: 9-MI-31-00-00004223.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-00-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **No** | **M** |

DAR MAINTENANCE message may be displayed on the STATUS SD page .

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| 31-00-04 | **CFDIU**MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-31-00-00004224.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-00-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

CFDIU MAINTENANCE message may be displayed on the STATUS SD page .

| 31-00-05 | **DMC 1/3 MAINTENANCE Message** |
|---|---|

Ident.: 9-MI-31-00-00004225.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-00-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

DMC 1/3 MAINTENANCE message may be displayed on the STATUS SD page .

| 31-00-06 | **DMC 2/3** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-31-00-00004226.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-00-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **M** |

DMC 2/3 MAINTENANCE message may be displayed on the STATUS SD page .

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| 31-00-07 | **DFDR ACCEL** MAINTENANCE **Message** ⋖ |
|---|---|

Ident.: 9-MI-31-00-00004227.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-00-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

DFDR ACCEL MAINTENANCE message may be displayed on the STATUS SD page .

| 31-00-08 | **CVDR2** MAINTENANCE **message** |
|---|---|

Ident.: 9-MI-31-00-00004228.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**31-00-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

CVDR2 MAINTENANCE message may be displayed on the STATUS SD page .

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## RCDR OVERHEAD PANEL

| 31-01-01-01 | RCDR GND CTL pb-sw ON light |
|---|---|

Ident.: 9-MI-31-01-01-00004229.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 31-01-01-02 | RCDR GND CTL pb-sw |
|---|---|

Ident.: 9-MI-31-01-01-00004230.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-01-01-02A AUTO position**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>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)*

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**31-01-01-02C CVR considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative provided that the CVR is considered inoperative.

*Refer to 9-MI-23-71-01 Cockpit Voice Recorder (CVR)*

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## 31-05-01 AP Related Indications on the FMA

Ident.: 9-MI-31-05-00004231.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-22-05-01 AP Related Indications on the FMA*

## 31-05-02 A/THR Related Indications on the FMA

Ident.: 9-MI-31-05-00004232.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-22-05-02 A/THR Related Indications on the FMA*

## 31-05-03 Approach and Landing Capabilities on the FMA

Ident.: 9-MI-31-05-00004233.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-22-05-03 Approach and Landing Capabilities on the FMA*

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| 31-05-04 | Special Messages on the FMA |
|---|---|

Ident.: 9-MI-31-05-00004234.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-22-05-04 Special Messages on the FMA*

| 31-05-05 | Actual Airspeed Reference Line and Scale Indications on the PFD |
|---|---|

Ident.: 9-MI-31-05-00004235.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-05-01 Actual Airspeed Reference Line and Scale Indication on the PFD*

| 31-05-06 | Mach Number Indication on the PFD |
|---|---|

Ident.: 9-MI-31-05-00004236.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-05-02 Mach Number Indication on the PFD*

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| 31-05-07 | VMO/MMO Characteristic Speed Indication on the PFD |
|---|---|

Ident.: 9-MI-31-05-00004237.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-05-03 VMO/MMO Characteristic Speed Indication on the PFD*

| 31-05-08 | Altitude Indication on the PFD |
|---|---|

Ident.: 9-MI-31-05-00004238.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-05-04 Altitude Indication on the PFD*

| 31-05-09 | Vertical Speed Indication on the PFD |
|---|---|

Ident.: 9-MI-31-05-00004239.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-05-06 Vertical Speed in Inertial Mode Indication on the PFD*

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## 31-05-10 Other Air Data Related Indications on the PFD

Ident.: 9-MI-31-05-00004240.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-05-07 Other Air Data Related Indications on the PFD*

## 31-05-11 Attitude Indication on the PFD

Ident.: 9-MI-31-05-00004241.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-05-08 Attitude Indication on the PFD*

## 31-05-12 Heading Indication on the PFD

Ident.: 9-MI-31-05-00004242.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-05-12A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-05-09 Heading Indication on the PFD*

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| 31-06-01 | Ground Speed Indication on the ND |
|---|---|

Ident.: 9-MI-31-06-00004243.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-06-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-06-01 Ground Speed Indication on the ND*

| 31-06-02 | True Air Speed Indication on the ND |
|---|---|

Ident.: 9-MI-31-06-00004244.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-06-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-06-02 True Air Speed Indication on the ND*

| 31-06-03 | Wind Indication on the ND |
|---|---|

Ident.: 9-MI-31-06-00004245.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-06-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-06-03 Wind Indication on the ND*

Printouts are for information only!



| 31-06-04 | Heading Indication on the ND |
|---|---|

Ident.: 9-MI-31-06-00004246.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-06-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-06-04 Heading Indication on the ND*

| 31-06-05 | Position (Aircraft Symbol) Indication on the ND |
|---|---|

Ident.: 9-MI-31-06-00004247.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-06-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-06-05 Position (Aircraft Symbol) Indication on the ND*

| 31-06-06 | Navigation Station Information on the ND |
|---|---|

Ident.: 9-MI-31-06-00004248.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-06-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-34-06-06 Radio Navaids Indications on the ND*

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| 31-06-07 | Chrono Indication on the ND |
|---|---|

Ident.: 9-MI-31-06-00004249.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-06-07A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| – | - | – | – |

| COMPANY NOTES<br>OPS affected |
|---|
| - |

*Refer to 9-MI-34-06-07 Chrono Indication on the ND*

Printouts are for information only!



| 31-07-01 | Indications on the System Display pages |
|---|---|

Ident.: 9-MI-31-07-00004250.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **-** |

Refer to corresponding item in the associated ATA chapter.

| 31-07-02 | Permanent Data (TAT, SAT, GLOAD - ALT SEL, UTC, GW) Indications on the SD |
|---|---|

Ident.: 9-MI-31-07-00004251.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

**31-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **6** | **1** | **No** | **-** |

**(o)** TAT indication must be available.

Reference(s)

**(o)** *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*

| 31-07-02 | Permanent Data (TAT, SAT, GLOAD, UTC, GW) Indications on the SD |
|---|---|

Ident.: 9-MI-31-07-00004251.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW**

**31-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **5** | **1** | **No** | **-** |

**(o)** TAT indication must be available.

Reference(s)

**(o)** *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*

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| 31-07-02 | Permanent Data (TAT, SAT, ISA, GLOAD - ALT SEL, UTC, GW) Indications on the SD |
|---|---|

Ident.: 9-MI-31-07-00004251.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**31-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **7** | **1** | **No** | **-** |

**(o)** TAT indication must be available.

Reference(s)

**(o)** *Refer to OpsProc 31-07-02A Permanent Data Indications on the SD*

| 31-07-02 | Permanent Data (TAT, SAT, ISA, GLOAD, UTC, GW) Indications on the SD |
|---|---|

Ident.: 9-MI-31-07-00004251.0000004 / 28 JUN 2022
**Criteria: A320 (-AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZA**

**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*

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## 31-08-01 Engine Parameter Indications on the EWD

Ident.: 9-MI-31-08-00004254.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-08-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **-** |

*Refer to 9-77-08 Indications on the EWD, subsystems*

## 31-08-02 Fuel On Board (FOB) Indication on the EWD

Ident.: 9-MI-31-08-00004255.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-08-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **–** | **-** | **–** | **–** | **-** |

*Refer to 9-MI-28-07-01-01 Fuel On Board (FOB) Indication on the FUEL SD page*

## 31-08-03 MEMO Messages on the EWD

Ident.: 9-MI-31-08-00004256.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-08-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.

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| 31-08-04 | Slats/Flaps Position Indications on the EWD |
|---|---|

Ident.: 9-MI-31-08-00004257.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-08-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**1)** *Refer to 9-MI-27-08-01 Flap Position Indication on the EWD*

**2)** *Refer to 9-MI-27-08-02 Slat Position Indication on the EWD*

*Note:* *Apply both MEL Items.*

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| 31-20-01 | Electrical Clock Indicator |
|---|---|

Ident.: 9-MI-31-20-00004258.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-20-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative provided that:

**1)** The UTC indication from the CFDIU is operative on the permanent data of the SD, and

**2)** A chrono indication is operative on at least one ND.

Note: *During the entire month of February, intermittent erroneous indications (wrong, over-range or missing digits) of the elapsed time and chronometer functions may occur if the clock is in GPS mode.*
*In that case, the flight crew must set the clock selector to internal (INT) mode in order to recover the elapsed time and chronometer functions. The clock is considered operative.*
*When the clock is in INT mode, the flight crew must synchronize the clock with the GPS at least one time per day to comply with the time precision required for ATC datalink communication.*

Reference(s)

**(o)** *Refer to OpsProc 31-20-01A Electrical Clock Indicator*

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## 31-30-01 Centralized Fault Display System (CFDS)

Ident.: 9-MI-31-30-00004259.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-30-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

## 31-30-02 Digital AIDS Recorder (DAR) ⩤

Ident.: 9-MI-31-30-00004260.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-30-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **–** | **-** | **–** | **–** | **-** |

*Refer to 9-MI-31-00-03 DAR MAINTENANCE Message (If Installed)*

*Note: Failure of DAR is indicated by a* MAINTENANCE *message on the STATUS SD page .*

## 31-30-03 Digital Flight Data Recorder (DFDR)

Ident.: 9-MI-31-30-00004261.0000001 / 3 FEB 2023
**Applicable to: ALL**

**31-30-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

May be inoperative for 8 flights or 3 consecutive calendar days, whichever occurs first, provided that the CVR is operative.

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## 31-30-04 Data Management (DMU or FDIMU Data Management function)

Ident.: 9-MI-31-30-00004263.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-30-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

May be inoperative.

## 31-30-05 Flight Data Interface (FDIU or FDIMU Flight Data Interface function)

Ident.: 9-MI-31-30-00004264.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-30-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **-** | **No** | **-** |

May be inoperative provided that the DFDR and the QAR ⏪ are considered inoperative.

*Refer to 9-MI-31-30-03 Digital Flight Data Recorder (DFDR)*

*Refer to 9-MI-31-30-06 Quick Access Recorder (QAR) (If Installed)*

## 31-30-06 Quick Access Recorder (QAR) ⏪

Ident.: 9-MI-31-30-00004265.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-30-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **–** | **-** | **–** | **–** | **-** |

*Refer to 9-MI-31-00-01 QAR MAINTENANCE Message (If Installed)*

*Note: Failure of QAR is indicated by a* MAINTENANCE *message on the STATUS SD page .*

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| 31-30-07 | Printer ⋖ |
|---|---|

Ident.: 9-MI-31-30-00004266.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-30-07A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

*Note:* *Some ACARS functions are not available.*

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## 31-38-01 DATA LOADING selector

Ident.: 9-MI-31-38-00004267.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ, -AILW to -AILY) / A320 (-AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZA**

**31-38-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **Yes** |

| COMPANY NOTES OPS affected |
|---|
| **M** |

May be inoperative.

## 31-38-02 Data Loading Routing Box (DLRB or eDLRB)

Ident.: 9-MI-31-38-00004268.0000001 / 31 AUG 2023
**Criteria: A319 (-AIBK to -AIBQ, -AILW to -AILY) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZA**

**31-38-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **No** |

| COMPANY NOTES OPS affected |
|---|
| **M** |

May be inoperative.

## 31-38-03 Multipurpose Disk Drive Unit (MDDU)

Ident.: 9-MI-31-38-00004269.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW, D-AIZA**

**31-38-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **No** |

| COMPANY NOTES OPS affected |
|---|
| **M** |

May be inoperative.

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| 31-38-05 | Data Loading Selector Unit (DLSU) |
|---|---|

Ident.: 9-MI-31-38-00009360.0000001 / 31 AUG 2023
**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 |
|---|---|---|---|
| **D** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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| 31-53-01 | Flight Warning Computer (FWC) |
|---|---|

Ident.: 9-MI-31-53-00004270.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-53-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO** |

**(o)** FWC 2 may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 31-53-01A Flight Warning Computer (FWC)*

| 31-53-02 | MASTER CAUT Cancel Function |
|---|---|

Ident.: 9-MI-31-53-00004271.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-53-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

| 31-53-03 | MASTER WARN Cancel Function |
|---|---|

Ident.: 9-MI-31-53-00004272.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-53-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

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| 31-53-04 | MASTER CAUT light |
|---|---|

Ident.: 9-MI-31-53-00004273.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-53-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

| 31-53-05 | MASTER WARN light |
|---|---|

Ident.: 9-MI-31-53-00004274.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-53-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

| 31-53-06 | Altitude Alert |
|---|---|

Ident.: 9-MI-31-53-00004275.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-53-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 31-55-01 | System Data Acquisition Concentrator (SDAC) |
|---|---|

Ident.: 9-MI-31-55-00004276.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-55-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

SDAC 2 may be inoperative.

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## 31-56-01 System Page Manual Call pb on the ECP

Ident.: 9-MI-31-56-00004277.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-56-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **11** | **0** | **Yes** | **-** |

One or more may be inoperative.

## 31-56-02 ALL pb on the ECP

Ident.: 9-MI-31-56-00004278.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-56-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

## 31-56-03 CLR pb on the ECP

Ident.: 9-MI-31-56-00004279.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-56-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

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| 31-56-04 | EMER CANC pb on the ECP |
|---|---|

Ident.: 9-MI-31-56-00004280.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-56-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 31-56-05 | RCL pb on the ECP |
|---|---|

Ident.: 9-MI-31-56-00004281.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-56-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 31-56-06 | STS pb on the ECP |
|---|---|

Ident.: 9-MI-31-56-00004282.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-56-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 31-56-06A STS pb on the ECP*

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| 31-56-07 | T.O CONFIG pb on the ECP |
|---|---|

Ident.: 9-MI-31-56-00004283.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-56-07A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 31-56-07A T.O CONFIG pb on the ECP*

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| 31-62-01 | DMC 1 |
|---|---|

Ident.: 9-MI-31-62-00004284.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**31-62-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that:

**1)** The DMC 2 and DMC 3 are operative, and

**2)** The ISIS airspeed indication is operative, and

**3)** The ISIS altitude indication is operative, and

**4)** The ISIS attitude indication is operative, and

**5)** The standby compass is operative, and

**6)** The EIS DMC SWITCHING selector is set to CAPT 3.

| 31-62-01 | DMC 1 |
|---|---|

Ident.: 9-MI-31-62-00004284.0000200 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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

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**6)** The EIS DMC SWITCHING selector is set to CAPT 3.

| 31-62-02 | DMC 2 |
|---|---|

Ident.: 9-MI-31-62-00004285.0000100 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**31-62-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **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*

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| 31-62-02 | DMC 2 |
|---|---|

Ident.: 9-MI-31-62-00004285.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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*

| 31-62-03 | DMC 3 |
|---|---|

Ident.: 9-MI-31-62-00004286.0000100 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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

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**2)** The standby IAS indicator is operative, and

**3)** The standby altimeter is operative, and

**4)** The standby horizon is operative, and

**5)** The standby compass is operative.

| 31-62-03 | DMC 3 |
|---|---|

Ident.: 9-MI-31-62-00004286.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**31-62-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative provided that:

**1)** The DMC 1 and DMC 2 are operative, and

**2)** The ISIS airspeed indication is operative, and

**3)** The ISIS altitude indication is operative, and

**4)** The ISIS attitude indication is operative, and

**5)** The standby compass is operative.

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| 31-63-01 | PFDU 1 |
|---|---|

Ident.: 9-MI-31-63-00004287.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-63-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

| 31-63-02 | PFDU 2 |
|---|---|

Ident.: 9-MI-31-63-00004288.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-63-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO / RNAV/RNP** |

**(o)** May be inoperative provided that PFDU 1, NDU 1, NDU 2, EWDU and SDU are operative.

Reference(s)

**(o)** *Refer to OpsProc 31-63-02A PFDU 2*

| 31-63-03 | NDU 1 |
|---|---|

Ident.: 9-MI-31-63-00004289.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-63-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO / RNAV/RNP** |

**(o)** May be inoperative provided that PFDU 1, PFDU 2, NDU 2, EWDU and SDU are operative.

Reference(s)

**(o)** *Refer to OpsProc 31-63-03A NDU 1*

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| 31-63-04 | NDU 2 |
|---|---|

Ident.: 9-MI-31-63-00004290.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-63-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO / RNAV/RNP** |

**(o)** May be inoperative provided that PFDU 1, PFDU 2, NDU 1, EWDU and SDU are operative.

Reference(s)

**(o)** *Refer to OpsProc 31-63-04A NDU 2*

| 31-63-05 | SDU |
|---|---|

Ident.: 9-MI-31-63-00004291.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**31-63-05A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(o)** **(m)** May be inoperative provided that:

**1)** The PFDU 1, PFDU 2, NDU 1, NDU 2 and EWDU are operative, and

**2)** The AC ESS FEED control is checked operative every day, and

**3)** The AC ESS FEED pb-sw FAULT light is checked operative every day, and

**4)** The CDSS is considered inoperative.

*Refer to 9-MI-23-72-01 Cockpit Door Surveillance System (CDSS)*

Reference(s)

**(o)** *Refer to OpsProc 31-63-05A SDU*
**(m)** *Refer to AMM Task 31-68-00-040-006*

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| 31-63-05 | SDU |
|---|---|

Ident.: 9-MI-31-63-00004291.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**31-63-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o) (m)** May be inoperative provided that:

**1)** The PFDU 1, PFDU 2, NDU 1, NDU 2 and EWDU are operative, and

**2)** The AC ESS FEED control is checked operative every day, and

**3)** The AC ESS FEED pb-sw FAULT light is checked operative every day.

Reference(s)

**(o)** *Refer to OpsProc 31-63-05A SDU*
**(m)** *Refer to AMM Task 31-68-00-040-006*

| 31-63-06 | EWDU |
|---|---|

Ident.: 9-MI-31-63-00004292.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-63-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

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| 31-68-01 | AIR DATA SWITCHING selector on the Center Pedestal |
|---|---|

Ident.: 9-MI-31-68-00004293.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-68-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the AIR DATA SWITCHING selector is set to NORM.

| 31-68-02 | ATT HDG SWITCHING selector on the Center Pedestal |
|---|---|

Ident.: 9-MI-31-68-00004294.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-68-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the ATT HDG SWITCHING selector is set to NORM.

| 31-68-03 | ECAM/ND XFR SWITCHING selector on the Center Pedestal |
|---|---|

Ident.: 9-MI-31-68-00004295.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-68-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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.

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| 31-68-04 | EIS DMC SWITCHING selector on the Center Pedestal |
|---|---|

Ident.: 9-MI-31-68-00004296.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-68-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the EIS DMC SWITCHING selector is set to NORM.

| 31-68-05 | PFD/ND XFR pb on the Lateral Instrument Panel |
|---|---|

Ident.: 9-MI-31-68-00004297.0000001 / 28 JUN 2022
**Applicable to: ALL**

**31-68-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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## 32-07-01 Brakes Temperature Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004298.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 32-07-01A BRAKES HOT alert not displayed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| C | 4 | 0 | No | H |

**(o)** One or more may be inoperative provided that the ground brake cooling time is applied.

Reference(s)

**(o)** *Refer to OpsProc 32-07-01A Brakes Temperature Indication on the WHEEL SD page*

### 32-07-01B BRAKES HOT alert displayed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| C | 4 | 0 | No | H |

**(o) (m)** One or more may be inoperative provided that:

**1)** The associated sensor is deactivated if the BRAKES HOT alert is displayed on the EWD, and

**2)** The ground brake cooling time is applied.

Reference(s)

**(o)** *Refer to OpsProc 32-07-01B Brakes Temperature Indication on the WHEEL SD page*
**(m)** *Refer to AMM Task 32-47-00-040-001*

## 32-07-02 L/G Position Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004299.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 32-07-02A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| C | 6 | 0 | No | - |

One or more may be inoperative provided that the L/G gear position indications are operative on the LDG GEAR indicator panel.

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## 32-07-03 L/G Doors Position Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004300.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-07-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **H** |

**(o)** One or more may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 32-07-03A L/G Doors Position Indication on the WHEEL SD page*

## 32-07-04 L/G CTL Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004301.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-07-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

## 32-07-05 UP LOCK Indication on the WHEEL SD page

Ident.: 9-MI-32-07-00004302.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-07-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

One or more may be inoperative.

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| 32-07-06 | [Y] N/W STEERING Indication on the WHEEL SD page |
|---|---|

Ident.: 9-MI-32-07-00004303.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**32-07-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 32-07-07 | Tire Pressure Indication ◁ on the WHEEL SD page |
|---|---|

Ident.: 9-MI-32-07-00004304.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-07-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **6** | **0** | **No** | **-** |

One or more may be inoperative.

| 32-07-08 | ANTI SKID Indication on the WHEEL SD page |
|---|---|

Ident.: 9-MI-32-07-00004305.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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.

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| 32-07-08 | **ANTI SKID, [1], [2] Indication on the WHEEL SD page** |
|---|---|

Ident.: 9-MI-32-07-00004305.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**32-07-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **No** | **-** |

One or more may be inoperative.

| 32-07-09 | **AUTO BRK Indication on the WHEEL SD page** |
|---|---|

Ident.: 9-MI-32-07-00004306.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-07-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

| 32-07-10 | **[G] NORM BRK Indication on the WHEEL SD page** |
|---|---|

Ident.: 9-MI-32-07-00004307.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**32-07-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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| 32-07-11 | Release Brake Indication on the WHEEL SD page |
|---|---|

Ident.: 9-MI-32-07-00004308.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-07-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **-** |

One or more may be inoperative.

| 32-07-12 | ACCU PRESS/ACCU ONLY Indication on the WHEEL SD page |
|---|---|

Ident.: 9-MI-32-07-00004309.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**32-07-12A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

| 32-07-13 | [Y] ALTN BRK Indication on the WHEEL SD page |
|---|---|

Ident.: 9-MI-32-07-00004310.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**32-07-13A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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| 32-09-01 | BRAKES-N/WS MINOR FAULT **Alert** |
|---|---|

Ident.: 9-MI-32-09-00004311.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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*

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| 32-11-01 | Main Gear Torque Link Damper |
|---|---|

Ident.: 9-MI-32-11-00004313.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-11-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative for 7 flights.

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| 32-12-01 | Main Gear Door Ground Opening Cable |
|---|---|

Ident.: 9-MI-32-12-00004314.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-12-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(m)** One or both may be broken or missing.

Reference(s)

**(m)** *Refer to AMM 32-12-00-040-006*

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| 32-31-01 | Landing Gear Control and Interface Unit (LGCIU) |
|---|---|

Ident.: 9-MI-32-31-00004315.0000002 / 31 AUG 2023
**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<br>OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **H / LVO** |

**(o)** The LGCIU 2 may be inoperative for 7 flights provided that:

**1)** The AOT reference A32N030-23 is not applicable or is successfully performed, and

**2)** All ELACs, SECs, SFCCs, RAs, FACs, and ADIRSs are operative, and

**3)** Both air conditioning packs are operative, and

**4)** The FLEX Takeoff Mode is not used, and

**5)** The operation of avionics equipment is time limited on ground, and

**6)** The OAT is below ISA+35 °C.

Reference(s)

**(o)** *Refer to OpsProc 32-31-01A Landing Gear Control and Interface Unit (LGCIU)*

| 32-31-01 | Landing Gear Control and Interface Unit (LGCIU) |
|---|---|

Ident.: 9-MI-32-31-00004315.0000001 / 31 AUG 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**32-31-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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

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**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)*

| 32-31-02 | Landing Gear Retracting System |
|---|---|

Ident.: 9-MI-32-31-00004316.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-31-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o)** **(m)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The aircraft is operated in accordance with the supplement for the flight with landing gear down.

Reference(s)

**(o)** *Refer to OpsProc 32-31-02A Landing Gear Retracting System*
**(m)** *Refer to AMM Task 32-31-00-040-803*

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| 32-32-01 | LGCIU 1 Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004317.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-32-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **16** | **16** | **No** | **-** |

All must be operative.

| 32-32-02 | LGCIU 2 RH L/G Shock Absorber Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004318.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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)*

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| 32-32-02 | LGCIU 2 RH L/G Shock Absorber Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004318.0000004 / 28 JUN 2022
**Criteria: A320 (-AIJH 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)*

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| 32-32-03 | LGCIU 2 LH L/G Shock Absorber Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004319.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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)*

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| 32-32-03 | LGCIU 2 LH L/G Shock Absorber Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004319.0000004 / 28 JUN 2022
**Criteria: A320 (-AIJH 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)*

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| 32-32-04 | LGCIU 2 Nose L/G Shock Absorber Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004320.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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)*

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## 32-32-04 LGCIU 2 Nose L/G Shock Absorber Proximity Detector

Ident.: 9-MI-32-32-00004320.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

### 32-32-04A Other proximity detectors operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical, and

**3)** The OAT is below ISA+35 °C.

Reference(s)

**(o)** *Refer to OpsProc 32-32-04A LGCIU 2 Nose L/G Shock Absorber Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

### 32-32-04B LGCIU 2 considered inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

## 32-32-05 LGCIU 2 RHL/G Down Lock Proximity Detector

Ident.: 9-MI-32-32-00004321.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 32-32-05A Other proximity detectors operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative provided that:

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**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-05A LGCIU 2 RH L/G Down Lock Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-05B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

| **32-32-06** | **LGCIU 2 LHL/G Down Lock Proximity Detector** |
|---|---|

Ident.: 9-MI-32-32-00004322.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-32-06A Other proximity detectors operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative provided that:

**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-06A LGCIU 2 LH L/G Down Lock Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-06B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

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*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

| 32-32-07 | LGCIU 2 Nose L/G Down Lock Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004323.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 32-32-07A Other proximity detectors operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative provided that:

**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-07A LGCIU 2 Nose L/G Down Lock Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

### 32-32-07B LGCIU 2 considered inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

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| 32-32-08 | LGCIU 2 RHL/G Up Lock Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004324.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-32-08A Other proximity detectors operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-08A LGCIU 2 RH L/G Up Lock Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-08B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

| 32-32-09 | LGCIU 2 LHL/G Up Lock Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004325.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-32-09A Other proximity detectors operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

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**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-09A LGCIU 2 LH L/G Up Lock Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-09B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

| **32-32-10** | **LGCIU 2 Nose L/G Up Lock Proximity Detector** |
|---|---|

Ident.: 9-MI-32-32-00004326.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-32-10A Other proximity detectors operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-10A LGCIU 2 Nose L/G Up Lock Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-10B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

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## 32-32-11 LGCIU 2 RHL/G Doors Open Proximity Detector

Ident.: 9-MI-32-32-00004327.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 32-32-11A Other proximity detectors operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-11A LGCIU 2 RH L/G Doors Open Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

### 32-32-11B LGCIU 2 considered inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

## 32-32-12 LGCIU 2 LHL/G Doors Open Proximity Detector

Ident.: 9-MI-32-32-00004328.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 32-32-12A Other proximity detectors operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

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**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-12A LGCIU 2 LH L/G Doors Open Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-12B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

| **32-32-13** | **LGCIU 2 Nose L/G Doors Open Proximity Detector** |
|---|---|

Ident.: 9-MI-32-32-00004329.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-32-13A Other proximity detectors operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **0** | **No** | **-** |

**(o) (m)** One or both may be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-13A LGCIU 2 Nose L/G Doors Open Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-13B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **0** | **No** | **H** |

One or both may be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

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| 32-32-14 | LGCIU 2 RHL/G Doors Closed Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004330.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-32-14A Other proximity detectors operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-14A LGCIU 2 RH L/G Doors Closed Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-14B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

| 32-32-15 | LGCIU 2 LHL/G Doors Closed Proximity Detector |
|---|---|

Ident.: 9-MI-32-32-00004331.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-32-15A Other proximity detectors operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

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**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-15A LGCIU 2 LH L/G Doors Closed Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-15B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

| **32-32-16** | **LGCIU 2 Nose L/G Doors Closed Proximity Detector** |
|---|---|

Ident.: 9-MI-32-32-00004332.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-32-16A Other proximity detectors operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

**(o) (m)** May be inoperative for 7 flights provided that:

**1)** The other proximity detectors are operative, and

**2)** The origin of the failure is checked to be electrical.

Reference(s)

**(o)** *Refer to OpsProc 32-32-16A LGCIU 2 Nose L/G Doors Closed Proximity Detector*
**(m)** *Refer to AMM Task 32-31-00-040-003*

**32-32-16B LGCIU 2 considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

May be inoperative for 7 flights provided that the LGCIU 2 is considered inoperative.

*Refer to 9-MI-32-31-01 Landing Gear Control and Interface Unit (LGCIU)*

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| 32-33-01 | Landing Gear Gravity Extension System |
|---|---|

Ident.: 9-MI-32-33-00004333.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-33-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o)** **(m)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The aircraft is operated in accordance with the supplement for the flight with landing gear down.

Reference(s)

**(o)** *Refer to OpsProc 32-33-01A Landing Gear Gravity Extension System*
**(m)** *Refer to AMM Task 32-31-00-040-802*

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| 32-41-01 | Nose Wheel Tie Bolt |
|---|---|

Ident.: 9-MI-32-41-00004334.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-41-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **A** | **-** | **-** | **No** | **-** |

**(m)** One tie bolt on one wheel may be broken or missing for 15 flights provided that:

**1)** The affected wheel tie bolt is removed, and

**2)** The affected wheel is checked for absence of damage.

Reference(s)

**(m)** *Refer to AMM 32-41-00-040-002*

| 32-41-02 | Main Wheel Tie Bolt |
|---|---|

Ident.: 9-MI-32-41-00004335.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-41-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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## 32-42-01 Main Wheel Brake

Ident.: 9-MI-32-42-00004336.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-42-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **4** | **3** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO** |

**(o) (m)** One may be inoperative provided that:

**1)** The nose wheel steering is operative, and

**2)** Both thrust reversers are operative, and

**3)** The green and yellow systems are operative on operative brakes, and

**4)** The affected brake is deactivated or removed, and

**5)** The runway width at departure and arrival airports is at least 45 m, and

**6)** The Flight Manual performance penalties are applied, and

**7)** The AUTO/BRK function is considered inoperative.

*Refer to 9-MI-32-42-05 AUTO/BRK Function*

Reference(s)

**(o)** *Refer to OpsProc 32-42-01A Main Wheel Brake*
**(m)** *Refer to AMM Task 32-42-00-040-003*

## 32-42-02 Green System Brake

Ident.: 9-MI-32-42-00004337.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-42-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / LVO** |

**(o) (m)** Braking on one wheel may be inoperative provided that:

**1)** The nose wheel steering is operative, and

**2)** Both thrust reversers are operative, and

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**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-32-42-00004338.0000004 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**32-42-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(m)** May be inoperative provided that:

**1)** The AOT reference A32N030-23 is not applicable or is successfully performed, and

**2)** The BSCU system 2 is operative, and

**3)** The affected system is deactivated, and

**4)** It is checked that the CFDS does not report a fault related to the L/G SYS DISAGREE alert before each flight, and

**5)** The AUTO/BRK (LO, MED, MAX) pb-sw DECEL light and the AUTO/BRK (LO, MED, MAX) pb-sw ON light are considered inoperative.

*Refer to 9-MI-32-42-08 AUTO/BRK (LO, MED, MAX) pb-sw DECEL light*, and

*Refer to 9-MI-32-42-09 AUTO/BRK (LO, MED, MAX) pb-sw ON light*

Reference(s)

**(m)** *Refer to AMM Task 32-42-00-040-007*

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| 32-42-03 | Braking/Steering Control Unit (BSCU) System 1 |
|---|---|

Ident.: 9-MI-32-42-00004338.0000005 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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-32-42-00004339.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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

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**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*

| 32-42-04 | Braking/Steering Control Unit (BSCU) System 2 |
|---|---|

Ident.: 9-MI-32-42-00004339.0000004 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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 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*

| 32-42-05 | AUTO/BRK Function |
|---|---|

Ident.: 9-MI-32-42-00004340.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-42-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 32-42-05A AUTO/BRK Function*

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| 32-42-06 | Tachometer |
|---|---|

Ident.: 9-MI-32-42-00004341.0000001 / 3 FEB 2023
**Applicable to: ALL**

**32-42-06B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **4** | **4** | **No** | **-** |

Must be operative.

**32-42-06C If BSCU Std. installed L4.10 (information given by trouble shooting)**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **3** | **No** | **H** |

**(o)** One may be inoperative provided that:

**1)** Both LGCIUs are operative, and

**2)** All SECs are operative, and

**3)** All ground spoilers are operative, and

**4)** The crosswind component is below 10 kt at departure airport and below 15 kt at arrival airport, and

**5)** The takeoff runway state is no more than wet, and

**6)** The performance penalties are applied, and

**7)** BSCU L4.9B (P/Ns E21327006 / E21327106) has not been installed by interchangeability, and

**8)** The affected brake is considered inoperative

*Refer to 9-MI-32-42-01 Main Wheel Brake*

Note: *The BSCU standard P/N can be checked by AMM TASK 32-46-00-740-003-A BITE Test of the BSCU - LRU Identification.*

Reference(s)

**(o)** *Refer to OpsProc 32-42-06C Tachometer*

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| 32-42-07 | Nose Landing Gear Wheel Brake Pad |
|---|---|

Ident.: 9-MI-32-42-00004342.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

**32-42-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(m)** One or both may be inoperative provided that they are removed.

Reference(s)

**(m)** *Refer to AMM 32-42-00-040-006*

| 32-42-08 | AUTO/BRK (LO, MED, MAX) pb-sw DECEL light |
|---|---|

Ident.: 9-MI-32-42-00004343.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-42-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 32-42-09 | AUTO/BRK (LO, MED, MAX) pb-sw ON light |
|---|---|

Ident.: 9-MI-32-42-00004344.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-42-09A AUTO/BRK mode arming displayed on the WHEEL SD page**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 .

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**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*.

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| 32-44-01 | Yellow System Brake |
|---|---|

Ident.: 9-MI-32-44-00004345.0000100 / 15 DEC 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

Reference(s)

**(m)** *Refer to AMM Task 32-43-00-040-001*

| 32-44-01 | Yellow System Brake |
|---|---|

Ident.: 9-MI-32-44-00004345.0000200 / 15 DEC 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

Reference(s)

**(m)** *Refer to AMM Task 32-43-00-040-001*

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| 32-44-02 | ACCU PRESS Indicator |
|---|---|

Ident.: 9-MI-32-44-00004346.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**32-44-02A BRAKES pressure indicator operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative provided that:

**1)** Both BRAKES pressure indicators are operative, and

**2)** The pressure on both BRAKES pressure indicators is checked with parking brake ON before each flight.

Reference(s)

**(o)** *Refer to OpsProc 32-44-02A ACCU PRESS Indicator (with Brakes Pressure Indicator Operative)*

| 32-44-02 | ACCU PRESS Indicator |
|---|---|

Ident.: 9-MI-32-44-00004346.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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)*

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**32-44-02B Checks on WHEEL SD page**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative provided that:

**1)** The ACCU PRESS/ACCU ONLY indication is operative on the WHEEL SD page , and

**2)** The hydraulic pressure of the brake accumulator is checked on the WHEEL SD page before each flight.

Reference(s)

**(o)** *Refer to OpsProc 32-44-02B ACCU PRESS Indicator (with WHEEL SD page)*

| 32-44-03 | BRAKES Pressure Indicator |
|---|---|

Ident.: 9-MI-32-44-00004347.0000100 / 31 AUG 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**32-44-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the BSCU system 1 and the BSCU system 2 are operative.

| 32-44-03 | BRAKES Pressure Indicator |
|---|---|

Ident.: 9-MI-32-44-00004347.0000200 / 31 AUG 2023
**Criteria: A320 (-AIJH 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

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**2)** The BSCU system 1 and the BSCU system 2 are operative.

| 32-44-04 | Alternate Braking Control Unit (ABCU) |
|---|---|

Ident.: 9-MI-32-44-00004348.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**32-44-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

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| 32-45-01 | Parking Brake Control Valve Electrical Motor |
|---|---|

Ident.: 9-MI-32-45-00004349.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-45-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(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)

**(m)** *Refer to AMM Task 32-45-00-040-001*

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| 32-47-01 | Brake Temperature Monitoring Unit (BTMU) |
|---|---|

Ident.: 9-MI-32-47-00004350.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-47-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(o)** One or both may be inoperative provided that the ground brake cooling time is applied.

Reference(s)

**(o)** *Refer to OpsProc 32-47-01A Brake Temperature Monitoring Unit (BTMU)*

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## 32-48-01 Brake Fan System ◁

Ident.: 9-MI-32-48-00004351.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 32-48-01A Brake Fan System not used

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **H** |

May be inoperative.

### 32-48-01B Brake Fan System may be used if partially available

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **H** |

**(o)** One or more fans may be inoperative provided that the affected pair of fans is deactivated.

Reference(s)

**(o)** *Refer to OpsProc 32-48-01B Brake Fan System (partially available)*

## 32-48-02 BRK FAN pb-sw HOT ◁ light

Ident.: 9-MI-32-48-00004352.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 32-48-02A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

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| 32-48-03 | BRK FAN pb-sw ON ◁ light |
|---|---|

Ident.: 9-MI-32-48-00004353.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-48-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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## 32-51-01 Nose Wheel Steering Control System

Ident.: 9-MI-32-51-00004354.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-51-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

Must be operative.

*Note:* *For nose wheel steering offset, Refer to NP-SUP-LG L/G Operation with Nosewheel Steering Offset.*

## 32-51-02 Rudder PEDALS DISC pb

Ident.: 9-MI-32-51-00004355.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-51-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

**(o)** One or both may be inoperative (no disconnection is possible).

Reference(s)

**(o)** *Refer to OpsProc 32-51-02A Rudder PEDALS DISC pb*

## 32-51-03 NWS Electrical Deactivation Box

Ident.: 9-MI-32-51-00004356.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-51-03A No towing mode when lever in the TOWING position**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

*Note:* *The towing mode is not available when the lever is in the TOWING position.*

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Reference(s)

**(o)** *Refer to OpsProc 32-51-03A NWS Electrical Deactivation Box (towing mode is not available when the lever is in the TOWING position)*

**32-51-03B NWS electrical deactivation box deactivated**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** **(m)** May be inoperative provided that the NWS electrical deactivation box is deactivated.

Reference(s)

**(o)** *Refer to OpsProc 32-51-03B NWS Electrical Deactivation Box (NWS Electrical Deactivation Box deactivated)*
**(m)** *Refer to AMM Task 32-51-00-040-002*

| **32-51-04** | **PARKING BRAKE light on the NWS Electrical Deactivation Box** |
|---|---|

Ident.: 9-MI-32-51-00004357.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-51-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 32-51-04A PARKING BRAKE light on the NWS Electrical Deactivation Box*

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| 32-61-01 | LDG GEAR Indicator Panel |
|---|---|

Ident.: 9-MI-32-61-00004360.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-61-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 32-61-02 | DOWN Red Arrow light on the Landing Gear lever |
|---|---|

Ident.: 9-MI-32-61-00004361.0000001 / 28 JUN 2022
**Applicable to: ALL**

**32-61-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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## ANN LT OVERHEAD PANEL

| 33-01-01-01 | TEST Function of ANN LT sw |
|---|---|

Ident.: 9-MI-33-01-01-00004362.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

| 33-01-01-02 | DIM Function of ANN LT sw |
|---|---|

Ident.: 9-MI-33-01-01-00004363.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

Dim lighting may be inoperative provided that the bright lighting is operative.

| 33-01-01-03 | BRT Function of ANN LT sw |
|---|---|

Ident.: 9-MI-33-01-01-00004364.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-01-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

Bright lighting may be inoperative for night operation.

Printouts are for information only!



## SIGNS OVERHEAD PANEL

| 33-01-02-01 | EMER EXIT LT OFF light |
|---|---|

Ident.: 9-MI-33-01-02-00004365.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-01-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 33-01-02-02 | AUTO Function of SEAT BELT SIGNS sw ⩤ |
|---|---|

Ident.: 9-MI-33-01-02-00004366.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-01-02-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 33-01-02-02A AUTO Function of SEAT BELT SIGNS sw (If Installed)*

| 33-01-02-03 | AUTO Function of NO SMOKING SIGNS sw |
|---|---|

Ident.: 9-MI-33-01-02-00004367.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-01-02-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

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Reference(s)

**(o)** *Refer to OpsProc 33-01-02-03A AUTO Function of NO SMOKING/EXIT/NO PORTABLE SIGNS sw*

| 33-01-02-04 | **AUTO Function of RETURN TO SEAT sw** ⋖ |
|---|---|

Ident.: 9-MI-33-01-02-00004368.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**33-01-02-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 33-01-02-04A AUTO Function of RETURN TO SEAT selector (If Installed)*

| 33-01-02-05 | **AUTO Function of DON OXYGEN MASK sw** ⋖ |
|---|---|

Ident.: 9-MI-33-01-02-00004369.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**33-01-02-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 33-01-02-05A AUTO Function of DON OXYGEN MASK selector*

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| 33-10-01 | **Cockpit General Illumination (Center & Main Instrument Lighting, Console and Floor Lighting, Dome lights and Lighting Strips, Instrument and Panel Integral Lighting, Map Holder Lighting, Center Pedestal Lighting, Reading Lights)** |
|---|---|

Ident.: 9-MI-33-10-00004370.0000100 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**33-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

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 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**33-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative provided that:

**1)** The lighting is sufficient for all instruments and controls, and

**2)** The RH dome light is operative.

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| 33-20-01 | Cabin General Illumination |
|---|---|

Ident.: 9-MI-33-20-00004371.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**33-20-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

**(o)** One or more lights may be inoperative provided that:

**1)** The lighting is sufficient for the cabin attendants to perform their duties, and

**2)** The lighting is sufficient to charge the photoluminescent Floor Path Marking System ⋖.

Reference(s)

**(o)** *Refer to OpsProc 33-20-01A Cabin General Illumination*

| 33-20-02 | Cabin Signs (No Smoking/No Electronic Devices/Fasten Seat Belt/ Return to Seat) |
|---|---|

Ident.: 9-MI-33-20-00004372.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

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**33-20-02B Affected seat not occupied**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **Yes** | **H** |

**(m)** One or more “No Smoking/No Electronic Devices/Fasten Seat Belt” sign may be inoperative provided that:

**1)** No passenger seat is occupied from which a passenger cannot see a readily legible “No smoking/No Electronic Devices/Fasten Seat Belt” sign, and

**2)** The affected seat is blocked and placarded inoperative.

Reference(s)

**(m)** *Refer to AMM Task 33-20-00-040-001*

| **33-20-03** | **Lavatory Sign (Return to seat)** |
|---|---|

Ident.: 9-MI-33-20-00004373.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**33-20-03A Lavatory used**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **-** |

One or more may be inoperative provided that the affected lavatory is locked closed and is placarded inoperative.

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| 33-20-04 | Lavatory Lighting |
|---|---|

Ident.: 9-MI-33-20-00004374.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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.

Printouts are for information only!



## 33-20-01 Redefined Flight Deck (RFD) General Illumination

Ident.: 9-MI-33-20-00004375.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

### 33-20-01A Crew Entry Light

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that there is sufficient lighting for crew to perform duties.

## 33-20-03 Lavatory Sign (Return to Seat/Don Oxygen)

Ident.: 9-MI-33-20-00004376.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

### 33-20-03A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative provided that:

**1)** The passenger address system is checked operative in the lavatory, and

**2)** The passenger address system is used to alert the occupant to don oxygen mask and/or return to seat.

Reference(s)

**(o)** *Refer to OpsProc 33-20-03A Lavatory Sign (RETURN TO SEAT / DON OXYGEN MASK)*

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## 33-30-01 Cargo and Service Compartment Lighting System

Ident.: 9-MI-33-30-00004377.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-30-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

## 33-30-02 Main Deck Cargo Compartment (MDCC) Lighting

Ident.: 9-MI-33-30-00004378.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**33-30-02A Main deck cargo compartment lighting system**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative provided that the Main Deck Cargo Compartment is empty and no access is allowed during flight.

**33-30-02B Main deck cargo compartment lights**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

One or more lights may be inoperative provided that:

**1)** The lighting is sufficient for operator to load and unload cargo, and

**2)** The lighting is sufficient for crew to access the Main Deck Cargo Compartment during flight to perform their duties (applicable to MDA1 only).

Printouts are for information only!



| 33-30-03 | Tarmac Light |
|---|---|

Ident.: 9-MI-33-30-00004379.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**33-30-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative for day operation.

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## 33-40-01 NAV 1 Light

Ident.: 9-MI-33-40-00004380.0000002 / 28 JUN 2022
**Applicable to: ALL**

### 33-40-01A Daylight operations

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **H** |

One or more NAV 1 lights may be inoperative for daylight operations.

### 33-40-01B All NAV 2 lights operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more NAV 1 lights may be inoperative provided that all NAV 2 lights are operative.

## 33-40-02 NAV 2 Light

Ident.: 9-MI-33-40-00004381.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 33-40-02A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more NAV 2 lights may be inoperative.

## 33-40-03 Landing light

Ident.: 9-MI-33-40-00004382.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

*Note:* *Each Landing light consists of a set of LEDs which are located on each Multi-Functional Runway Light unit.*

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**33-40-03A Takeoff lights operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative provided that takeoff lights are operative.

**33-40-03B Daylight operations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative for daylight operations.

| **33-40-03** | **Landing light** |
|---|---|

Ident.: 9-MI-33-40-00004382.0000004 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**33-40-03A Taxi and takeoff lights operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative provided that both taxi and takeoff lights are operative.

**33-40-03B Daylight operations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H** |

One or both may be inoperative for daylight operations.

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| 33-40-04 | Landing light Extension/Retraction System |
|---|---|

Ident.: 9-MI-33-40-00004383.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**33-40-04A Inoperative in extended position**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(o)** One or both may be inoperative in the extended position.

Reference(s)

**(o)** *Refer to OpsProc 33-40-04A Landing light Extension/Retraction System*

**33-40-04B Inoperative in retracted position**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative in the retracted position provided that the associated light is considered inoperative.

*Refer to 9-MI-33-40-03 Landing light*

| 33-40-05 | Runway Turnoff light |
|---|---|

Ident.: 9-MI-33-40-00004384.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

*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.

Printouts are for information only!



| 33-40-05 | Runway Turnoff light |
|---|---|

Ident.: 9-MI-33-40-00004384.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**33-40-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 33-40-06 | Taxi light |
|---|---|

Ident.: 9-MI-33-40-00004385.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

*Note: Each Taxi light consists of a set of LEDs which are located on each Multi-Functional Runway Light unit.*

**33-40-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 33-40-06 | Taxi and Takeoff light |
|---|---|

Ident.: 9-MI-33-40-00004385.0000002 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**33-40-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

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| 33-40-07 | Logo light |
|---|---|

Ident.: 9-MI-33-40-00004386.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-40-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 33-40-08 | Beacon light |
|---|---|

Ident.: 9-MI-33-40-00004387.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-40-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

**(o)** One or both may be inoperative provided that the Strobe lights are operative.

Reference(s)

**(o)** *Refer to OpsProc 33-40-08A Beacon light*

| 33-40-09 | Wing and Engine Scan light |
|---|---|

Ident.: 9-MI-33-40-00004388.0000001 / 15 DEC 2023
**Applicable to: ALL**

**33-40-09A One Inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

Printouts are for information only!



**33-40-09B Both Inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H** |

Both may be inoperative for daylight operations.

| **33-40-10** | **Strobe light** |
|---|---|

Ident.: 9-MI-33-40-00004389.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-40-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative.

| **33-40-11** | **Takeoff light** |
|---|---|

Ident.: 9-MI-33-40-00004390.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

*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.

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| 33-51-01 | Exit Marking Sign |
|---|---|

Ident.: 9-MI-33-51-00004391.0000100 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

**33-51-01A A maximum of three non-adjacent LEDs/bulbs inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **6** | **6** | **No** | **-** |

A maximum of three non-adjacent LEDs/bulbs may be inoperative in one or more signs.

**33-51-01B Associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **6** | **5** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*, or

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

Note: *For aircraft equipped with two pairs of cabin overwing exits, both cabin overwing exits on the same side must be considered inoperative if the associated EXIT marking sign is inoperative.*

| 33-51-01 | Exit Marking Sign |
|---|---|

Ident.: 9-MI-33-51-00004391.0000200 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**33-51-01A A maximum of three non-adjacent LEDs/bulbs inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **6** | **6** | **No** | **-** |

A maximum of three non-adjacent LEDs/bulbs may be inoperative in one or more signs.

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**33-51-01B Associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **6** | **5** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*, or

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

| **33-51-01** | **Exit Marking Sign** |
|---|---|

Ident.: 9-MI-33-51-00004391.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**33-51-01A A maximum of three non-adjacent LEDs/bulbs inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **8** | **No** | **-** |

A maximum of three non-adjacent LEDs/bulbs may be inoperative in one or more signs.

**33-51-01B Associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

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| 33-51-01 | Exit Marking Sign |
|---|---|

Ident.: 9-MI-33-51-00004392.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**33-51-01A A maximum of three non-adjacent LEDs/bulbs inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **1** | **No** | **-** |

A maximum of three non-adjacent LEDs/bulbs may be inoperative in one or more signs.

**33-51-01C**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

May be inoperative for 5 flights provided that all occupants are briefed.

| 33-51-02 | Exit Location Sign in the Main Aisle |
|---|---|

Ident.: 9-MI-33-51-00004393.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

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| 33-51-03 | Overhead Emergency Lighting System in the Main Aisle |
|---|---|

Ident.: 9-MI-33-51-00004394.0000100 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**33-51-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 / 28 JUN 2022
**Criteria: A320 / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**33-51-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**33-51-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 33-51-04 | Overhead Emergency Lighting System in the Cabin Door Vicinity |
|---|---|

Ident.: 9-MI-33-51-00004395.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**33-51-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

| 33-51-04 | Overhead Emergency Lighting System in the Crew Entry Door (CED) Vicinity |
|---|---|

Ident.: 9-MI-33-51-00004396.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**33-51-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

May be inoperative for day operation.

| 33-51-05 | Floor Proximity Emergency Escape Path Marking System |
|---|---|

Ident.: 9-MI-33-51-00004397.0000100 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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:

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**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.

| 33-51-05 | Floor Proximity Emergency Escape Path Marking System |
|---|---|

Ident.: 9-MI-33-51-00004397.0000200 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**33-51-05B Aircraft equipped with Photo Luminescent Floor Path Marking System**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative or missing provided that:

**1)** The length of each affected section does not exceed 0.5 m, and

**2)** The affected sections are not opposite each other, and

**3)** The distance between each affected section is more than 2 m, and

**4)** No more than two sections per cabin zone are affected, and

**5)** The sections marking right angle intersections, including cross-aisles, are operative, and

**6)** All sections within one meter of the strips marking right angle intersections are operative.

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| 33-51-07 | Floor Proximity Emergency Escape Path Marking System Exit Marker |
|---|---|

Ident.: 9-MI-33-51-00004398.0000005 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

**33-51-07A Associated cabin door considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated cabin door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

**33-51-07B Associated cabin overwing exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **6** | **No** | **H** |

One or two may be inoperative on the same side for 5 flights provided that the associated cabin overwing exit is considered inoperative.

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

| 33-51-07 | Floor Proximity Emergency Escape Path Marking System Exit Marker |
|---|---|

Ident.: 9-MI-33-51-00004398.0000006 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**33-51-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **6** | **5** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*, or

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

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| 33-51-07 | Floor Proximity Emergency Escape Path Marking System Exit Marker |
|---|---|

Ident.: 9-MI-33-51-00004398.0000007 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**33-51-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

| 33-51-08 | Overwing Emergency light |
|---|---|

Ident.: 9-MI-33-51-00004399.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.*

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| 33-51-09 | Overwing Exit Handle light |
|---|---|

Ident.: 9-MI-33-51-00004400.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**33-51-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more may be inoperative.

| 33-51-10 | Escape Slide Lighting |
|---|---|

Ident.: 9-MI-33-51-00004401.0000100 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

**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.*

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| 33-51-10 | Escape Slide Lighting |
|---|---|

Ident.: 9-MI-33-51-00004401.0000200 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**33-51-10A Daylight operations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **6** | **0** | **No** | **H** |

One or more may be inoperative for daylight operations.

**33-51-10B Associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **6** | **5** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*, or

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

| 33-51-10 | Escape Slide Lighting |
|---|---|

Ident.: 9-MI-33-51-00004401.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**33-51-10A Daylight operations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **0** | **No** | **H** |

One or more may be inoperative for daylight operations.

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**33-51-10B Associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **H** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

| **33-51-11** | **Lavatory Auxiliary light** |
|---|---|

Ident.: 9-MI-33-51-00004402.0000001 / 28 JUN 2022
**Applicable to: ALL**

**33-51-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

One or more may be inoperative.

| **33-51-12** | **BAT TEST pb on the PTP** |
|---|---|

Ident.: 9-MI-33-51-00004403.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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.

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| 33-51-13 | SYS TEST pb on the PTP |
|---|---|

Ident.: 9-MI-33-51-00004404.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**33-51-13A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(m)** May be inoperative provided that the operational test of the emergency lighting system is performed as an alternative to this test.

Reference(s)

**(m)** *Refer to AMM 33-51-00-040-001*

| 33-51-14 | Emergency Egress Light |
|---|---|

Ident.: 9-MI-33-51-00004405.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**33-51-14A Daylight operations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative for daylight operation.

**33-51-14A Night operations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **1** | **No** | **-** |

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| 34-00-01 | ADR MAINTENANCE Message |
|---|---|

Ident.: 9-MI-34-00-00004406.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

ADR MAINTENANCE message may be displayed on the STATUS SD page .

| 34-00-02 | **IR** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-34-00-00004407.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-00-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **M** |

IR MAINTENANCE message may be displayed on the STATUS SD page .

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## ADIRS OVERHEAD PANEL

| 34-01-01-01 | ADR pb-sw FAULT light |
|---|---|

Ident.: 9-MI-34-01-01-00004408.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 34-01-01-02 | ADR pb-sw OFF light |
|---|---|

Ident.: 9-MI-34-01-01-00004409.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 34-01-01-03 | IR FAULT light |
|---|---|

Ident.: 9-MI-34-01-01-00004410.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-01-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative.

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| 34-01-01-03 | IR pb-sw FAULT light |
|---|---|

Ident.: 9-MI-34-01-01-00004410.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**34-01-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 34-01-01-04 | IR ALIGN light |
|---|---|

Ident.: 9-MI-34-01-01-00004411.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-01-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative.

| 34-01-01-04 | IR pb-sw OFF light |
|---|---|

Ident.: 9-MI-34-01-01-00004411.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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.

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| 34-01-01-05 | ON BAT light |
|---|---|

Ident.: 9-MI-34-01-01-00004412.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-01-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 34-01-01-31 | ADR pb-sw |
|---|---|

Ident.: 9-MI-34-01-01-00004413.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-01-31A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 34-01-01-32 | IR pb-sw |
|---|---|

Ident.: 9-MI-34-01-01-00004414.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**34-01-01-32A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **Yes** | **-** |

**(o)** IR 2 or IR 3 pb-sw may be inoperative provided that:

**1)** The associated mode selector is operative, and

**2)** The two ADRs and the two IRs associated with the two operative IRs pb-sw are operative.

Reference(s)

**(o)** *Refer to OpsProc 34-01-01-32A IR pb-sw*

| 34-01-01-33 | IR Mode selector |
|---|---|

Ident.: 9-MI-34-01-01-00004415.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-01-01-33A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **2** | **Yes** | **H** |

**(o)** IR 2 or IR 3 mode selector may be inoperative provided that the associated ADIRS is considered inoperative.

Refer to the associated Items.

Reference(s)

**(o)** *Refer to OpsProc 34-01-01-33A IR Mode Selector*

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| 34-01-01-33 | IR Mode selector |
|---|---|

Ident.: 9-MI-34-01-01-00004415.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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*

| 34-01-01-34 | DATA DISPLAY selector of ADIRS CDU |
|---|---|

Ident.: 9-MI-34-01-01-00004416.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-01-01-34A MCDU 1 and MCDU 2 operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

**34-01-01-34B Navigation not planned on inertial data**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the navigation is not planned on inertial data.

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| 34-01-01-35 | SYS DISPLAY selector of ADIRS CDU |
|---|---|

Ident.: 9-MI-34-01-01-00004417.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-01-01-35A MCDU 1 and MCDU 2 operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that:

**1)** The MCDU 1 and the MCDU 2 are operative, and

**2)** The IRS initialization is available through the FMGC.

**34-01-01-35B Navigation not planned on inertial data**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the navigation is not planned on inertial data.

| 34-01-01-36 | Display Unit of ADIRS CDU |
|---|---|

Ident.: 9-MI-34-01-01-00004418.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-01-01-36A MCDU 1 and MCDU 2 operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

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**34-01-01-36B Navigation not planned on inertial data**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative provided that the navigation is not planned on inertial data.

| **34-01-01-37** | **Keyboard of ADIRS CDU** |
|---|---|

Ident.: 9-MI-34-01-01-00004419.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-01-01-37A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the MCDU 1 and the MCDU 2 are operative.

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## GPWS OVERHEAD PANEL

| 34-01-02-01 | GPWS SYS pb-sw FAULT light |
|---|---|

Ident.: 9-MI-34-01-02-00004420.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 34-01-02-02 | GPWS SYS pb-sw OFF light |
|---|---|

Ident.: 9-MI-34-01-02-00004421.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-02-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 34-01-02-03 | GPWS G/S MODE pb-sw OFF light |
|---|---|

Ident.: 9-MI-34-01-02-00004422.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-02-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the GPWS basic modes are considered inoperative.

*Refer to 9-MI-34-40-01 GPWS Basic Modes*

| 34-01-02-04 | GPWS FLAP MODE pb-sw OFF light |
|---|---|

Ident.: 9-MI-34-01-02-00004423.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-02-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 34-01-02-05 | GPWS LDG FLAP 3 pb-sw ON light |
|---|---|

Ident.: 9-MI-34-01-02-00004424.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-02-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

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| 34-01-02-06 | GPWS TERR pb-sw FAULT light |
|---|---|

Ident.: 9-MI-34-01-02-00004425.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-02-06A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

| 34-01-02-07 | GPWS TERR pb-sw OFF light |
|---|---|

Ident.: 9-MI-34-01-02-00004426.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-01-02-07A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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## 34-05-01 Actual Airspeed Reference Line and Scale Indication on the PFD

Ident.: 9-MI-34-05-00004427.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 34-05-01A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

## 34-05-02 Mach Number Indication on the PFD

Ident.: 9-MI-34-05-00004428.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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.

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**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 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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.

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| 34-05-03 | VMO/MMO Characteristic Speed Indication on the PFD |
|---|---|

Ident.: 9-MI-34-05-00004429.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-05-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

| 34-05-04 | Altitude Indication on the PFD |
|---|---|

Ident.: 9-MI-34-05-00004430.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-05-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

| 34-05-05 | Baro Reference Indication on the PFD |
|---|---|

Ident.: 9-MI-34-05-00004431.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-05-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

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## 34-05-06 Vertical Speed in Inertial Mode Indication on the PFD

Ident.: 9-MI-34-05-00004432.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-05-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 34-05-06A Vertical Speed in Inertial Mode Indication on the PFD*

## 34-05-07 Other Air Data Related Indications on the PFD

Ident.: 9-MI-34-05-00004433.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-05-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

**(o)** One or more may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 34-05-07A Other Air Data Related Indications on the PFD*

## 34-05-08 Attitude Indication on the PFD

Ident.: 9-MI-34-05-00004434.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-05-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO / ETOPS** |

**(o)** One may be inoperative provided that:

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**1)** ETOPS is not conducted, and

**2)** The aircraft is operated in day VMC conditions.

Reference(s)

**(o)** *Refer to OpsProc 34-05-08A Attitude Indication on the PFD*

| 34-05-09 | Heading Indication on the PFD |
|---|---|

Ident.: 9-MI-34-05-00004435.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-05-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 34-05-09A Heading Indication On the PFD*

| 34-05-10 | Radio Navaids Indications on the PFD |
|---|---|

Ident.: 9-MI-34-05-00004436.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-05-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*.

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## 34-06-01 Ground Speed Indication on the ND

Ident.: 9-MI-34-06-00004437.0000001 / 14 JUN 2023
**Applicable to: ALL**

**34-06-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H / RNAV/RNP** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 34-06-01A Ground Speed Indication on the ND*

## 34-06-02 True Air Speed Indication on the ND

Ident.: 9-MI-34-06-00004438.0000001 / 14 JUN 2023
**Applicable to: ALL**

**34-06-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H / RNAV/RNP** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 34-06-02A True Air Speed Indication on the ND*

## 34-06-03 Wind Indication on the ND

Ident.: 9-MI-34-06-00004439.0000001 / 14 JUN 2023
**Applicable to: ALL**

**34-06-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H / RNAV/RNP** |

**(o)** One or both may be inoperative.

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Reference(s)

**(o)** *Refer to OpsProc 34-06-03A Wind Indication on the ND*

| 34-06-04 | Heading Indication on the ND |
|---|---|

Ident.: 9-MI-34-06-00004440.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-06-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o)** One may be inoperative provided that the heading indications are operative on both PFDs.

Reference(s)

**(o)** *Refer to OpsProc 34-06-04A Heading Indication on the ND*

| 34-06-05 | Position (Aircraft Symbol) Indication on the ND |
|---|---|

Ident.: 9-MI-34-06-00004441.0000001 / 14 JUN 2023
**Applicable to: ALL**

**34-06-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H / RNAV/RNP** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 34-06-05A Position (Aircraft Symbol) Indication on the ND*

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| 34-06-06 | Radio Navaids Indications on the ND |
|---|---|

Ident.: 9-MI-34-06-00004442.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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*.

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| 34-06-06 | Radio Navaids Indications on the ND |
|---|---|

Ident.: 9-MI-34-06-00004442.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

### 34-06-06A Indication operative on one ND

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>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<br>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<br>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

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*Refer to 9-MI-34-50-04 DME*, or

*Refer to 9-MI-34-50-05 VOR*, or

*Refer to MI-34-50 ADF* ◁, or

*Refer to 9-MI-34-50-06 MARKER*.

| 34-06-07 | Chrono Indication on the ND |
|---|---|

Ident.: 9-MI-34-06-00004443.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-06-07A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative.

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| 34-10-01 | ADR 1 |
|---|---|

Ident.: 9-MI-34-10-00004444.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

| 34-10-02 | ADR 2 |
|---|---|

Ident.: 9-MI-34-10-00004445.0000100 / 14 JUN 2023
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

**34-10-02B**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **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*

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| 34-10-02 | ADR 2 |
|---|---|

Ident.: 9-MI-34-10-00004445.0000200 / 14 JUN 2023
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**34-10-02B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** May be inoperative provided that:

**1)** The IR 1, IR 3, ADR 1 and ADR 3 are operative, and

**2)** The takeoff is not performed in CONF 1+F.

Reference(s)

**(o)** *Refer to OpsProc 34-10-02B ADR 2*

| 34-10-03 | ADR 3 |
|---|---|

Ident.: 9-MI-34-10-00004446.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-10-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** May be inoperative provided that the IR 1, IR 2, ADR 1 and ADR 2 are operative.

Reference(s)

**(o)** *Refer to OpsProc 34-10-03A ADR 3*

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| 34-10-04 | IR 1 |
|---|---|

Ident.: 9-MI-34-10-00004447.0000100 / 28 JUN 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

### 34-10-04B GPS 1 operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** The NAV mode may be inoperative provided that:

**1)** The IR 1 is operated in ATT mode, and

**2)** The IR 2 and IR 3 are operative, and

**3)** The GPS 1 ⩤ is operative, and

**4)** The Predictive GPWS Functions are considered inoperative.

*Refer to 9-MI-34-40-02 Predictive GPWS Functions*

**5)** The FMGC 1 is considered inoperative.

*Refer to 9-MI-22-83-01 Flight Management and Guidance Computer (FMGC)*

Reference(s)

**(o)** *Refer to OpsProc 34-10-04B IR 1 (only NAV mode of IR 1 inoperative)*

### 34-10-04C GPS 1 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** The NAV mode may be inoperative provided that:

**1)** The IR 1 is operated in ATT mode, and

**2)** The IR 2 and IR 3 are operative, and

**3)** The Flight remains within radio navaids coverage, and

**4)** The Predictive GPWS Functions are considered inoperative.

*Refer to 9-MI-34-40-02 Predictive GPWS Functions*

**5)** The FMGC 1 is considered inoperative.

*Refer to 9-MI-22-83-01 Flight Management and Guidance Computer (FMGC)*

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Reference(s)

**(o)** *Refer to OpsProc 34-10-04C IR 1 (only NAV mode of IR 1 inoperative)*

| 34-10-04 | IR 1 |
|---|---|

Ident.: 9-MI-34-10-00004447.0000200 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (all ex. -AEUA)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**34-10-04B GPS 1 operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** The NAV mode may be inoperative provided that:

**1)** The IR 1 is operated in ATT mode, and

**2)** The IR 2 and IR 3 are operative, and

**3)** The GPS 1 ◁ is operative, and

**4)** The Predictive GPWS Functions are considered inoperative.

*Refer to 9-MI-34-40-02 Predictive GPWS Functions*

Reference(s)

**(o)** *Refer to OpsProc 34-10-04B IR 1 (only NAV mode of IR 1 inoperative)*

**34-10-04C GPS 1 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** The NAV mode may be inoperative provided that:

**1)** The IR 1 is operated in ATT mode, and

**2)** The IR 2 and IR 3 are operative, and

**3)** The Flight remains within radio navaids coverage, and

**4)** The Predictive GPWS Functions are considered inoperative.

*Refer to 9-MI-34-40-02 Predictive GPWS Functions*

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Reference(s)

**(o)** *Refer to OpsProc 34-10-04C IR 1 (only NAV mode of IR 1 inoperative)*

| 34-10-05 | IR 2 |
|---|---|

Ident.: 9-MI-34-10-00009238.0000100 / 14 JUN 2023
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-10-05B IR 2 totally inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>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)*

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| 34-10-05 | IR 2 |
|---|---|

Ident.: 9-MI-34-10-00009238.0000200 / 14 JUN 2023
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 34-10-05B IR 2 totally inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** May be inoperative provided that:

**1)** The IR 2 pb-sw is set to OFF, and

**2)** The IR 1, the IR 3, the ADR 1 and the ADR 3 are operative.

Reference(s)

**(o)** *Refer to OpsProc 34-10-05B IR 2 (IR 2 totally inoperative)*

### 34-10-05C Only NAV mode of IR 2 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** The NAV mode may be inoperative provided that:

**1)** The IR 2 is operated in ATT mode, and

**2)** The IR 1 and the IR 3 are operative.

Reference(s)

**(o)** *Refer to OpsProc 34-10-05C IR 2 (only NAV mode of IR 2 inoperative)*

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| 34-10-05 | IR 2 |
|---|---|

Ident.: 9-MI-34-10-00009238.0000300 / 14 JUN 2023
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

### 34-10-05B IR 2 totally inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** May be inoperative provided that:

**1)** The IR 2 mode selector is set to OFF, and

**2)** The IR 1, the IR 3, the ADR 1 and the ADR 3 are operative, and

**3)** The takeoff is not performed in CONF 1+F, and

**4)** The FMGC 2 is considered inoperative.

*Refer to 9-MI-22-83-01 Flight Management and Guidance Computer (FMGC)*

Reference(s)

**(o)** *Refer to OpsProc 34-10-05B IR 2 (IR 2 totally inoperative)*

### 34-10-05C Only NAV mode of IR 2 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** The NAV mode may be inoperative provided that:

**1)** The IR 2 is operated in ATT mode, and

**2)** The IR 1 and the IR 3 are operative, and

**3)** The FMGC 2 is considered inoperative.

*Refer to 9-MI-22-83-01 Flight Management and Guidance Computer (FMGC)*

Reference(s)

**(o)** *Refer to OpsProc 34-10-05C IR 2 (only NAV mode of IR 2 inoperative)*

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| 34-10-06 | IR 3 (for aircraft without Honeywell 10 MCU ADIRU) |
|---|---|

Ident.: 9-MI-34-10-00004449.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

### 34-10-06A IR 3 totally inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** May be inoperative provided that:

**1)** The IR 3 mode selector is set to OFF, and

**2)** The IR 1, the IR 2, the ADR 1, and the ADR 2 are operative.

Reference(s)

**(o)** *Refer to OpsProc 34-10-06A IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative)*

### 34-10-06B Only NAV mode of IR 3 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** The NAV mode may be inoperative provided that:

**1)** The IR 3 is operated in ATT mode, and

**2)** The IR 1 and the IR 2 are operative.

Reference(s)

**(o)** *Refer to OpsProc 34-10-06B IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)*

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| 34-10-06 | IR 3 (for aircraft without Honeywell 10 MCU ADIRU) |
|---|---|

Ident.: 9-MI-34-10-00004449.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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)*

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| 34-10-07 | IR 3 (for aircraft with Honeywell 10 MCU ADIRU) |
|---|---|

Ident.: 9-MI-34-10-00004450.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

### 34-10-07A IR 3 totally inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** May be inoperative provided that:

**1)** The IR 3 mode selector is set to OFF, and

**2)** The IR 1, the IR 2, the ADR 1, and the ADR 2 are operative.

Reference(s)

**(o)** *Refer to OpsProc 34-10-07A IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative)*

### 34-10-07B Only NAV mode of IR 3 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / LVO** |

**(o)** The NAV mode may be inoperative provided that:

**1)** The IR 3 is operated in ATT mode, and

**2)** The IR 1 and the IR 2 are operative.

Reference(s)

**(o)** *Refer to OpsProc 34-10-07B IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative)*

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| 34-10-07 | IR 3 (for aircraft with Honeywell 10 MCU ADIRU) |
|---|---|

Ident.: 9-MI-34-10-00004450.0000200 / 28 JUN 2022
**Criteria: A320 (-AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZA**

### 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)*

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| 34-11-01 | Angle of Attack (AOA) Sensor |
|---|---|

Ident.: 9-MI-34-11-00004451.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-11-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 / 28 JUN 2022
**Applicable to: ALL**

**34-11-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 34-11-03 | CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3 |
|---|---|

Ident.: 9-MI-34-11-00004453.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-11-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative provided that:

**1)** The CAPT sensor element connected to the ADR 1 is operative, and

**2)** The F/O sensor connected to the ADR 2 is operative, and

**3)** The ADR 1 and the ADR 2 are operative, and

**4)** The TAT indication on the SD is checked operative.

Reference(s)

**(o)** *Refer to OpsProc 34-11-03A CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3*

| 34-11-04 | F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2 |
|---|---|

Ident.: 9-MI-34-11-00004454.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-11-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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Reference(s)

**(o)** *Refer to OpsProc 34-11-04A F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2*

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| 34-13-01 | BKUP SPD/ALT pb-sw ON light |
|---|---|

Ident.: 9-MI-34-13-00004455.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**34-13-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 34-13-02 | BKUP SPD/ALT pb-sw |
|---|---|

Ident.: 9-MI-34-13-00004456.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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)*

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| 34-13-03 | Digital Backup Speed (DBUS) |
|---|---|

Ident.: 9-MI-34-13-00004457.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**34-13-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative provided that the Digital BackUp Speed is not used.

Reference(s)

**(o)** *Refer to OpsProc 34-13-03A Digital Backup Speed (DBUS)*

Printouts are for information only!



| 34-21-01 | Standby ALT Indicator |
|---|---|

Ident.: 9-MI-34-21-00004458.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-21-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the aircraft is operated in day VMC conditions.

| 34-21-02 | Bugs on the Standby ALT Indicator |
|---|---|

Ident.: 9-MI-34-21-00004459.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-21-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **-** |

One or more may be inoperative.

| 34-21-03 | Standby IAS Indicator |
|---|---|

Ident.: 9-MI-34-21-00004460.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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

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**2)** The three Probe Heat Computers are operative, and

**3)** The Standby horizon is operative, and

**4)** The AIR DATA SWITCHING selector , the EIS DMC SWITCHING selector and the PFD/ND XFR pb are checked operative.

Reference(s)

**(o)** *Refer to OpsProc 34-21-03A Standby IAS Indicator*

| 34-21-04 | Bugs on the Standby IAS Indicator |
|---|---|

Ident.: 9-MI-34-21-00004461.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-21-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **-** |

One or more may be inoperative.

| 34-21-05 | Standby ALT Metric Indicator ⏪ |
|---|---|

Ident.: 9-MI-34-21-00004462.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-21-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

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| 34-22-01 | Standby Compass Indicator |
|---|---|

Ident.: 9-MI-34-22-00004463.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**34-22-01B DDRMI not installed or inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-22-01B DDRMI not installed or inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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**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 / 28 JUN 2022
**Applicable to: ALL**

**34-22-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

| **34-22-03** | **Standby Horizon Indicator** |
|---|---|

Ident.: 9-MI-34-22-00004465.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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*

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| 34-23-01 | ISIS Altitude Indication |
|---|---|

Ident.: 9-MI-34-23-00004466.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**34-23-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **No** | **H / LVO** |

May be inoperative provided that the aircraft is operated in day VMC conditions.

| 34-23-02 | ISIS Airspeed Indication |
|---|---|

Ident.: 9-MI-34-23-00004467.0000001 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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.

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| 34-23-03 | ISIS Bugs Indication |
|---|---|

Ident.: 9-MI-34-23-00004468.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**34-23-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

| 34-23-04 | ISIS Attitude Indication |
|---|---|

Ident.: 9-MI-34-23-00004469.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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*

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| 34-23-05 | ISIS ILS Indication |
|---|---|

Ident.: 9-MI-34-23-00004470.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**34-23-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

| 34-23-06 | ISIS Mach Number Indication |
|---|---|

Ident.: 9-MI-34-23-00004471.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**34-23-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

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| 34-30-04 | Instrument Landing System (ILS) |
|---|---|

Ident.: 9-MI-34-30-00004474.0000003 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 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

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**2)** Approach and landing procedures are not based on the use of ILS, and

**3)** The GPWS G/S basic mode (mode 5) is considered inoperative, and

*Refer to 9-MI-34-40-01 GPWS Basic Modes*

**4)** ISIS ILS indication is considered inoperative.

*Refer to 9-MI-34-23-05 ISIS ILS Indication*

| 34-30-04 | Instrument Landing System (ILS) |
|---|---|

Ident.: 9-MI-34-30-00004474.0000004 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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)*

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**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 / 14 JUN 2023
**Criteria: A320 (-AIJN)**
**Applicable to: D-AIJN**

**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*

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## 34-40-01 GPWS basic modes

Ident.: 9-MI-34-40-00004476.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 34-40-01A Predictive GPWS Functions inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **Yes** | **-** |

May be inoperative for 6 flights or two consecutive calendar days, whichever occurs first.

### 34-40-01B Predictive GPWS Functions operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the Predictive GPWS Functions are operative.

## 34-40-02 Predictive GPWS Functions

Ident.: 9-MI-34-40-00004477.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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*

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## 34-40-02 Predictive GPWS Functions

Ident.: 9-MI-34-40-00004477.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**34-40-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **Yes** | **-** |

**(o)** May be inoperative provided that ROW/ROP is considered inoperative.

*Refer to 9-MI-34-40-10 ROW/ROP Function*.

Reference(s)

**(o)** *Refer to OpsProc 34-40-02A Predictive GPWS Functions*

## 34-40-03 Radio Altimeter Automatic Callout

Ident.: 9-MI-34-40-00004478.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-40-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H / LVO** |

**(o)** May be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 34-40-03A Radio Altimeter Automatic Callout*

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| 34-40-04 | Radio Altimeter System |
|---|---|

Ident.: 9-MI-34-40-00004479.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**34-40-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / LVO** |

**(o)** One may be inoperative provided that both FCU channels, all ELACs, SECs, ADIRUs, SFCCs, LGCIUs and FACs are operative.

Reference(s)

**(o)** *Refer to OpsProc 34-40-04A Radio Altimeter System*

| 34-40-04 | Radio Altimeter System |
|---|---|

Ident.: 9-MI-34-40-00004479.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**34-40-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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## 34-40-05 Traffic Collision Avoidance System (TCAS)

Ident.: 9-MI-34-40-00004480.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-40-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that:

**1)** The system is deactivated and secured, and

**2)** not required by operational regulations for the intended route, and

**3)** rectifications are made within three calendar days.

*Note:* *A/C routing may be affected.*

Reference(s)

**(m)** *Refer to AMM Task 34-43-00-040-001-A*
*Refer to AMM Task 34-43-00-040-803-A*
*Refer to AMM Task 34-43-00-040-802-A*

## 34-40-06 Weather Radar System

Ident.: 9-MI-34-40-00004481.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-40-06A Day VMC Conditions**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** May be inoperative provided that:

**1)** The aircraft is operated in day VMC conditions, and

**2)** The Predictive Windshear Detection System ⩤ is considered inoperative.

*Refer to 9-MI-34-40-07 Predictive Windshear Detection System (if installed).*

Reference(s)

**(o)** *Refer to OpsProc 34-40-06A Weather Radar System*

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**34-40-06B No Hazardous Weather Conditions Forecasted**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** May be inoperative provided that:

**1)** No hazardous weather conditions (e.g. thunderstorm) are forecasted along the intended route, and

**2)** The Predictive Windshear Detection System ⏪ is considered inoperative.

*Refer to 9-MI-34-40-07 Predictive Windshear Detection System (if installed).*

Reference(s)

**(o)** *Refer to OpsProc 34-40-06B Weather Radar System*

| **34-40-07** | **Predictive Windshear Detection System ⏪** |
|---|---|

Ident.: 9-MI-34-40-00004482.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-40-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

*Note:* *For Reactive Windshear Detection Function: Refer to 9-MI-22-60-03 Reactive Windshear Detection Function*

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| 34-40-08 | GPWS-G/S pb-sw |
|---|---|

Ident.: 9-MI-34-40-00004483.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-40-08A One inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

**(o)** One may be inoperative provided that the aural and visual warnings associated with the GPWS basic modes and the predictive GPWS functions are checked operative.

Reference(s)

**(o)** *Refer to OpsProc 34-40-08A GPWS/PULL UP-G/S pb-sw*

**34-40-08B Both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the GPWS basic modes and the predictive GPWS functions are considered inoperative.

*Refer to 9-MI-34-40-01 GPWS Basic Modes*, and

*Refer to 9-MI-34-40-02 Predictive GPWS Functions*.

| 34-40-08 | PULL UP-GPWS pb-sw |
|---|---|

Ident.: 9-MI-34-40-00004483.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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.

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Reference(s)

**(o)** *Refer to OpsProc 34-40-08A GPWS/PULL UP-G/S pb-sw*

**34-40-08B Both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative provided that the GPWS basic modes and the predictive GPWS functions are considered inoperative.

*Refer to 9-MI-34-40-01 GPWS Basic Modes*, and

*Refer to 9-MI-34-40-02 Predictive GPWS Functions*.

| **34-40-10** | **ROW/ROP** |
|---|---|

Ident.: 9-MI-34-40-00004484.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**34-40-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

| **34-40-12** | **TERR on ND pb-sw ON light** |
|---|---|

Ident.: 9-MI-34-40-00004485.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-40-12A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

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| 34-50-01 | ATC |
|---|---|

Ident.: 9-MI-34-50-00004486.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-50-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

**(o)** One may be inoperative.

*Note:* *Elementary Surveillance (ELS) Capability and Enhanced Surveillance (EHS) Capability are required. Otherwise the affected transponder must be considerd inoperative.*

Reference(s)

**(o)** *Refer to OpsProc 34-50-01A ATC*

| 34-50-03 | ADF |
|---|---|

Ident.: 9-MI-34-50-00004487.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-50-03A Two ADFs installed and ADF 1 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **1** | **No** | **-** |

ADF 2 may be inoperative.

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**34-50-03C One or two ADFs installed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

One or both may be inoperative provided that navigation and approach procedures are not based on the use of the ADF.

| **34-50-04** | **DME** |
|---|---|

Ident.: 9-MI-34-50-00004488.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-50-04A DME 1 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **ETOPS** |

DME 1 may be inoperative provided that ETOPS requiring DME is not conducted.

**34-50-04B DME 2 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

DME 2 may be inoperative.

| **34-50-05** | **VOR** |
|---|---|

Ident.: 9-MI-34-50-00004489.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-50-05A VOR 1 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **ETOPS** |

VOR 1 may be inoperative provided that:

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**1)** ETOPS requiring VOR is not conducted, and

**2)** The MARKER is considered inoperative.

*Refer to 9-MI-34-50-06 MARKER*.

**34-50-05B VOR 2 inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

VOR 2 may be inoperative.

| **34-50-06** | **MARKER** |
|---|---|

Ident.: 9-MI-34-50-00004490.0000001 / 28 JUN 2022
**Applicable to: ALL**

**34-50-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative provided that approach procedures do not require marker fixes.

| **34-50-07** | **DDRMI** |
|---|---|

Ident.: 9-MI-34-50-00004491.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**34-50-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **-** |

May be inoperative.

*Note:* *This item still applies if DDRMI is deactivated by AMM task 34-57-00-040-801-A. AMM task 34-57-00-040-801-A allows cooling down of the DDRMI for maintenance purposes, even if aircraft is in operation.*

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| 34-50-09 | Global Positioning System (GPS) ⋖ |
|---|---|

Ident.: 9-MI-34-50-00012595.0000100 / 15 DEC 2023
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**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)*

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| 34-50-09 | Global Positioning System (GPS) ⋖ |
|---|---|

Ident.: 9-MI-34-50-00012595.0000200 / 15 DEC 2023
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**34-50-09A One inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / RNAV/RNP** |

**(o)** One may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 34-50-09A Global Positioning System (GPS) (If Installed)*

**34-50-09B One or both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **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.

Reference(s)

**(o)** *Refer to OpsProc 34-50-09B Global Positioning System (GPS) (If Installed)*

| 34-50-10 | ADS-B OUT Function |
|---|---|

Ident.: 9-MI-34-50-00004494.0000001 / 15 DEC 2023
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**34-50-10A Not required for the intended route**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative provided that it is not required for the intended route.

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**34-50-10B Required for the intended route out of Single European Sky**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o)** May be inoperative provided that:

**1)** Permission is obtained from the Air Navigation Service Provider(s) when required for the intended route, and

**2)** Operations are not conducted in the Single European Sky.

Reference(s)

**(o)** *Refer to OpsProc 34-50-10B ADS-B OUT Function (Required for the intended route out of Single European Sky)*

**34-50-10C Required for the intended route in Single European Sky**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

**(o)** May be inoperative for three consecutive calendar days provided that permission is obtained from the Air Navigation Service Provider(s) when required for the intended route.

Reference(s)

**(o)** *Refer to OpsProc 34-50-10C ADS-B OUT Function (Required for the intended route in Single European Sky)*

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## OXYGEN OVERHEAD PANEL

| 35-01-01-01 | CREW SUPPLY pb-sw OFF light |
|---|---|

Ident.: 9-MI-35-01-01-00004495.0000001 / 28 JUN 2022
**Applicable to: ALL**

**35-01-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 35-01-01-02 | PASSENGER SYS ON light |
|---|---|

Ident.: 9-MI-35-01-01-00004496.0000001 / 28 JUN 2022
**Applicable to: ALL**

**35-01-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 35-01-01-31 | MANUAL Control of the MASK MAN ON pb |
|---|---|

Ident.: 9-MI-35-01-01-00004497.0000001 / 28 JUN 2022
**Applicable to: ALL**

**35-01-01-31A AUTO control function checked operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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**35-01-01-31B Altitude limited to 10 000 ft (3 000 m)**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

May be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

| **35-01-01-32** | **AUTO Control of the MASK MAN ON pb** |
|---|---|

Ident.: 9-MI-35-01-01-00004498.0000001 / 28 JUN 2022
**Applicable to: ALL**

**35-01-01-32A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that:

**1)** The MANUAL Control of the passengers oxygen masks is checked operative, and

**2)** The operating altitude is limited to FL 300.

Reference(s)

**(m)** *Refer to AMM Task 35-23-00-040-802*

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| 35-07-01 | Crew OXY High Pressure Indication on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-35-07-00004499.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**35-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative provided that the oxygen pressure is checked by direct reading before each flight.

Reference(s)

**(o)** *Refer to OpsProc 35-07-01A Crew OXY High Pressure Indication on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 35-10-00-040-001*

| 35-07-01 | Crew OXY High Pressure Indication on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-35-07-00004499.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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*

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| 35-07-02 | Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-35-07-00004500.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**35-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative provided that the oxygen pressure is checked before the first flight of each day.

Reference(s)

**(o)** *Refer to OpsProc 35-07-02A Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page*
**(m)** *Refer to AMM 35-10-00-040-002*

| 35-07-02 | Crew Oxygen REGUL 1(2)(1+2) LO PR Indication on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-35-07-00004500.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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*

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| 35-10-01 | Crew Oxygen Mask |
|---|---|

Ident.: 9-MI-35-10-00004501.0000001 / 28 JUN 2022
**Applicable to: ALL**

**35-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **Yes** | **-** |

Each occupant of the cockpit must have his assigned mask operative.

| 35-10-02 | Crew Oxygen Mask Microphone |
|---|---|

Ident.: 9-MI-35-10-00004502.0000001 / 28 JUN 2022
**Applicable to: ALL**

**35-10-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **2** | **Yes** | **-** |

One must be operative for each pilot.

| 35-10-03 | Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc) |
|---|---|

Ident.: 9-MI-35-10-00004503.0000001 / 28 JUN 2022
**Applicable to: ALL**

**35-10-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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)*

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| 35-20-01 | Passenger Oxygen Unit |
|---|---|

Ident.: 9-MI-35-20-00004504.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**35-20-01A Associated seats considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **H** |

One or more may be inoperative provided that the associated seats are considered inoperative.

*Refer to 9-MI-25-20-01 Passenger Seat*

**35-20-01B Altitude limited to 10 000 ft (3 000 m)**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **H** |

One or more may be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

| 35-20-02 | Cabin Attendant Oxygen Unit |
|---|---|

Ident.: 9-MI-35-20-00004505.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**35-20-02A Associated seats considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

One or more may be inoperative provided that the associated seats are considered inoperative.

Note: *If oxygen is supplied for two adjacent cabin attendant stations (e.g. 1L+1R) by one single oxygen unit, both stations have to be considered inoperative.*

*Refer to 9-MI-25-20-09 Cabin Attendant Seat*

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**35-20-02B Altitude limited to 10 000 ft (3 000 m)**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **H** |

One or more may be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

| **35-20-02** | **Cabin Attendant Oxygen Unit** |
|---|---|

Ident.: 9-MI-35-20-00004505.0000200 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

**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).

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| 35-20-02 | Cabin Attendant Oxygen Unit |
|---|---|

Ident.: 9-MI-35-20-00004505.0000300 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**35-20-02A Associated seats considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

One or more may be inoperative provided that the associated seats are considered inoperative.

Note: *If oxygen is supplied for two adjacent cabin attendant stations (e.g. 1L+1R) by one single oxygen unit, both stations have to be considered inoperative.*

*Refer to 9-MI-25-20-09 Cabin Attendant Seat A319*

**35-20-02B Altitude limited to 10 000 ft (3 000 m)**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **H** |

One or more may be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

| 35-20-02 | Cabin Attendant Oxygen Unit |
|---|---|

Ident.: 9-MI-35-20-00004505.0000400 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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*

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**35-20-02B Altitude limited to 10 000 ft (3 000 m)**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **Yes** | **H** |

One or more may be inoperative provided that the operating altitude is limited to 10000 ft (3000 m).

| **35-20-03** | **Lavatory Oxygen Unit** |
|---|---|

Ident.: 9-MI-35-20-00004506.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**35-20-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **Yes** | **H** |

One or more may be inoperative provided that:

**1)** The associated lavatory door is placarded inoperative and locked closed, and

**2)** The lavatory is not used for storage or any other purpose.

| **35-20-04** | **Galley Oxygen Unit** |
|---|---|

Ident.: 9-MI-35-20-00004507.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

*Note:* *For an inoperative cabin attendant oxygen unit located within the galley area:*
*Refer to 9-MI-35-20-02 Cabin Attendant Oxygen Unit*

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**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.

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| 35-20-05 | Manual Release Tool ⋖ |
|---|---|

Ident.: 9-MI-35-20-00004508.0000001 / 24 APR 2024
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

**35-20-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **No** | **-** |

One must be available.

| 35-20-06 | Buzzer |
|---|---|

Ident.: 9-MI-35-20-00004509.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**35-20-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative provided that:

**1)** The passenger address system is checked operative in the lavatory, and

**2)** The passenger address system is used to alert the occupant to don oxygen.

Reference(s)

**(o)** *Refer to OpsProc 35-20-06A Buzzer*

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| 35-30-01 | Portable Oxygen Unit |
|---|---|

Ident.: 9-MI-35-30-00004510.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 35-30-01A Non-required Portable oxygen unit inoperative or missing

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **Yes** | **-** |

**(o)** One or more non-required units may be inoperative and removed, or missing provided that the required distribution of the operative units is maintained throughout the cabin.

Note: *Inoperative portable oxygen units may be subject to dangerous goods requirements.*

Reference(s)

**(o)** *Refer to OpsProc 35-30-01A Portable Oxygen Unit (non-required units inoperative or missing)*

### 35-30-01B Portable oxygen unit partially filled

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **Yes** | **-** |

**(o)** One or more may be partially filled provided that the oxygen quantity is checked sufficient before each flight.

Reference(s)

**(o)** *Refer to OpsProc 35-30-01B Portable Oxygen Units (partially filled)*

| 35-30-01 | Lavatory Portable Oxygen Unit |
|---|---|

Ident.: 9-MI-35-30-00004510.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

### 35-30-01A Portable oxygen unit inoperative or missing

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

Portable oxygen unit in Lavatory W may be inoperative provided that:

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**1)** The lavatory door is placarded inoperative due to lack of supplemental oxygen and locked closed, and

**2)** The lavatory is not used for storage or any other purpose.

*Note:* *Inoperative portable oxygen units may be subject to dangerous goods requirements.*

**35-30-01B Portable oxygen unit partially filled**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **1** | **No** | **-** |

**(o)** May be partially filled provided that the oxygen quantity is checked sufficient before each flight.

Reference(s)

**(o)** *Refer to OpsProc 35-30-01B Portable Oxygen Units (partially filled)*

| **35-30-02** | **Flight Crew Portable Protective Breathing Equipment** |
|---|---|

Ident.: 9-MI-35-30-00004511.0000001 / 28 JUN 2022
**Applicable to: ALL**

**35-30-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **1** | **Yes** | **-** |

One or more may be inoperative and removed, or missing provided that one flight crew portable protective breathing equipment is operative.

*Note:* *Inoperative portable protective breathing equipment units may be subject to dangerous goods requirements.*

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## 35-30-03 Cabin Crew Portable Protective Breathing Equipment - PBE

Ident.: 9-MI-35-30-00004512.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**35-30-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **Yes** | **-** |

One or more may be inoperative and removed, or missing provided that one cabin crew portable protective breathing equipment is operative for each required cabin crewmember.

Note: *Inoperative portable protective breathing equipment units may be subject to dangerous goods requirement.*

Note: *Number of minimum required cabin attendants are listed under* *Refer to OM-A/ OM-A 4.1.2 CABIN CREW*

## 35-30-04 Supernumerary Portable Oxygen Unit

Ident.: 9-MI-35-30-00004513.0000001 / 14 JUN 2023
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**35-30-04A Portable oxygen unit inoperative or missing**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

Portable oxygen unit in Redefined Flight Deck may be inoperative provided that Supernumerary seat is considered inoperative.

Refer to Item*Refer to 9-MI-25-20-10 Supernumerary Seat*.

**35-30-04B Portable oxygen unit partially filled**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **1** | **No** | **-** |

**(o)** May be partially filled provided that the oxygen quantity is checked sufficient before each flight.

Reference(s)

**(o)** *Refer to OpsProc 35-30-04B Portable Oxygen Units (partially filled)*

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| 36-00-01 | AIR BLEED MAINTENANCE Message |
|---|---|

Ident.: 9-MI-36-00-00004514.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AEUC, -AIRN)**
**Applicable to: D-AEUA, D-AEUC, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

### 36-00-01A No fault on a BMC, on a pylon leak detection loop or on the APU leak detection loop

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

**(m)** AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that it is checked that the CFDS does not report any fault on a BMC, on a pylon leak detection loop or on the APU leak detection loop.

Reference(s)

**(m)** *Refer to AMM Task 36-11-00-040-004*

### 36-00-01B Only RH side affected

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **H / ETOPS** |

**(m)** AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that:

**1)** The CFDS does not report any fault on the BMC 1, on the LH pylon leak detection loop or on the APU leak detection loop, and

**2)** If the CFDS reports a fault on the BMC 2, the BMC 2 is inoperative

*Refer to 9-MI-36-11-08 Bleed Monitoring Computer (BMC)*, and

**3)** If the CFDS reports a fault on the RH pylon leak detection loop, the RH pylon leak detection loop is inoperative.

*Refer to 9-MI-36-22-01 Pylon Leak Detection System*

Reference(s)

**(m)** *Refer to AMM Task 36-11-00-040-807*

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**36-00-01C Only LH side and/or APU leak detection loop affected**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **H / ETOPS** |

**(m)** AIR BLEED MAINTENANCE message may be displayed on the STATUS SD page provided that:

**1)** The CFDS does not report any fault on the BMC 2 or on the RH pylon leak detection loop, and

**2)** If the CFDS reports a fault on the BMC 1, the BMC 1 is inoperative

*Refer to 9-MI-36-11-08 Bleed Monitoring Computer (BMC)*, and

**3)** If the CFDS reports a fault on the LH pylon leak detection loop, the LH pylon leak detection loop is inoperative

*Refer to 9-MI-36-22-01 Pylon Leak Detection System*, and

**4)** If the CFDS reports a fault on the APU leak detection loop, the APU leak detection loop is inoperative.

*Refer to 9-MI-36-22-03 APU Leak Detection Loop*

Reference(s)

**(m)** *Refer to AMM Task 36-11-00-040-808*

| **36-00-01** | **AIR BLEED** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-36-00-00004514.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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 .

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| 36-01-01 | ENG BLEED pb-sw FAULT light |
|---|---|

Ident.: 9-MI-36-01-00004515.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 36-01-02 | ENG BLEED pb-sw OFF light |
|---|---|

Ident.: 9-MI-36-01-00004516.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

One or both may be inoperative.

| 36-01-03 | APU BLEED pb-sw FAULT light |
|---|---|

Ident.: 9-MI-36-01-00004517.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

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| 36-01-04 | APU BLEED pb-sw ON light |
|---|---|

Ident.: 9-MI-36-01-00004518.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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| 36-07-01 | APU Bleed Valve Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-36-07-00004519.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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-36-07-00004520.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 36-07-03 | Engine Bleed HP Valve Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-36-07-00004521.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-07-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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| 36-07-04 | Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-36-07-00004522.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-07-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 36-07-05 | Engine Bleed Precooler Outlet Temperature Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-36-07-00004523.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-07-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 36-07-06 | X Bleed Valve Indication on the BLEED SD page |
|---|---|

Ident.: 9-MI-36-07-00004524.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-07-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative.

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| 36-09-01 | AIR APU BLEED LEAK **Alert** |
|---|---|

Ident.: 9-MI-36-09-00004525.0000100 / 28 JUN 2022
**Criteria: A320 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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

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**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*

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**36-09-01E APU bleed check valve checked operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **No** | **-** |

**(o) (m)** May be displayed provided that:

**1)** The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

**2)** The APU leak detection loop is deactivated, and

**3)** The APU bleed check valve is checked operative, and

**4)** The APU bleed air supply system is considered inoperative.

*Refer to 9-MI-36-12-01 APU Bleed Air Supply System*

Reference(s)

**(o)** *Refer to OpsProc 36-09-01E AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

**(m)** *Refer to AMM Task 36-12-00-040-811*
*Refer to AMM Task 36-12-00-040-815*
*Refer to AMM Task 36-12-00-040-821*

| **36-09-01** | AIR APU BLEED LEAK **Alert** |
|---|---|

Ident.: 9-MI-36-09-00004525.0000200 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**36-09-01A APU bleed check valve replaced by a blanking cap**

| Repair interval | Nbr installed | Nbr required | Placard | 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*

Printouts are for information only!



Reference(s)

**(o)** *Refer to OpsProc 36-09-01A AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

**(m)** *Refer to AMM Task 36-12-00-040-808*
*Refer to AMM Task 36-12-00-040-814*
*Refer to AMM Task 36-12-00-040-820*

**36-09-01B Limitation to 37000 ft**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H / ETOPS** |

**(o) (m)** May be displayed provided that:

**1)** ETOPS is not conducted, and

**2)** The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

**3)** The APU leak detection loop is deactivated, and

**4)** The ENG 1 BLEED pb-sw is set to OFF, and

**5)** The PACK 1 pb-sw is set to OFF, and

**6)** The X BLEED selector is set to SHUT, and

**7)** The APU BLEED pb-sw is set to OFF, and

**8)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**9)** The altitude is limited to 37000 ft (11200 m), and

**10)** The speedbrakes are operative.

Reference(s)

**(o)** *Refer to OpsProc 36-09-01B AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)*

**(m)** *Refer to AMM Task 36-12-00-040-810*
*Refer to AMM Task 36-12-00-040-813*
*Refer to AMM Task 36-12-00-040-819*

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**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

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**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*

Printouts are for information only!



| 36-09-01 | AIR APU BLEED LEAK **Alert** |
|---|---|

Ident.: 9-MI-36-09-00004525.0000300 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

### 36-09-01A APU bleed check valve replaced by a blanking cap

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o) (m)** May be displayed provided that:

**1)** The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

**2)** The APU leak detection loop is deactivated, and

**3)** The APU bleed check valve is removed and replaced by a blanking cap, and

**4)** The APU bleed air supply system is considered inoperative.

*Refer to 9-MI-36-12-01 APU Bleed Air Supply System*

Reference(s)

**(o)** *Refer to OpsProc 36-09-01A AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative)*

**(m)** *Refer to AMM Task 36-12-00-040-808*

### 36-09-01B Limitation to 37000 ft

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o) (m)** May be displayed provided that:

**1)** ETOPS is not conducted, and

**2)** The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

**3)** The APU leak detection loop is deactivated, and

**4)** The ENG 1 BLEED pb-sw is set to OFF, and

**5)** The PACK 1 pb-sw is set to OFF, and

**6)** The X BLEED selector is set to SHUT, and

**7)** The APU BLEED pb-sw is set to OFF, and

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**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 |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o) (m)** May be displayed provided that:

**1)** ETOPS is not conducted, and

**2)** The AIR APU BLEED LEAK alert is confirmed to be false by troubleshooting, and

**3)** The APU leak detection loop is deactivated, and

**4)** The ENG 1 BLEED pb-sw is set to OFF, and

**5)** The PACK 1 pb-sw is set to OFF, and

**6)** The X BLEED selector is set to SHUT, and

**7)** The APU BLEED pb-sw is set to OFF, and

**8)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**9)** The 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*

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**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.

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*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*

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| 36-11-01 | Engine Bleed Air Supply System |
|---|---|

Ident.: 9-MI-36-11-00004526.0000100 / 14 DEC 2022
**Criteria: A320 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

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.

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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)*

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| 36-11-01 | Engine Bleed Air Supply System |
|---|---|

Ident.: 9-MI-36-11-00004526.0000200 / 14 DEC 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

Note: *The HP ground connection is near the engine 1 hazardous area. If the bleed air supply system 2 is inoperative, it is better to use the APU bleed for engine start. If the APU bleed is not available, a ground cart can be used as long as the pneumatic pipe is kept out of the hazardous area.*

**36-11-01C Non ETOPS flight - limitation to 37000 ft**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated ENG BLEED pb-sw is set to OFF, and

**3)** The X BLEED selector is set to OPEN, and

**4)** The altitude is limited to 37000 ft (11200 m), and

**5)** The speedbrakes are operative.

Reference(s)

**(o)** *Refer to OpsProc 36-11-01C Engine Bleed Air Supply System (non-ETOPS flights)*

**36-11-01D ETOPS flight - limitation to 37000 ft**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **Yes** | **H** |

**(o)** For ETOPS, one may be inoperative for one flight provided that:

**1)** The APU bleed air supply system is operative, and

**2)** The APU is running throughout the flight, and

**3)** The associated ENG BLEED pb-sw is set to OFF, and

**4)** The X BLEED selector is set to OPEN, and

**5)** The altitude is limited to 37000 ft (11200 m), and

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**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)*

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**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)*

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| 36-11-02 | Engine Bleed Valve (PRV) |
|---|---|

Ident.: 9-MI-36-11-00004527.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-11-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(m)** One may be inoperative provided that:

**1)** The affected engine bleed valve is secured in the closed position, and

**2)** The associated bleed air supply system is considered inoperative.

*Refer to 9-MI-36-11-01 Engine Bleed Air Supply System*

Reference(s)

**(m)** *Refer to AMM Task 36-11-00-040-001*
*Refer to AMM Task 36-11-00-040-803*
*Refer to AMM Task 36-11-00-040-809*

| 36-11-03 | Engine Bleed Overpressure Valve |
|---|---|

Ident.: 9-MI-36-11-00004528.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**36-11-03A Associated bleed considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **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*

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**36-11-03B Associated bleed still available**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative provided that the associated AIR ENG 1(2) BLEED FAULT alert or the AIR ENG 1(2) BLEED ABNORM PR alert was not displayed during the previous flight.

| **36-11-03** | **Engine Bleed Overpressure Valve** |
|---|---|

Ident.: 9-MI-36-11-00004528.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

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| 36-11-04 | Engine Bleed Fan Air Valve |
|---|---|

Ident.: 9-MI-36-11-00004529.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-11-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H** |

One may be inoperative provided that the associated engine bleed air supply system is considered inoperative.

*Refer to 9-MI-36-11-01 Engine Bleed Air Supply System*

| 36-11-05 | Engine Bleed Air Precooler |
|---|---|

Ident.: 9-MI-36-11-00004530.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-11-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H** |

One may be inoperative provided that the associated engine bleed air supply system is considered inoperative.

*Refer to 9-MI-36-11-01 Engine Bleed Air Supply System*

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| 36-11-06 | Engine Bleed IP Check Valve |
|---|---|

Ident.: 9-MI-36-11-00004531.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 36-11-06A Associated bleed considered inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

One may be inoperative provided that the associated engine bleed air supply system is considered inoperative.

*Refer to 9-MI-36-11-01 Engine Bleed Air Supply System*

### 36-11-06B Associated HP valve secured in the closed position

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(o) (m)** One may be inoperative in the open position provided that:

**1)** The associated engine bleed HP valve is secured in the closed position, and

**2)** The opposite engine bleed supply system is operative.

Reference(s)

**(o)** *Refer to OpsProc 36-11-06B Engine Bleed IP Check Valve*
**(m)** *Refer to AMM Task 36-11-00-040-002*
*Refer to AMM Task 36-11-00-040-806*
*Refer to AMM Task 36-11-00-040-810*

Printouts are for information only!



| 36-11-07 | Engine Bleed HP Valve |
|---|---|

Ident.: 9-MI-36-11-00004532.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

### 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*

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| 36-11-07 | Engine Bleed HP Valve |
|---|---|

Ident.: 9-MI-36-11-00004532.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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*

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| 36-11-08 | Bleed Monitoring Computer (BMC) |
|---|---|

Ident.: 9-MI-36-11-00004533.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

### 36-11-08C Limitation to 37000 ft

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated ENG BLEED pb-sw is set to OFF, and

**3)** The associated PACK pb-sw is set to OFF, and

**4)** The X BLEED selector is set to SHUT, and

**5)** If the BMC 1 is affected, the APU leak detection loop is considered inoperative

*Refer to 9-MI-36-22-03 APU Leak Detection Loop*, and

**6)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**7)** The altitude is limited to 37000 ft (11200 m), and

**8)** The speedbrakes are operative, and

**9)** The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

**(o)** *Refer to OpsProc 36-11-08C Bleed Monitoring Computer (BMC)*

### 36-11-08D Limitation to 31500 ft

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated ENG BLEED pb-sw is set to OFF, and

**3)** The associated PACK pb-sw is set to OFF, and

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**4)** The X BLEED selector is set to SHUT, and

**5)** If the BMC 1 is affected, the APU leak detection loop is considered inoperative

*Refer to 9-MI-36-22-03 APU Leak Detection Loop*, and

**6)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**7)** The altitude is limited to 31500 ft (9600 m), and

**8)** The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

**(o)** *Refer to OpsProc 36-11-08D Bleed Monitoring Computer (BMC)*

**36-11-08E No FL limitation**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **B** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated ENG BLEED pb-sw is set to OFF, and

**3)** The associated PACK pb-sw is set to OFF, and

**4)** The X BLEED selector is set to SHUT, and

**5)** If the BMC 1 is affected, the APU leak detection loop is considered inoperative

*Refer to 9-MI-36-22-03 APU Leak Detection Loop*, and

**6)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**7)** The speedbrakes are operative, and

**8)** The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

**(o)** *Refer to OpsProc 36-11-08E Bleed Monitoring Computer (BMC)*

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| 36-11-08 | Bleed Monitoring Computer (BMC) |
|---|---|

Ident.: 9-MI-36-11-00004533.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

### 36-11-08A BMC 1 inoperative with APU bleed check valve replaced by a blanking cap

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **1** | **No** | **H / ETOPS** |

BMC 1 may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The engine 1 bleed air supply system is considered inoperative

*Refer to 9-MI-36-11-01 Engine Bleed Air Supply System*, and

**3)** The APU bleed check valve is replaced by a blanking cap.

*Refer to Item 36-22-03A APU bleed check valve replaced by a blanking cap*

### 36-11-08B BMC 2 inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **1** | **No** | **H** |

BMC 2 may be inoperative provided that the engine 2 bleed air supply system is considered inoperative.

*Refer to 9-MI-36-11-01 Engine Bleed Air Supply System*

### 36-11-08F BMC 1 inoperative with no icing conditions

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **1** | **No** | **H / ETOPS** |

BMC 1 may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The APU leak detection loop is considered inoperative.

*Refer to Item 36-22-03B/C/D*

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**36-11-08G BMC 1 inoperative with APU bleed check valve checked operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **2** | **1** | **No** | **H / ETOPS** |

BMC 1 may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The engine 1 bleed air supply system is considered inoperative

*Refer to 9-MI-36-11-01 Engine Bleed Air Supply System*, and

**3)** The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

**4)** The APU bleed check valve is checked operative.

*Refer to Item 36-22-03E APU bleed check valve checked operative*

| **36-11-08** | **Bleed Monitoring Computer (BMC)** |
|---|---|

Ident.: 9-MI-36-11-00004533.0000300 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIQS, 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)*

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**36-11-08D Limitation to 31500 ft**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated ENG BLEED pb-sw is set to OFF, and

**3)** The associated PACK pb-sw is set to OFF, and

**4)** The X BLEED selector is set to SHUT, and

**5)** If the BMC 1 is affected, the APU leak detection loop is considered inoperative

*Refer to 9-MI-36-22-03 APU Leak Detection Loop*, and

**6)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**7)** The altitude is limited to 31500 ft (9600 m).

Reference(s)

**(o)** *Refer to OpsProc 36-11-08D Bleed Monitoring Computer (BMC)*

| 36-11-08 | Bleed Monitoring Computer (BMC) |
|---|---|

Ident.: 9-MI-36-11-00004533.0000400 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**36-11-08C Limitation to 37000 ft**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated ENG BLEED pb-sw is set to OFF, and

**3)** The associated PACK pb-sw is set to OFF, and

**4)** The X BLEED selector is set to SHUT, and

**5)** If the BMC 1 is affected, the APU leak detection loop is considered inoperative

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*Refer to 9-MI-36-22-03 APU Leak Detection Loop*, and

**6)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**7)** The altitude is limited to 37000 ft (11200 m), and

**8)** The speedbrakes are operative.

Reference(s)

**(o)** *Refer to OpsProc 36-11-08C Bleed Monitoring Computer (BMC)*

**36-11-08D Limitation to 31500 ft**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated ENG BLEED pb-sw is set to OFF, and

**3)** The associated PACK pb-sw is set to OFF, and

**4)** The X BLEED selector is set to SHUT, and

**5)** If the BMC 1 is affected, the APU leak detection loop is considered inoperative

*Refer to 9-MI-36-22-03 APU Leak Detection Loop*, and

**6)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**7)** The altitude is limited to 31500 ft (9600 m).

Reference(s)

**(o)** *Refer to OpsProc 36-11-08D Bleed Monitoring Computer (BMC)*

**36-11-08E No FL limitation**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **2** | **1** | **No** | **H / ETOPS** |

**(o)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated ENG BLEED pb-sw is set to OFF, and

**3)** The associated PACK pb-sw is set to OFF, and

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**4)** The X BLEED selector is set to SHUT, and

**5)** If the BMC 1 is affected, the APU leak detection loop is considered inoperative

*Refer to 9-MI-36-22-03 APU Leak Detection Loop*, and

**6)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**7)** The speedbrakes are operative.

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

**(o)** *Refer to OpsProc 36-11-08E Bleed Monitoring Computer (BMC)*

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## 36-12-01 APU Bleed Air Supply System

Ident.: 9-MI-36-12-00004534.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 36-12-01A

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** May be inoperative provided that the APU BLEED pb-sw is set to OFF.

Reference(s)

**(o)** *Refer to OpsProc 36-12-01A APU Bleed Air Supply System*

## 36-12-02 APU Bleed Valve

Ident.: 9-MI-36-12-00004535.0000001 / 14 SEP 2022
**Applicable to: ALL**

### 36-12-02A Deactivated in the closed position

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o)** **(m)** May be inoperative provided that:

**1)** The APU bleed valve is deactivated in the closed position, and

**2)** The APU BLEED pb-sw is set to OFF.

Reference(s)

**(o)** *Refer to OpsProc 36-12-02A APU Bleed Valve (Deactivated in the closed position)*
**(m)** *Refer to AMM Task 49-51-00-040-001*
*Refer to AMM Task 49-51-00-040-002*
*Refer to AMM Task 49-51-00-040-004*

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**36-12-02B Inoperative in the open position for non ETOPS flight**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / ETOPS** |

**(o)** May be inoperative in the open position provided that:

**1)** ETOPS is not conducted, and

**2)** The APU is not used in flight.

Reference(s)

**(o)** *Refer to OpsProc 36-12-02B APU Bleed Valve (Inoperative in the open position)*

**36-12-02C Inoperative in the open position for ETOPS 120 min flight**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **Yes** | **H / ETOPS** |

**(o)** May be inoperative in the open position for four flights provided that:

**1)** ETOPS beyond 120 min is not conducted, and

**2)** The APU is not used in flight.

Reference(s)

**(o)** *Refer to OpsProc 36-12-02C APU Bleed Valve (Inoperative in the open position)*

| **36-12-03** | **APU Bleed Check Valve** |
|---|---|

Ident.: 9-MI-36-12-00004536.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-12-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative provided that the APU bleed air supply system is considered inoperative.

*Refer to 9-MI-36-12-01 APU Bleed Air Supply System*

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| 36-12-04 | Automatic Control of the X Bleed Valve |
|---|---|

Ident.: 9-MI-36-12-00004537.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-12-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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-36-12-00004538.0000001 / 28 JUN 2022
**Applicable to: ALL**

**36-12-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 36-22-01 | Pylon Leak Detection System |
|---|---|

Ident.: 9-MI-36-22-00004539.0000100 / 28 JUN 2022
**Criteria: A320 (-AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZA**

**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 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIQS, 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

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**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 |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o) (m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated pylon leak detection loop is deactivated, and

**3)** The associated ENG BLEED pb-sw is set to OFF, and

**4)** The associated PACK pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

**6)** The APU BLEED pb-sw is set to OFF if the LH side is affected, and

**7)** The aircraft is not operated in known or forecast icing conditions, and

**8)** The 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*

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| 36-22-01 | Pylon Leak Detection System |
|---|---|

Ident.: 9-MI-36-22-00004539.0000300 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

### 36-22-01B 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

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**2)** The associated pylon leak detection loop is deactivated, and

**3)** The associated ENG BLEED pb-sw is set to OFF, and

**4)** The associated PACK pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

**6)** The APU BLEED pb-sw is set to OFF if the LH side is affected, and

**7)** The aircraft is not operated in known or forecast icing conditions, and

**8)** The altitude is limited to 31500 ft (9600 m), and

**9)** The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

**(o)** *Refer to OpsProc 36-22-01C Pylon Leak Detection System*
**(m)** *Refer to AMM Task 36-22-00-040-001*

**36-22-01D No FL limitation**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **B** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o) (m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated pylon leak detection loop is deactivated, and

**3)** The associated ENG BLEED pb-sw is set to OFF, and

**4)** The associated PACK pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

**6)** The APU BLEED pb-sw is set to OFF if the LH side is affected, and

**7)** The aircraft is not operated in known or forecast icing conditions, and

**8)** The speedbrakes are operative, and

**9)** The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

*Note:* *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

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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 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**36-22-01E**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **2** | **2** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

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-36-22-00004539.0000500 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**36-22-01B Limitation to 37000 ft**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o) (m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated pylon leak detection loop is deactivated, and

**3)** The associated ENG BLEED pb-sw is set to OFF, and

**4)** The associated PACK pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

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**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 |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o) (m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The associated pylon leak detection loop is deactivated, and

**3)** The associated ENG BLEED pb-sw is set to OFF, and

**4)** The associated PACK pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

**6)** The APU BLEED pb-sw is set to OFF if the LH side is affected, and

**7)** The aircraft is not operated in known or forecast icing conditions, and

**8)** The 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 |
|---|---|---|---|
| **B** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H / ETOPS** |

**(o) (m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

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**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 / 28 JUN 2022
**Applicable to: ALL**

**36-22-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **2** | **2** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

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*

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| 36-22-03 | APU Leak Detection Loop |
|---|---|

Ident.: 9-MI-36-22-00004541.0000100 / 28 JUN 2022
**Criteria: A320 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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*

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**36-22-03C Limitation to 31500 ft**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H / ETOPS** |

**(o)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

**3)** The ENG 1 BLEED pb-sw is set to OFF, and

**4)** The PACK 1 pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

**6)** The APU BLEED pb-sw is set to OFF, and

**7)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**8)** The altitude is limited to 31500 ft (9600 m).

Reference(s)

**(o)** *Refer to OpsProc 36-22-03C APU Leak Detection Loop*

**36-22-03E APU bleed check valve checked operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **No** | **H** |

**(m)** May be inoperative provided that:

**1)** The APU bleed check valve is checked operative, and

**2)** The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

**3)** The APU bleed air supply system is considered inoperative.

*Refer to 9-MI-36-12-01 APU Bleed Air Supply System*

Reference(s)

**(m)** *Refer to AMM Task 36-12-00-040-804*
*Refer to AMM Task 36-12-00-040-805*
*Refer to AMM Task 36-12-00-040-806*

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| 36-22-03 | APU Leak Detection Loop |
|---|---|

Ident.: 9-MI-36-22-00004541.0000200 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

### 36-22-03A APU bleed check valve replaced by a blanking cap

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(m)** May be inoperative provided that:

**1)** The APU bleed check valve is removed and replaced by a blanking cap, and

**2)** The APU bleed air supply system is considered inoperative.

*Refer to 9-MI-36-12-01 APU Bleed Air Supply System*

Reference(s)

**(m)** *Refer to AMM Task 36-12-00-040-801*
*Refer to AMM Task 36-12-00-040-802*
*Refer to AMM Task 36-12-00-040-803*

### 36-22-03B Limitation to 37000 ft

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H / ETOPS** |

**(o)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

**3)** The ENG 1 BLEED pb-sw is set to OFF, and

**4)** The PACK 1 pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

**6)** The APU BLEED pb-sw is set to OFF, and

**7)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**8)** The altitude is limited to 37000 ft (11200 m), and

**9)** The speedbrakes are operative.

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Reference(s)

**(o)** *Refer to OpsProc 36-22-03B APU Leak Detection Loop*

**36-22-03C Limitation to 31500 ft**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H / ETOPS** |

**(o)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

**3)** The ENG 1 BLEED pb-sw is set to OFF, and

**4)** The PACK 1 pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

**6)** The APU BLEED pb-sw is set to OFF, and

**7)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**8)** The altitude is limited to 31500 ft (9600 m).

Reference(s)

**(o)** *Refer to OpsProc 36-22-03C APU Leak Detection Loop*

**36-22-03D No FL limitation**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **No** | **H / ETOPS** |

**(o)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

**3)** The ENG 1 BLEED pb-sw is set to OFF, and

**4)** The PACK 1 pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

**6)** The APU BLEED pb-sw is set to OFF, and

**7)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

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**8)** The speedbrakes are operative.

Note: *In the case of depressurization at altitudes higher than 37000 ft (11200 m), oxygen masks may drop down during the descent.*

Reference(s)

**(o)** *Refer to OpsProc 36-22-03D APU Leak Detection Loop*

### 36-22-03E APU bleed check valve checked operative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **No** | **H** |

**(m)** May be inoperative provided that:

**1)** The APU bleed check valve is checked operative, and

**2)** The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

**3)** The APU bleed air supply system is considered inoperative.

*Refer to 9-MI-36-12-01 APU Bleed Air Supply System*

Reference(s)

**(m)** *Refer to AMM Task 36-12-00-040-804*
*Refer to AMM Task 36-12-00-040-805*
*Refer to AMM Task 36-12-00-040-806*

| 36-22-03 | APU Leak Detection Loop |
|---|---|

Ident.: 9-MI-36-22-00004541.0000300 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

### 36-22-03A APU bleed check valve replaced by a blanking cap

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(m)** May be inoperative provided that:

**1)** The APU bleed check valve is removed and replaced by a blanking cap, and

**2)** The APU bleed air supply system is considered inoperative.

*Refer to 9-MI-36-12-01 APU Bleed Air Supply System*

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Reference(s)

**(m)** *Refer to AMM Task 36-12-00-040-801*

**36-22-03B Limitation to 37000 ft**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(o)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The AIR APU BLEED LEAK alert was not displayed during the previous flight, and

**3)** The ENG 1 BLEED pb-sw is set to OFF, and

**4)** The PACK 1 pb-sw is set to OFF, and

**5)** The X BLEED selector is set to SHUT, and

**6)** The APU BLEED pb-sw is set to OFF, and

**7)** The aircraft is not operated in known or forecast icing conditions along the intended route, and

**8)** The altitude is limited to 37000 ft (11200 m), and

**9)** The speedbrakes are operative, and

**10)** The aircraft is checked not to be in engine hardware intermix configuration (CFM 56-5B SAC and CFM 56-5B DAC).

Reference(s)

**(o)** *Refer to OpsProc 36-22-03B APU Leak Detection Loop*

**36-22-03C Limitation to 31500 ft**

| Repair interval | Nbr installed | Nbr required | Placard | 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

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**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*

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**36-22-03E APU bleed check valve checked operative**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **B** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(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*

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| 38-10-01 | Lavatory |
|---|---|

Ident.: 9-MI-38-10-00004542.0000001 / 15 DEC 2023
**Applicable to: ALL**

### 38-10-01A Lavatory

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **Yes** | **H** |

**(m)** Associated lavatory may be inoperative provided:

**1)** Associated components are deactivated or isolated to prevent leaks, and

**2)** Associated lavatory door(s) is(are) locked closed and placarded: “DEFEKT – NICHT BETRETEN / INOPERATIVE – DO NOT ENTER”

*Note:* – *The commander will determine if flight duration is acceptable with a forward lavatory unusable.*
– *Passenger comfort is restricted.*

Reference(s)

**(m)** *Refer to AMM Task 38-31-00-040-002-A*

### 38-10-01B Toilet Vacuum Generator

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **-** | **No** | **H** |

May be inoperative provided toilet is not used on ground and below 16000 ft.

*Note:* *The toilet system works only in flight above 16 000 ft with differential pressure.*

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# AIRCRAFT EFB SYSTEM

| 46-11-01-01 | Aircraft EFB System |
|---|---|

Ident.: 9-MI-46-11-01-00004543.0000001 / 28 JUN 2022
**Applicable to: ALL**

Note: – *The Pilot assigned EFB is not part of the MEL.*
– *The Aircraft EFB System consists of a multiple of components including these (non-exhaustive):*
- *Laptop Docking Station or Tablet mount*
- *Aircraft Device (COTS Laptop, Tablet)*
- *Portreplicator*
- *Display Unit, Tablet Mount*
- *Connecting cables (Power, USB, ethernet - Router, Update-Cable)*

## 46-11-01-01A Aircraft EFB System CM1 only inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

Aircraft EFB System CM1 may be inoperative provided that:

**1)** Minimum Dispatch according OM-A 8.9:

*Refer to OM-A/8.9b.3 Minimum Dispatch Policy* is observed, and

**2)** The Video Transfer Function is considered inoperative

(*Refer to 9-MI-46-11-02-02 Video Transfer Function*), and

**3)** The Data Transfer between Aircraft EFBs is considered inoperative

(*Refer to 9-MI-46-11-02-03 Between both Aircraft EFBs*), and

**4)** The Aircraft EFB to Ground Connectivity is considered inoperative

(*Refer to 9-MI-46-11-02-04 Connectivity on Ground*), and

**5)** The eTLB Software is considered inoperative

(*Refer to 9-MI-46-11-02-08 eTLB Software*).

Note: – *Any function of the system which is functional may be used.*
– *An Aircraft EFB System is considered inoperative if the general EFB functionality is affected and the handling or usability by the pilot is greatly impaired, i.e.:*
- *the system does not start, is unreliable or switches off unintentionally*
- *user input via touchscreen, keyboard, trackpad is not possible, interrupted or unreliable*

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- *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<br>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<br>OPS affected |
|---|
| **H** |

Both Aircraft EFB Systems may be inoperative provided that:

**1)** Minimum Dispatch according OM-A 8.9:

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*Refer to OM-A/8.9b.3 Minimum Dispatch Policy* is observed, and

**2)** The eTLB Software is considered inoperative

(*Refer to 9-MI-46-11-02-08 eTLB Software*).

**3)** If CDSS on EFB is installed (Video): The CDSS is considered inoperative

(*Refer to 9-MI-23-72-01 Cockpit Door Surveillance System (CDSS)*).

*Note:* – *Any function of the system which is functional may be used.*
– *An Aircraft EFB System is considered inoperative if the general EFB functionality is affected and the handling or usability by the pilot is greatly impaired, i.e.:*
  • *the system does not start, is unreliable or switches off unintentionally*
  • *user input via touchscreen, keyboard, trackpad is not possible, interrupted or unreliable*
  • *the EFB display is completely or partly failed, e.g. missing colours or unreliable*
– *For isolated software errors* *Refer to 9-MI-46-11-02-01 EFB Flight Crew Application.*

| 46-11-01-02 | EFB Docking Station ⏪ |
|---|---|

Ident.: 9-MI-46-11-01-00004544.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-01-02A CM1 EFB Docking Station inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

May be inoperative provided that Aircraft EFB System CM1 is considered inoperative.

*Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative*

**46-11-01-02B CM2 EFB Docking Station inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

May be inoperative provided that Aircraft EFB System CM2 is considered inoperative.

*Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative*

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**46-11-01-02C Both EFB Docking Station inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

Both may be inoperative provided that both Aircraft EFB Systems are considered inoperative.

*Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative*

| **46-11-01-03** | **EFB Mounting Device** ⋖ |
|---|---|

Ident.: 9-MI-46-11-01-00004545.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-01-03A CM1 EFB Mounting Device inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

May be inoperative provided that Aircraft EFB System CM1 is considered inoperative.

*Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative*

**46-11-01-03B CM2 EFB Mounting Device inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **-** |

May be inoperative provided that Aircraft EFB System CM2 is considered inoperative.

*Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative*

**46-11-01-03C Both EFB Mounting Devices inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

Both may be inoperative provided that both Aircraft EFB Systems are considered inoperative.

*Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative*

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| 46-11-01-04 | EFB Power Connection ⋖ |
|---|---|

Ident.: 9-MI-46-11-01-00004546.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-01-04A CM1 EFB Power Connection inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>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<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

Both may be inoperative provided that both Aircraft EFB Systems are considered inoperative.

*Refer to 9-MI-46-11-01-01 Aircraft EFB System CM1 only inoperative*

| 46-11-01-05 | Maintenance Device ⋖ |
|---|---|

Ident.: 9-MI-46-11-01-00004547.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-01-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

Maintenance Device may be inoperative.

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*Note:* *The Maintenance Device is a laptop or tablet computer used by maintenance staff and stowed in the cockpit.*

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# AIRCRAFT EFB SYSTEM FUNCTIONALITY

| 46-11-02-01 | EFB Flight Crew Application |
|---|---|

Ident.: 9-MI-46-11-02-00004548.0000001 / 28 JUN 2022
**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)*
- *TOPA TakeOff Performance Application*
- *LAPA Landing Performance Application*
- *Loadsheet Application*
- *FPO Flight Profile*
- *LoA List of Airports*
- *VSA Video Surveillance Application (if installed).*

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Reference(s)

**(o)** *Refer to OpsProc 46-11-02-01A EFB Flight Crew Application (If Installed)*

| 46-11-02-02 | Video Transfer Function ⋖ |
|---|---|

Ident.: 9-MI-46-11-02-00004549.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-02-02A Video Transfer Function**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative.

*Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB*.

| 46-11-02-03 | Data Transfer |
|---|---|

Ident.: 9-MI-46-11-02-00004550.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-02-03A Between Aircraft Avionics and Aircraft EFB**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

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 |
|---|---|---|---|
| **C** | **-** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **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*

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– *Collaboration functions (eFF, eRM)*
– *Avionics data related functions (FlightProfile, Performance Xcheck).*

Reference(s)

**(o)** *Refer to OpsProc 46-11-02-03B Data Transfer (Between both Aircraft EFBs)*

| **46-11-02-04** | **Connectivity on Ground** |
|---|---|

Ident.: 9-MI-46-11-02-00004551.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-02-04A Aircraft EFB IP Connectivity on Ground**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **-** | **0** | **No** | **H** |

**(o)** The EFB IP connectivity on ground (cellular connectivity provided for example by EFB Router, CSP, TCOM or AID) may be inoperative.

*Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB*

*Note: If EFB IP connectivity on ground is completely lost (connectivity via CSP also not possible), eTLB functionality is impaired. Refer to eTLB fallback procedures according PeOM.*

Reference(s)

**(o)** *Refer to OpsProc 46-11-02-04A Aircraft EFB IP Connectivity on Ground*

| **46-11-02-05** | **Aircraft EFB Update** |
|---|---|

Ident.: 9-MI-46-11-02-00004552.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-02-05A CM1 Update function**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o)** May be inoperative provided that Minimum Dispatch according OM-A is observed.

*Refer to OM-A/8.9b.3 Minimum Dispatch Policy*

*Note: Data validity of CM1 EFB may be affected. Record data revision date within TLB-complaint.*

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Reference(s)

**(o)** *Refer to OpsProc 46-11-02-05A Aircraft EFB Update*

**46-11-02-05B CM2 Update function (via Pilot Device update cable)**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o)** May be inoperative provided that Minimum Dispatch according OM-A is observed.

*Refer to OM-A/8.9b.3 Minimum Dispatch Policy*

*Note: Data validity of both EFBs may be affected. Record data revision date within TLB-complaint.*

Reference(s)

**(o)** *Refer to OpsProc 46-11-02-05B Aircraft EFB Update*

| 46-11-02-06 | Maintenance Device Update |
|---|---|

Ident.: 9-MI-46-11-02-00004553.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-02-06A Maintenance Device Update Function**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **-** |

May be inoperative.

*Note: The Maintenance Device is a laptop or tablet computer used by maintenance staff and stowed in the cockpit.*

| 46-11-02-07 | USB Interface |
|---|---|

Ident.: 9-MI-46-11-02-00004554.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-02-07A USB Interface**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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*Note:* *The interface is used with USB-Sticks for alternate briefing document loading, eTLB fallback procedures and EFB test purposes.*

| 46-11-02-08 | eTLB Software ⏪ |
|---|---|

Ident.: 9-MI-46-11-02-00004555.0000001 / 28 JUN 2022
**Applicable to: ALL**

**46-11-02-08A eTLB on CM1 EFB inoperative / eTLB on CM2 EFB activated**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **Yes** | **H** |

**(o)** May be inoperative provided that Minimum Dispatch according OM-A is observed.

*Refer to OM-A/8.9b.3 Minimum Dispatch Policy*

*Note:* *eTLB on CM1 EFB must not be used, even if functional again. Maintenance action is necessary to reactivate eTLB in CM1 EFB.*

Reference(s)

**(o)** *Refer to OpsProc 46-11-02-08A eTLB Software (if installed)*

**46-11-02-08B eTLB on CM1 EFB and CM2 EFB inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H** |

**(o)** May be inoperative provided that Minimum Dispatch according OM-A is observed.

*Refer to OM-A/8.9b.3 Minimum Dispatch Policy*

*Note:* *eTLB on EFB must not be used, even if functional again. Maintenance action is necessary to reactivate eTLB in EFB.*

Reference(s)

**(o)** *Refer to OpsProc 46-11-02-08B eTLB Software (if installed)*

**46-11-02-08C eTLB electronic HIL incomplete / Paper-HIL on Board**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **0** | **No** | **-** |

**(o)** May be incomplete.

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*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)*

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## 46-21-01 Air Traffic Service Unit (ATSU)

Ident.: 9-MI-46-21-00004562.0000001 / 31 AUG 2023
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

### 46-21-01A Procedures do not require ATC datalink

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **No** | **H / FANS / CPDLC** |

**(o)** May be inoperative provided that procedures do not require the use of the ATC datalink.

*Note:* *FL > 285 is not useable in CPDLC mandated airspaces: Bordeaux, Brest, Maastricht, Marseille, Paris, Reims, Rhein and Vienna.*

Reference(s)

**(o)** *Refer to OpsProc 46-21-01A Air Traffic Service Unit (procedures do not require ATC datalink)*

### 46-21-01B Procedures require ATC datalink

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H / FANS / CPDLC** |

**(o)** May be inoperative provided that alternate procedures are established and used for ATC communication.

Reference(s)

**(o)** *Refer to OpsProc 46-21-01B Air Traffic Service Unit (procedures require ATC datalink)*

## 46-21-02 Datalink Control and Display Unit (DCDU) ⏪

Ident.: 9-MI-46-21-00004563.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

### 46-21-02A One inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

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**46-21-02B Procedures do not require ATC datalink**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **Yes** | **-** |

**(o)** One or both may be inoperative provided that procedures do not require ATC datalink.

Reference(s)

**(o)** *Refer to OpsProc 46-21-02B Datalink Control and Display Unit (DCDU) (If Installed) (procedures do not require ATC datalink)*

**46-21-02C Procedures require ATC datalink**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

**(o)** One or both may be inoperative provided that alternate procedures are established and used for ATC communication.

Reference(s)

**(o)** *Refer to OpsProc 46-21-02C Datalink Control and Display Unit (DCDU) (If Installed) (procedures require ATC datalink)*

| **46-21-03** | **ATC MSG pb** ◁ |
|---|---|

Ident.: 9-MI-46-21-00004564.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**46-21-03A One inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **1** | **Yes** | **-** |

One may be inoperative.

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**46-21-03B Procedures do not require ATC datalink**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **Yes** | **-** |

**(o)** One or both may be inoperative provided that procedures do not require ATC datalink.

Reference(s)

**(o)** *Refer to OpsProc 46-21-03B ATC MSG pb (If Installed)*

**46-21-03C Procedures require ATC datalink**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **-** |

**(o)** One or both may be inoperative provided that alternate procedures are established and used for ATC communication.

Reference(s)

**(o)** *Refer to OpsProc 46-21-03C ATC MSG pb (If Installed)*

| **46-21-04** | **ATC Datalink** ⋖ |
|---|---|

Ident.: 9-MI-46-21-00004565.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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)*

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**46-21-04B Procedures require ATC datalink**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o)** May be inoperative provided that alternate procedures are established and used for ATC communication.

Reference(s)

**(o)** *Refer to OpsProc 46-21-04B ATC Datalink (If Installed) (procedures require ATC datalink)*

| **46-21-05** | **COMPANY Datalink** |
|---|---|

Ident.: 9-MI-46-21-00004566.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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*

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| 47-10-01 | Fuel Tank Inerting System |
|---|---|

Ident.: 9-MI-47-10-00004567.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**47-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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| 49-00-01 | **APU** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-49-00-00004568.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 49-00-01A Message other then "LOW OIL LEVEL"

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

APU MAINTENANCE message may be displayed on the STATUS SD page provided "LOW OIL LEVEL" message is not displayed on the APU SD page .

### 49-00-01B Message "LOW OIL LEVEL"

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **-** | **-** | **No** | **-** |

APU MAINTENANCE message may be displayed on the STATUS SD page provided "LOW OIL LEVEL" message is displayed on the APU SD page .

### 49-00-01C APU considered inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **H** |

APU MAINTENANCE message may be displayed on the STATUS SD page provided:

**1)** "LOW OIL LEVEL" message is displayed on the APU SD page , and.

**2)** APU is considerd inoperative: *Refer to 9-MI-49-10-01 Power Plant (APU)*

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| 49-01-01 | APU MASTER SW pb-sw FAULT light |
|---|---|

Ident.: 9-MI-49-01-00004569.0000001 / 28 JUN 2022
**Applicable to: ALL**

**49-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the N and the EGT indications are operative on the APU SD page .

| 49-01-02 | APU MASTER SW pb-sw ON light |
|---|---|

Ident.: 9-MI-49-01-00004570.0000001 / 28 JUN 2022
**Applicable to: ALL**

**49-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative.

| 49-01-03 | APU START pb-sw AVAIL light |
|---|---|

Ident.: 9-MI-49-01-00004571.0000001 / 28 JUN 2022
**Applicable to: ALL**

**49-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided that the N indication is operative on the APU SD page .

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| 49-01-04 | APU START pb-sw ON light |
|---|---|

Ident.: 9-MI-49-01-00004572.0000001 / 28 JUN 2022
**Applicable to: ALL**

**49-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

May be inoperative.

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| 49-07-01 | Indications on the APU SD page |
|---|---|

Ident.: 9-MI-49-07-00004573.0000001 / 28 JUN 2022
**Applicable to: ALL**

**49-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or more may be inoperative.

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| 49-10-01 | Power Plant (APU) |
|---|---|

Ident.: 9-MI-49-10-00004574.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 49-10-01A Non ETOPS flight

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H / ETOPS** |

**(o)** May be inoperative provided that ETOPS is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 49-10-01A Power Plant (APU)*

### 49-10-01B ETOPS120 min flight

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **Yes** | **H / ETOPS** |

**(o)** May be inoperative for four flights provided that ETOPS beyond 120 min is not conducted.

Reference(s)

**(o)** *Refer to OpsProc 49-10-01B Power Plant (APU)*

### 49-10-01C APU deactivated or removed

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **1** | **0** | **Yes** | **H / ETOPS** |

**(o)** **(m)** May be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The APU is deactivated or removed.

Reference(s)

**(o)** *Refer to OpsProc 49-10-01C Power Plant (APU)*
**(m)** *Refer to AMM Task 49-10-00-040-005*
*Refer to AMM Task 49-10-00-040-007*
*Refer to AMM Task 49-10-00-040-008*

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| 49-10-02 | APU Air Intake Flap |
|---|---|

Ident.: 9-MI-49-10-00004575.0000001 / 28 JUN 2022
**Applicable to: ALL**

### 49-10-02A APU considered inoperative

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

May be inoperative in the closed position provided that the APU is considered inoperative.

*Refer to 9-MI-49-10-01 Power Plant (APU)*

### 49-10-02B APU Air Intake Flap secured open

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **-** |

**(m)** May be inoperative in the open position for 10 days.

Reference(s)

**(m)** *Refer to AMM Task 49-16-00-040-001*
*Refer to AMM Task 49-16-00-040-002*
*Refer to AMM Task 49-16-00-040-003*

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# CKPT DOOR CONT NORMAL OVERHEAD PANEL

| 52-01-01-01 | CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel |
|---|---|

Ident.: 9-MI-52-01-01-00004576.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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*

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| 52-01-01-02 | STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel |
|---|---|

Ident.: 9-MI-52-01-01-00004577.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-01-01-02A CKPT DOOR FAULT light operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **3** | **0** | **Yes** | **-** |

**(o)** One or more may be inoperative provided that the CKPT DOOR FAULT light indicator on the center pedestal is checked operative.

Reference(s)

**(o)** *Refer to OpsProc 52-01-01-02A STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel*

**52-01-01-02B CKPT DOOR FAULT light inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **3** | **0** | **Yes** | **-** |

One or more may be inoperative provided that the CDLS Normal System is considered inoperative.

*Refer to 9-MI-52-51-01 CDLS Normal System*

| 52-01-01-03 | Pressure Rate Sensor on the CKPT DOOR CONT Overhead Panel |
|---|---|

Ident.: 9-MI-52-01-01-00004578.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

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Reference(s)

**(m)** *Refer to AMM Task 52-51-00-040-011*

**52-01-01-03B Both inoperative**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Both may be inoperative provided that the CDLS normal system is considered inoperative.

*Refer to 9-MI-52-51-01 CDLS Normal System*.

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| 52-07-01 | Cabin Door Permanently Indicated Open on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-52-07-00004579.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

### 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:

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**1)** The aircraft is not operated at night, and

**2)** The associated door is visually checked to be closed and locked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 52-07-01C Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

**52-07-01D Slide of the associated door not armed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **3** | **No** | **H** |

**(o)** One may be permanently indicated open when actually closed for 5 flights provided that:

**1)** The associated door is visually checked to be closed and locked before each flight, and

**2)** The slide of the associated door is not armed, and

**3)** The associated door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

Reference(s)

**(o)** *Refer to OpsProc 52-07-01D Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

| **52-07-01** | **Cabin Door Permanently Indicated Open on the DOOR/OXY SD page** |
|---|---|

Ident.: 9-MI-52-07-00004579.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**52-07-01A Check of associated door and 'C' repair interval**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **0** | **No** | **-** |

**(o)** One or more may be permanently indicated open when actually closed provided that:

**1)** The associated door is visually checked to be closed and locked before each flight, and

**2)** The white SLIDE ARMED light on the associated door does not come on when the door is closed and locked and the slide arming lever is in the armed position.

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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*

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Reference(s)

**(o)** *Refer to OpsProc 52-07-01D Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)*

| 52-07-01 | Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-52-07-00004580.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-07-01B Check of door**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **No** | **-** |

**(o)** The door may be permanently indicated open when actually closed provided that the door is visually checked to be closed, latched and locked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 52-07-01B Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page (A)*

| 52-07-02 | Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-52-07-00004581.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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*

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**52-07-02B Check of associated door**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **3** | **No** | **H** |

**(o)** One may be permanently indicated closed when actually open for 5 flights provided that:

**1)** The associated door is visually checked to be closed and locked before each flight, and

**2)** The associated door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

Reference(s)

**(o)** *Refer to OpsProc 52-07-02B Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page*

| **52-07-02** | **Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page** |
|---|---|

Ident.: 9-MI-52-07-00004581.0000002 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**52-07-02A No night operations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **8** | **0** | **No** | **H** |

**(o)** One or more may be permanently indicated closed when actually open provided that:

**1)** The aircraft is not operated at night, and

**2)** The associated door is visually checked to be closed and locked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 52-07-02A Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page*

**52-07-02B Check of associated door**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **H** |

**(o)** One may be permanently indicated closed when actually open for 5 flights provided that:

**1)** The associated door is visually checked to be closed and locked before each flight, and

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**2)** The associated door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

Reference(s)

**(o)** *Refer to OpsProc 52-07-02B Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page*

| 52-07-02 | Crew Entry Door Permanently Indicated Closed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-52-07-00004582.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-07-02B Check of door**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **1** | **0** | **No** | **H** |

The door may be permanently indicated closed when actually open for 5 flights provided that the door is visually checked to be closed, latched, and locked before each flight.

| 52-07-03 | Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-52-07-00004583.0000001 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

**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*

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**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*

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| 52-07-03 | Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-52-07-00004583.0000002 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

### 52-07-03A Check of associated exit and 'C' repair interval

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(o) (m)** One or both may be permanently indicated open when actually closed provided that:

**1)** The associated exit is visually checked to be closed and locked before each flight, and

**2)** The associated SLIDE indication is displayed in white on the DOOR/OXY SD page .

Reference(s)

**(o)** *Refer to OpsProc 52-07-03A Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 52-70-00-040-010*

### 52-07-03B Check of associated exit and 'B' repair interval

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **2** | **0** | **No** | **H** |

**(o) (m)** One or both may be permanently indicated open when actually closed provided that the associated exit is visually checked to be closed and locked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 52-07-03B Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 52-70-00-040-010*

### 52-07-03C No night operations

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(o) (m)** One or both may be permanently indicated open when actually closed provided that:

**1)** The aircraft is not operated at night, and

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**2)** The associated exit is visually checked to be closed and locked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 52-07-03C Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 52-70-00-040-010*

**52-07-03D Associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **H** |

**(o) (m)** One may be permanently indicated open when actually closed for 5 flights provided that:

**1)** The associated exit is visually checked to be closed and locked before each flight, and

**2)** The associated exit is considered inoperative.

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

Reference(s)

**(o)** *Refer to OpsProc 52-07-03D Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 52-70-00-040-010*

| 52-07-04 | Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-52-07-00004584.0000001 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

**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*

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**52-07-04B Both exits on the same side considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **2** | **No** | **H** |

**(o) (m)** One or two may be permanently indicated closed on the same side when actually open for 5 flights provided that:

**1)** The associated exit is visually checked to be closed and locked before each flight, and

**2)** Both exits on the same side are considered inoperative.

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

Reference(s)

**(o)** *Refer to OpsProc 52-07-04B Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 52-70-00-040-011*

| 52-07-04 | Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MI-52-07-00004584.0000002 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**52-07-04A No night operations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(o) (m)** One or both may be permanently indicated closed when actually open provided that:

**1)** The aircraft is not operated at night, and

**2)** The associated exit is visually checked to be closed and locked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 52-07-04A Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 52-70-00-040-011*

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**52-07-04B Associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **H** |

**(o) (m)** One may be permanently indicated closed when actually open for 5 flights provided that:

**1)** The associated exit is visually checked to be closed and locked before each flight, and

**2)** The associated exit is considered inoperative.

*Refer to 9-MI-52-10-02 Cabin Overwing Exit*

Reference(s)

**(o)** *Refer to OpsProc 52-07-04B Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 52-70-00-040-011*

| **52-07-05** | **Cargo Door Indication on the DOOR/OXY SD page** |
|---|---|

Ident.: 9-MI-52-07-00004585.0000001 / 28 JUN 2022
**Applicable to: ALL**

**52-07-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

**(o) (m)** One or more may be inoperative provided that the associated door is visually checked to be closed and locked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 52-07-05A Cargo Door Indication on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 52-70-00-040-001*

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| 52-07-06 | **Avionics Compartment Access Door Indication on the DOOR/OXY SD page** |
|---|---|

Ident.: 9-MI-52-07-00004586.0000001 / 28 JUN 2022
**Applicable to: ALL**

**52-07-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

**(o)** **(m)** One or more may be inoperative provided that the associated door is visually checked to be closed and locked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 52-07-06A Avionics Compartment Access Door Indication on the DOOR/OXY SD page*
**(m)** *Refer to AMM Task 52-70-00-040-004*

| 52-07-07 | **Main Deck Cargo Door Permanently Indicated Open on the DOOR/OXY SD page** |
|---|---|

Ident.: 9-MI-52-07-00004587.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-07-07A Check of door**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **Yes** | **-** |

**(o)** The door may be permanently indicated open when actually closed provided that the door is visually checked to be closed, latched and locked before each flight.

*Note:* ***Refer to Item*** *Refer to 9-MI-52-71-01 Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door.*

Reference(s)

**(o)** *Refer to OpsProc 52-07-07A Main Deck Cargo Door Indications on the DOOR/OXY SD page*

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| 52-07-08 | **Main Deck Cargo Door Permanently Indicated Closed on the DOOR/OXY SD page** |
|---|---|

Ident.: 9-MI-52-07-00004588.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

### 52-07-08A Check of door

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **1** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

The door may be permanently indicated closed when actually open for 5 flights provided that the door is visually checked to be closed, latched, and locked before each flight.

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| 52-10-01 | Cabin Door |
|---|---|

Ident.: 9-MI-52-10-00004589.0000001 / 20 JUL 2023
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**52-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **4** | **3** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(o) (m)** One may be inoperative for 5 flights provided that:

**1)** The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and

**2)** The affected exit is closed, latched and locked from the inside, and is placarded inoperative, and

**3)** The affected exit is not used for passenger boarding, nor for any purpose whilst passengers are on board, and

**4)** All the EXIT markings, signs and lights associated with the affected exit are obscured, and

**5)** Alternate cabin safety procedures are established and used.

*Note:* – *Seat capacity may be restricted in individual zones. Both have to be applied:*
- *Passenger reduction in individual zones, and*
- *Rows to be blocked.*
  *Refer to MEL Operational Procedure.*

– *For restricted seat capacity and planning purposes IOCC/ HOC shall be informed immediately!*
– *Load & Trim Sheet must be revised as necessary to ensure proper loading limits are observed.*
– *Cabin attendants may be stationed in the vicinity of each door within blocked area.*

Reference(s)

**(o)** *Refer to OpsProc 52-10-01A Cabin Door*
**(m)** *Refer to MMP*

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| 52-10-01 | Cabin Door |
|---|---|

Ident.: 9-MI-52-10-00004589.0000002 / 20 JUL 2023
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**52-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **8** | **7** | **Yes** |

| COMPANY NOTES OPS affected |
|---|
| **H** |

**(o) (m)** One may be inoperative for 5 flights provided that:

**1)** The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and

**2)** The affected exit is closed, latched and locked from the inside, and is placarded inoperative, and

**3)** The affected exit is not used for passenger boarding, nor for any purpose whilst passengers are on board, and

**4)** All the EXIT markings, signs and lights associated with the affected exit are obscured, and

**5)** Alternate cabin safety procedures are established and used.

*Note:* – *Seat capacity may be restricted in individual zones. Both have to be applied:*
- *Passenger reduction in individual zones, and*
- *Rows to be blocked.*
  *Refer to MEL Operational Procedure.*

– *For restricted seat capacity and planning purposes IOCC/ HOC shall be informed immediately!*
– *Load & Trim Sheet must be revised as necessary to ensure proper loading limits are observed.*
– *Cabin attendants may be stationed in the vicinity of each door within blocked area.*

Reference(s)

**(o)** *Refer to OpsProc 52-10-01A Cabin Door*
**(m)** *Refer to MMP*

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| 52-10-02 | Cabin Overwing Exit |
|---|---|

Ident.: 9-MI-52-10-00004590.0000001 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**52-10-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **Yes** | **H** |

**(o) (m)** One may be inoperative for 5 flights provided that:

**1)** The number of passengers carried and their location in the cabin is in accordance with the operational procedure, and

**2)** The affected exit is closed and placarded inoperative, and

**3)** All the EXIT markings, signs and lights associated with the affected exit are obscured, and

**4)** Alternate cabin safety procedures are established and used, and

**5)** All other cabin doors are operative.

Reference(s)

**(o)** *Refer to OpsProc 52-10-02A Cabin Overwing Exit*
**(m)** *Refer to AMM Task 52-21-00-040-802*

| 52-10-02 | Cabin Overwing Exit |
|---|---|

Ident.: 9-MI-52-10-00004590.0000002 / 28 JUN 2022
**Criteria: A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIZA**

**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

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**3)** All the EXIT markings, signs and lights associated with the affected exit are obscured, and

**4)** Alternate cabin safety procedures are established and used, and

**5)** All other cabin doors are operative.

*Note:* *When an overwing escape slide, slide indication or slide bottle pressure indication, or the emergency lighting for both overwing exits is inoperative, two emergency exits are considered inoperative.*

Reference(s)

**(o)** *Refer to OpsProc 52-10-02A Cabin Overwing Exit*
**(m)** *Refer to AMM Task 52-21-00-040-803*

| 52-10-03 | Cabin Door Stop Fitting |
|---|---|

Ident.: 9-MI-52-10-00004591.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-10-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **H** |

A maximum of one per door may be inoperative provided that the flight is not pressurized.

| 52-10-04 | Cabin Door Damper Function |
|---|---|

Ident.: 9-MI-52-10-00004592.0000004 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**52-10-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **-** |

One or more may be inoperative.

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| 52-10-04 | Cabin Door Damper Function |
|---|---|

Ident.: 9-MI-52-10-00004592.0000005 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**52-10-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **8** | **0** | **No** | **-** |

One or more may be inoperative.

| 52-10-05 | Cabin Door Emergency Opening Function |
|---|---|

Ident.: 9-MI-52-10-00004593.0000004 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**52-10-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **3** | **No** | **H** |

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

| 52-10-05 | Cabin Door Emergency Opening Function |
|---|---|

Ident.: 9-MI-52-10-00004593.0000005 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**52-10-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **H** |

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

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| 52-10-06 | DOOR PRESS LOW Message on the PTP STATUS Page ⋖ |
|---|---|

Ident.: 9-MI-52-10-00004594.0000006 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

**52-10-06A Check of the associated door bottle pressure**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **4** | **0** | **No** | **-** |

**(o)** One or more may be inoperative provided that the associated door bottle pressure is checked before the first flight of each day.

Reference(s)

**(o)** *Refer to OpsProc 52-10-06A DOOR PRESS LOW Message on the PTP STATUS Page*

**52-10-06B One inoperative and associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **3** | **No** | **-** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

| 52-10-06 | DOOR PRESS LOW Message on the PTP STATUS Page ⋖ |
|---|---|

Ident.: 9-MI-52-10-00004594.0000007 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**52-10-06A Check of the associated door bottle pressure**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **8** | **0** | **No** | **-** |

**(o)** One or more may be inoperative provided that the associated door bottle pressure is checked before the first flight of each day.

Reference(s)

**(o)** *Refer to OpsProc 52-10-06A DOOR PRESS LOW Message on the PTP STATUS Page*

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**52-10-06B One inoperative and associated exit considered inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **-** |

One may be inoperative for 5 flights provided that the associated exit is considered inoperative. *Refer to Item 52-10-01A Cabin Door*

| **52-10-06** | **CHECK DOOR PRESSURE Message on the FAP** ⋖ |
|---|---|

Ident.: 9-MI-52-10-00004594.0000008 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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*

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| 52-10-07 | Cabin Door Stay Mechanism |
|---|---|

Ident.: 9-MI-52-10-00004595.0000004 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**52-10-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **3** | **No** | **H** |

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

| 52-10-07 | Cabin Door Stay Mechanism |
|---|---|

Ident.: 9-MI-52-10-00004595.0000005 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**52-10-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **8** | **7** | **No** | **H** |

One may be inoperative for 5 flights provided that the affected door is considered inoperative.

*Refer to 9-MI-52-10-01 Cabin Door*

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| 52-10-08 | CABIN PRESSURE light (on Cabin Doors) |
|---|---|

Ident.: 9-MI-52-10-00004596.0000004 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**52-10-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **Yes** | **-** |

**(o)** One or more may be inoperative provided that the absence of differential pressure is confirmed before the opening of the associated cabin door.

*Note:* *The placard should be visible from the inside and from the outside of the aircraft.*

Reference(s)

**(o)** *Refer to OpsProc 52-10-08A CABIN PRESSURE light (on Cabin Doors)*

| 52-10-08 | CABIN PRESSURE light (on Cabin Doors) |
|---|---|

Ident.: 9-MI-52-10-00004596.0000005 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**52-10-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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)*

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| 52-10-10 | Door Residual Differential Pressure Detection |
|---|---|

Ident.: 9-MI-52-10-00004598.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-10-10A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** May be inoperative provided that:

**1)** All the CABIN PRESSURE light s 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*

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| 52-10-09 | Crew Entry Door |
|---|---|

Ident.: 9-MI-52-10-00004599.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-10-09A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **1** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Must be operative.

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| 52-30-01 | Cargo Door (FWD, AFT and BULK ⋖) |
|---|---|

Ident.: 9-MI-52-30-00004601.0000001 / 14 JUN 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-30-01A Cargo door indicated locked on the DOOR/OXY SD page**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

One or more may be inoperative in the closed and locked position provided that they are indicated locked on the DOOR/OXY SD page .

**52-30-01B Visual check of the cargo door**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

**(m)** One or more may be inoperative in the closed and locked position provided that the associated cargo door is visually checked to be closed and locked before each flight.

Reference(s)

**(m)** *Refer to AMM Task 52-30-00-040-001*

| 52-30-01 | Main Deck and Lower Deck Cargo Door (FWD, AFT and BULK ⋖) |
|---|---|

Ident.: 9-MI-52-30-00004601.0000002 / 14 JUN 2023
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-30-01A Cargo door indicated locked on the DOOR/OXY SD page**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

One or more may be inoperative in the closed and locked position provided that they are indicated locked on the DOOR/OXY SD page .

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**52-30-01B Visual check of the cargo door**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **H** |

**(m)** One or more may be inoperative in the closed and locked position provided that the associated cargo door is visually checked to be closed and locked before each flight.

Reference(s)

**(m)** *Refer to AMM Task 52-38-00-280-600-A (Main-Deck Cargo Door)*
*Refer to AMM Task 52-30-00-040-001 (Lower Deck Cargo Door (FWD, AFT and BULK))*

| **52-30-02** | **Cargo Door Actuator** |
|---|---|

Ident.: 9-MI-52-30-00004602.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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

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**3)** The wind velocity during loading and unloading operations is below 30 kt, and

**4)** The operation of the door with a single actuator is limited to 100 open/close cycles.

*Note:* *Maintenance Procedure required for cargo door operation prior to each departure.*

Reference(s)

**(m)** *Refer to AMM Task 52-36-00-040-001*

**52-30-02C Two actuators inoperative per cargo door**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **H** |

**(m)** One or more may be inoperative provided that:

**1)** The integrity of the yellow hydraulic system is not affected, and

**2)** The associated cargo door is operated with a crane.

*Note:* *Maintenance Procedure required for cargo door operation prior to each departure.*

Reference(s)

**(m)** *Refer to AMM Task 52-36-00-040-001*

| **52-30-02** | **Main Cargo Door Actuator** |
|---|---|

Ident.: 9-MI-52-30-00004602.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-30-02D One or two main deck cargo door actuators unable to lock when the main deck cargo door is in canopy position**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **-** | **No** | **H** |

**(m)** One or two main deck cargo door main actuators may be unable to lock for thirty (30) consecutive calendar days, excluding the day of discovery, when the main deck cargo door is in canopy position provided that:

**1)** The integrity of the yellow hydraulic system is not affected, and

**2)** Both actuators are able to extend to lift the MDCD and retract, and

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**3)** The MDCD is kept in the canopy position using stay rods. Ensure that both actuators are fully extended during the installation of the stay rods.

Reference(s)

**(m)** *Refer to AMM Task 52-38-00-080-040*
*Refer to AMM Task 52-38-00-480-040*

| 52-30-03 | Cargo Door Electrical Control |
|---|---|

Ident.: 9-MI-52-30-00004603.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 52-30-03A Cargo door operated using hand pump

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **0** | **No** | **-** |

**(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*

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| 52-30-03 | Main Deck Cargo Door Electrical Control |
|---|---|

Ident.: 9-MI-52-30-00004603.0000002 / 23 FEB 2023
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-30-03C Main deck cargo door operated using aircraft hydraulic pump and control valve, bypassing control panel**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

**(m)**

May be inoperative provided that the main deck cargo door can be operated using aircraft hydraulic pump and control valve, bypassing control panel.

Reference(s)

**(m)** *Refer to AMM Task 52-38-00-010-043*
*Refer to AMM Task 52-38-00-410-043*

| 52-30-04 | Cargo Door Locking Hooks and Spools (Rollers) |
|---|---|

Ident.: 9-MI-52-30-00004604.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

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| 52-30-04 | Main Deck and Lower Deck Cargo Door Locking Hooks and Spools (Rollers) |
|---|---|

Ident.: 9-MI-52-30-00004604.0000002 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-30-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **H** |

A maximum of one locking hook or one spool per cargo door may be inoperative provided that:

**1)** All the others have no damage, and

**2)** The flight is not pressurized, and

**3)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

| 52-30-05 | Cargo Door Hand Pump |
|---|---|

Ident.: 9-MI-52-30-00004605.0000001 / 28 JUN 2022
**Applicable to: ALL**

**52-30-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **-** |

May be inoperative provided that the integrity of the yellow hydraulic system is not affected.

| 52-30-06 | Cargo Door Drift Pin |
|---|---|

Ident.: 9-MI-52-30-00004606.0000001 / 28 JUN 2022
**Applicable to: ALL**

**52-30-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **4** | **0** | **No** | **-** |

One or both on each cargo door may be inoperative for one flight.

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| 52-30-07 | Cargo Doors Open/Locked Indicator light |
|---|---|

Ident.: 9-MI-52-30-00004607.0000001 / 31 AUG 2023
**Applicable to: ALL**

**52-30-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

**(o)** One or both may be inoperative provided that the associated cargo door is in the fully open position during loading and unloading operations.

Reference(s)

**(o)** *Refer to OpsProc 52-30-07A Cargo Door Open/Locked Indicator light*

| 52-30-08 | Main Deck Cargo Door Piano Hinge Lugs, Latching Hook, Spool and Bolt |
|---|---|

Ident.: 9-MI-52-30-00004608.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-30-08A One latching hook, or one spool, or one bolt inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **H** |

**(m)** One latching hook, or one spool, or one bolt may be inoperative provided that:

**1)** All the other latching hooks, spools, bolts and hinge lugs have no damage, and

**2)** The flight is not pressurized, and

**3)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

**(m)** *Refer to AMM Task 52-38-00-210-600*

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**52-30-08B One or two piano hinge lugs inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **H** |

**(m)** One or two piano hinge lugs may be inoperative provided that:

**1)** All the other latching hooks, spools, bolts and hinge lugs have no damage, and

**2)** The flight is not pressurized, and

**3)** The Main Deck Cargo Compartment is empty or does not contain flammable or combustible material.

Reference(s)

**(m)** *Refer to AMM Task 52-38-00-210-601*

| **52-30-09** | **Cargo Door Control Unit (CDCU)** |
|---|---|

Ident.: 9-MI-52-30-00004609.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-30-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **0** | **No** | **-** |

May be inoperative provided that Main Deck Cargo Door Electrical Control is considered inoperative.

*Refer to 9-MI-52-30-03 Main Deck Cargo Door Electrical Control*

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| 52-33-01 | Cargo Door Balance Mechanism |
|---|---|

Ident.: 9-MI-52-33-00004610.0000001 / 28 JUN 2022
**Criteria: A320 / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-33-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **1** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

**(m)** May be inoperative or damaged provided that:

**1)** A safety hold device is used to maintain the cargo door in the open position during loading and unloading operations, and

**2)** The associated cargo door is visually checked to be closed and locked.

Reference(s)

**(m)** *Refer to AMM Task 52-33-00-040-001*

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| 52-51-01 | CDLS Normal System |
|---|---|

Ident.: 9-MI-52-51-00004611.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-51-01B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **1** | **1** | **Yes** | **-** |

Must be operative.

**52-51-01C Ferry Flight**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided that:

**1)** The CDLS Normal System is deactivated, and

**2)** only crew members are on board.

*Note:* *Additional LUFTHANSA staff may be allowed on commander's discretion.*

Reference(s)

**(m)** *Refer to AMM Task 52-51-00-040-006*

| 52-51-03 | CDLS Buzzer |
|---|---|

Ident.: 9-MI-52-51-00004612.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-51-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **No** | **H** |

**(o) (m)** May be inoperative provided that alternate procedures are established and used.

*Note:* *Apply the maintenance procedure only when the buzzer sounds permanently.*

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Reference(s)

**(o)** *Refer to OpsProc 52-51-03A CDLS Buzzer*
**(m)** *Refer to AMM Task 52-51-00-040-803*

| 52-51-04 | CDLS Keypad |
|---|---|

Ident.: 9-MI-52-51-00004613.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-51-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **H** |

**(o) (m)** May be inoperative provided that:

**1)** The interphone system between the cabin and the cockpit is operative, and

**2)** The CDLS keypad is deactivated.

Reference(s)

**(o)** *Refer to OpsProc 52-51-04A CDLS Keypad*
**(m)** *Refer to AMM Task 52-51-00-040-007*

| 52-51-05 | CDLS Keypad LED |
|---|---|

Ident.: 9-MI-52-51-00004614.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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*

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| 52-51-06 | CDLS Door Release Strike (Catch, Spring, Solenoid, Bolt) |
|---|---|

Ident.: 9-MI-52-51-00004615.0000001 / 31 AUG 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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*

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| 52-51-08 | Cockpit Door Latch Mechanism (Mechanical Latches) |
|---|---|

Ident.: 9-MI-52-51-00009080.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-51-08A One door latch inoperative in disengaged/unlocked position**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **3** | **2** | **No** | **-** |

One may be inoperative in disengaged/unlocked position.

Note: *If the center cockpit door latch mechanism is inoperative in disengaged/unlocked position, the cockpit door OPEN light is considered inoperative.*
*Refer to 9-MI-52-53-02 COCKPIT DOOR OPEN light*

**52-51-08B Two or more door latches inoperative in disengaged/unlocked position - FERRY FLIGHT ONLY**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **3** | **0** | **No** | **H** |

Two or more may be inoperative in disengaged/unlocked position provided that:

**1)** Only crew members are on board, and

Note: *Additional LUFTHANSA staff may be allowed on commander's discretion.*

**2)** the CDLS Normal System is considered inoperative.

*Refer to 9-MI-52-51-01 CDLS Normal System*

Note: *If the center cockpit door latch mechanism is inoperative in disengaged/unlocked position, the cockpit door OPEN light is considered inoperative.*
*Refer to 9-MI-52-53-02 COCKPIT DOOR OPEN light*

**52-51-08C One or more door latches inoperative in engaged/locked position**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **3** | **0** | **No** | **-** |

**(o)** One or more may be inoperative in engaged/locked position provided that:

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**1)** The CDLS Normal System is operative, and

**2)** The cockpit door OPEN light is not displayed, and

**3)** The UNLOCK Function of the COCKPIT DOOR sw is operative.

Reference(s)

**(o)** *Refer to OpsProc 52-51-08C Cockpit Door Latch Mechanism (Mechanical Latches)*

| 52-51-09 | Cockpit Door Handle (including Bellcranks Linkage) |
|---|---|

Ident.: 9-MI-52-51-00009081.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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)*

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| 52-53-01 | COCKPIT DOOR FAULT light |
|---|---|

Ident.: 9-MI-52-53-00004617.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-53-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **1** | **0** | **Yes** | **-** |

May be inoperative provided:

**1)** NORM and LOCK functions are verified to operate normally, and

**2)** Control unit LEDs operate normally.

| 52-53-02 | COCKPIT DOOR OPEN light |
|---|---|

Ident.: 9-MI-52-53-00004618.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-53-02A 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 door buzzer is considered inoperative.

*Note: Do not apply associated MEL-item for inoperative buzzer.*
*Without the flashing OPEN light there is no longer any means to clearly distinguish between a normal and an emergency entry request.*

Reference(s)

**(o)** *Refer to OpsProc 52-53-02A COCKPIT DOOR OPEN light*

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**52-53-02B 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 door buzzer is considered inoperative.

*Note:* *Do not apply associated MEL-item for inoperative buzzer.*
*Without the flashing OPEN light there is no longer any means to clearly distinguish between a normal and an emergency entry request.*

Reference(s)

**(o)** *Refer to OpsProc 52-53-02B COCKPIT DOOR OPEN light*

| 52-53-03 | LOCK Function of the COCKPIT DOOR sw |
|---|---|

Ident.: 9-MI-52-53-00004619.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**52-53-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **1** | **0** | **Yes** | **H** |

**(m)** May be inoperative provided:

**1)** Keypad is deactivated. *Refer to 9-MI-52-51-04 CDLS Keypad*, and

**2)** UNLOCK and NORM functions are verified to operate normally.

Reference(s)

**(m)** *Refer to AMM Task 52-51-00-040-002-A*

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| 52-53-04 | UNLOCK Function of the COCKPIT DOOR sw |
|---|---|

Ident.: 9-MI-52-53-00004620.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

### 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*

Printouts are for information only!



| 52-71-01 | Closed 1, Closed 2 and Latched & Locked Proximity Switches on the Main Deck Cargo Door |
|---|---|

Ident.: 9-MI-52-71-00004621.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**52-71-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **B** | **3** | **0** | **No** | **H** |

**(o)** One or more may be inoperative and the aircraft can be pressurized provided that:

**1)** The door latching and locking mechanisms are checked to be functional before each flight, and

**2)** The door override procedure is applied before each flight, and

**3)** The door is visually checked to be closed, latched, and locked before each flight.

Reference(s)

**(o)** *Refer to OpsProc 52-71-01A Closed 1, Closed 2 and Latched & Locked Proximity Switches*

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## 56-10-01 Front Windshield

Ident.: 9-MI-56-10-00004622.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *A cockpit window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative. However, the vision through this cockpit window must be acceptable to the flight crew.*

### 56-10-01A External ply cracked

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **2** | **No** | **H / LVO** |

**(o) (m)** One front windshield external ply may be cracked for ten flights provided that:

**1)** The other front windshield is not damaged, and

**2)** The associated windshield heating is deactivated, and

**3)** The visibility through the associated front windshield is acceptable to the flight crew, and

**4)** The aircraft is not operated in known or forecast icing conditions.

Reference(s)

**(o)** *Refer to OpsProc 56-10-01A Front Windshield*
**(m)** *Refer to AMM Task 56-10-00-040-001*

### 56-10-01B Burn spots

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **2** | **No** | **H / LVO** |

**(o) (m)** One front windshield may have burn spots in the bus bar area beyond the limits provided that:

**1)** The other front windshield is not damaged, and

**2)** The associated windshield heating is deactivated, and

**3)** The visibility through the associated front windshield is acceptable to the flight crew, and

**4)** The aircraft is not operated in known or forecast icing conditions.

Reference(s)

**(o)** *Refer to OpsProc 56-10-01B Front Windshield*
**(m)** *Refer to AMM Task 56-10-00-040-001*

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## 56-10-02 Lateral Fixed/Sliding Window

Ident.: 9-MI-56-10-00004623.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *A cockpit window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative. However, the vision through this cockpit window must be acceptable to the flight crew.*

### 56-10-02A 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** | **-** |

External ply may be cracked for one flight provided that:

**1)** The other lateral windows are not damaged, and

**2)** The visibility through the affected lateral window is acceptable to the flight crew.

### 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.

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| 56-10-03 | Sliding Window Opening/Closing Mechanism |
|---|---|

Ident.: 9-MI-56-10-00004624.0000001 / 28 JUN 2022
**Applicable to: ALL**

**56-10-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **2** | **2** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

Both must be operative.

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| 56-20-01 | Cabin Window |
|---|---|

Ident.: 9-MI-56-20-00004625.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Note:* *A cabin window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative.*

**56-20-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **-** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **H** |

One or more may be cracked provided that the flight is not pressurized.

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| 70-00-01 | **ENG FADEC** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-70-00-00004626.0000001 / 28 JUN 2022
**Applicable to: ALL**

**70-00-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

ENG FADEC MAINTENANCE message may be displayed on the STATUS SD page .

| 70-00-02 | **ENG EIU** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-70-00-00004627.0000001 / 28 JUN 2022
**Applicable to: ALL**

**70-00-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

ENG EIU MAINTENANCE message may be displayed on the STATUS SD page .

| 70-00-03 | **ENG EVMU** MAINTENANCE **Message** |
|---|---|

Ident.: 9-MI-70-00-00004628.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**70-00-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **-** | **-** | **No** | **-** |

ENG EVMU MAINTENANCE message may be displayed on the STATUS SD page .

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| 71-09-01 | ENG 1(2) FAN COWL NOT CLSD Alert |
|---|---|

Ident.: 9-MI-71-09-00004629.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**71-09-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One or both may be displayed provided that the associated fan cowl door latches are checked closed before each flight.

Reference(s)

**(o)** *Refer to OpsProc 71-09-01A ENG 1(2) FAN COWL NOT CLSD Alert*

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| 73-07-01 | F. USED Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-73-07-00004630.0000001 / 28 JUN 2022
**Criteria: A319 (all ex. -AIBP, -AIBQ) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**73-07-01A One indication inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **ETOPS** |

Both may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The fuel quantity indications of the associated tanks are operative on the FUEL SD page .

| 73-07-01 | Fuel Used Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-73-07-00004630.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBP, -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**73-07-01A One indication inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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**73-07-01B Both indications inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **ETOPS** |

Both may be inoperative provided that:

**1)** ETOPS is not conducted, and

**2)** The fuel quantity indications of the associated tanks are operative on the FUEL SD page , and

**3)** The Fuel Used 1+2 Indication is considered inoperative.

*Refer to 9-MI-28-07-06-02 Fuel Used 1+2 Indication on the FUEL SD page*

| **73-07-02** | **Fuel Filter Clog Indication on the ENGINE SD page** |
|---|---|

Ident.: 9-MI-73-07-00004631.0000001 / 28 JUN 2022
**Applicable to: ALL**

**73-07-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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| 73-08-01 | Fuel Flow Indication on the EWD |
|---|---|

Ident.: 9-MI-73-08-00004632.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**73-08-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative.

| 73-08-01 | Fuel Flow Indication on the EWD |
|---|---|

Ident.: 9-MI-73-08-00004632.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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*

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| 73-09-01 | ENG 1(2) FUEL FILTER CLOG **Alert** |
|---|---|

Ident.: 9-MI-73-09-00004633.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

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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 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**73-09-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be displayed.

| 73-09-04 | ENG 1(2) FUEL SENSOR FAULT Alert |
|---|---|

Ident.: 9-MI-73-09-00004636.0000001 / 14 JUN 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

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**73-09-04B FUEL FILTER SENSOR subtitle displayed and fuel filter replacement**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

**(m)** One may be displayed on the EWD provided that:

**1)** The associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and

**2)** The associated filter is replaced before the first MEL dispatch and then every 50 flight hours.

Reference(s)

**(m)** *Refer to AMM Task 73-34-00-040-802*

**73-09-04F IDG FOC SENSOR subtitle displayed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be displayed provided that the associated ENG 1(2) IDG FOC SENSOR subtitle is displayed on the EWD.

| 73-09-05 | ENG 1(2) HEAT SYS DEGRADED Alert |
|---|---|

Ident.: 9-MI-73-09-00004637.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

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**73-09-05B One side affected and without ETOPS limitations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(m)** One may be displayed provided that:

**1)** The APU and the AC auxiliary generation are operative, and

**2)** CFDS does not report a ENGXD-0720-BDCV TEST ABORT COUNT message.

Reference(s)

**(m)** *Refer to AMM Task 73-21-00-040-801*

**73-09-05C One or Both sides affected and with ETOPS limitations**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **ETOPS** |

One or both may be displayed provided that:

**1)** ETOPS is not conducted, and

**2)** The APU and the AC auxiliary generation are operative.

| **73-09-09** | **ENG 1(2) FUEL FILTER - PARTLY CLOGGED Alert** |
|---|---|

Ident.: 9-MI-73-09-00004638.0000001 / 14 JUN 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

Printouts are for information only!



**73-09-09B False alert and fuel filter replacement**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(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*

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| 73-10-01 | Fuel Return To Tank Valve |
|---|---|

Ident.: 9-MI-73-10-00004639.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**73-10-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative in the closed position on one engine provided that the APU and the AC auxiliary generation are operative.

| 73-10-01 | Fuel Return Valve |
|---|---|

Ident.: 9-MI-73-10-00004639.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZA**

**73-10-01A Inoperative in closed position**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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<br>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.

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| 73-10-03 | Fuel Metering Valve |
|---|---|

Ident.: 9-MI-73-10-00004640.0000001 / 28 JUN 2022
**Applicable to: ALL**

**73-10-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

| 73-10-04 | Engine HP Fuel Valve |
|---|---|

Ident.: 9-MI-73-10-00004641.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**73-10-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

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| 73-20-01 | Flex Takeoff Mode |
|---|---|

Ident.: 9-MI-73-20-00004642.0000001 / 28 JUN 2022
**Applicable to: ALL**

**73-20-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

May be inoperative on one or both engines provided that the maximum thrust is used for takeoff.

| 73-20-04 | EPR Control Mode |
|---|---|

Ident.: 9-MI-73-20-00004643.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**73-20-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H / LVO / ETOPS** |

**(o)** The EPR control mode may be inoperative on one or both engines provided that:

**1)** ETOPS is not conducted, and

**2)** The rated N1 control mode is operative on both engines (ENG 1(2) N1 DEGRADED MODE message is not displayed on the STATUS SD page ), and

**3)** The performance penalties are applied.

Note: *When the EPR Control Mode is inoperative, the Autothrust is inoperative.*
*Refer to 9-MI-22-30-01 Autothrust (A/THR)*

Reference(s)

**(o)** *Refer to OpsProc 73-20-04A EPR Control Mode*

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| 73-20-05 | Minimum Idle on Ground |
|---|---|

Ident.: 9-MI-73-20-00004644.0000001 / 28 JUN 2022
**Applicable to: ALL**

**73-20-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **H** |

**(o)** One or both may be inoperative provided that the performance penalties are applied.

Reference(s)

**(o)** *Refer to OpsProc 73-20-05A Minimum Idle on Ground*

| 73-20-06 | EEC ACFT 28V Power Supply |
|---|---|

Ident.: 9-MI-73-20-00004645.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**73-20-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **2** | **No** | **-** |

The channel B power supply may be inoperative on one or both engines.

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| 73-25-01 | Engine Overthrust Protection System |
|---|---|

Ident.: 9-MI-73-25-00004646.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**73-25-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One may be inoperative for 6 flights.

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| 74-07-01 | Selected Igniter Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-74-07-00004647.0000001 / 28 JUN 2022
**Applicable to: ALL**

**74-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **4** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One or more may be inoperative provided that the associated ENG 1(2) IGN A(B)(A+B) FAULT alert is checked operative.

Reference(s)

**(o)** *Refer to OpsProc 74-07-01A Selected Igniter Indication on the ENGINE SD page*

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| 74-09-01 | ENG 1(2) IGN A(B)(A+B) FAULT **Alert** |
|---|---|

Ident.: 9-MI-74-09-00004648.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

**74-09-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **6** | **3** | **No** | **-** |

Up to three may be displayed.

| 74-09-01 | ENG 1(2) IGN A(B)(A+B) FAULT **Alert** |
|---|---|

Ident.: 9-MI-74-09-00004648.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.

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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*

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| 74-31-01 | Ignition System A |
|---|---|

Ident.: 9-MI-74-31-00004649.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

**74-31-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

| 74-31-01 | Ignition System A |
|---|---|

Ident.: 9-MI-74-31-00004649.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**74-31-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

Printouts are for information only!



| 74-31-02 | Ignition System B |
|---|---|

Ident.: 9-MI-74-31-00004650.0000001 / 28 JUN 2022
**Applicable to: ALL**

**74-31-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One or both may be inoperative.

Reference(s)

**(o)** *Refer to OpsProc 74-31-02A Ignition System B*

Printouts are for information only!



| 75-22-01 | Buffer Air Check Valve |
|---|---|

Ident.: 9-MI-75-22-00004651.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**75-22-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One may be inoperative in the open position.

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| 75-24-01 | Turbine Active Clearance Control Valve |
|---|---|

Ident.: 9-MI-75-24-00004652.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**75-24-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **B** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

**(o)** One may be inoperative in the closed position provided that the associated engine takeoff EGT margin is above 16 °C.

Reference(s)

**(o)** *Refer to OpsProc 75-24-01A TCC Valve*

Printouts are for information only!



| 76-11-01 | Thrust lever Position Sensor |
|---|---|

Ident.: 9-MI-76-11-00004653.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**76-11-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **A** | **4** | **3** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One may be inoperative on one engine for three days provided that:

**1)** The A/THR is operative, and

**2)** Both LGCIUs are operative, and

**3)** The L/G shock absorbers proximity detectors are operative.

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## INDICATIONS ON THE CRUISE SD PAGE

| 77-07-01-01 | N1 Vibration Indication on the CRUISE SD page |
|---|---|

Ident.: 9-MI-77-07-01-00004654.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-01-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-77-07-02-05 N1 Vibration Indication on the ENGINE SD page*

| 77-07-01-02 | N2 Vibration Indication on the CRUISE SD page |
|---|---|

Ident.: 9-MI-77-07-01-00004655.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-01-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-77-07-02-06 N2 Vibration Indication on the ENGINE SD page*

| 77-07-01-03 | F. USED (Fuel Used) Indication on the CRUISE SD page |
|---|---|

Ident.: 9-MI-77-07-01-00004656.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**77-07-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| - | - | - | **No** | - |

*Refer to 9-MI-73-07-01 Fuel Used Indication on the ENGINE SD PAGE*

Printouts are for information only!



| 77-07-01-03 | F. USED (Fuel Used) Indication on the CRUISE SD page |
|---|---|

Ident.: 9-MI-77-07-01-00004656.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**77-07-01-03A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **-** | **-** | **-** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

*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 CRUISE SD page |
|---|---|

Ident.: 9-MI-77-07-01-00004657.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-01-04A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **–** | **-** | **–** | **–** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

*Refer to 9-MI-79-07-03 Oil Quantity Indication on the ENGINE SD page*

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## INDICATIONS ON THE ENGINE SD PAGE

| 77-07-02-01 | Engine Bleed Pressure Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004658.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-36-07-04 Engine Bleed Precooler Inlet Pressure Indication on the BLEED SD page*

| 77-07-02-02 | Fuel Filter Clog Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004659.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-73-07-02 Fuel Filter CLOG Indication on the ENGINE SD page*

| 77-07-02-03 | Fuel Used Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004660.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**77-07-02-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| - | - | - | **No** | - |

*Refer to 9-MI-73-07-01 F. USED Indication on the ENGINE SD PAGE*

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| 77-07-02-03 | Fuel Used Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004660.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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 ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004661.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 77-07-02-05 | N1 Vibration Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004662.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-05A One indication inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative.

Printouts are for information only!



**77-07-02-05B Both indications inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **0** | **No** | **ETOPS** |

Both may be inoperative for three flights provided that:

**1)** ETOPS is not conducted, and

**2)** No vibration advisory was displayed during the previous flight.

| **77-07-02-06** | **N2 Vibration Indication on the ENGINE SD page** |
|---|---|

Ident.: 9-MI-77-07-02-00004663.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-06A One indication inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

One may be inoperative.

**77-07-02-06B Both indications inoperative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **0** | **No** | **ETOPS** |

Both may be inoperative for three flights provided that:

**1)** ETOPS is not conducted, and

**2)** No vibration advisory was displayed during the previous flight.

Printouts are for information only!



| 77-07-02-07 | Oil Filter Clog Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004664.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-07A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-79-07-01 CLOG Indication on the ENGINE SD page*

| 77-07-02-08 | Oil Pressure Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004665.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-08A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-79-07-02 Oil Pressure Indication and Advisory on the ENGINE SD page*

| 77-07-02-09 | Oil Quantity Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004666.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-09A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-79-07-03 Oil Quantity Indication on the ENGINE SD page*

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| 77-07-02-10 | Oil Temperature Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004667.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-10A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-79-07-04 Oil Temperature Indication on the ENGINE SD page*

| 77-07-02-11 | Selected Igniter Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004668.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-07-02-11A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-74-07-01 Selected Igniter Indication on the ENGINE SD page*

| 77-07-02-12 | Start Valve Position Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-77-07-02-00004669.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**77-07-02-12A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| – | - | – | – | - |

*Refer to 9-MI-80-07-01 Start Valve Position Indication on the ENGINE SD page*

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| 77-08-01 | EGT Indication on the EWD |
|---|---|

Ident.: 9-MI-77-08-00004670.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-08-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Must be operative.

| 77-08-02 | EPR Indication on the EWD |
|---|---|

Ident.: 9-MI-77-08-00004671.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**77-08-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **–** | **-** | **–** | **–** | **-** |

*Refer to 9-MI-73-20-04 EPR Control Mode*

| 77-08-03 | Fuel Flow Indication on the EWD |
|---|---|

Ident.: 9-MI-77-08-00004672.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**77-08-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| **-** | **-** | **-** | **No** | **-** |

*Refer to 9-MI-73-08-01 Fuel Flow Indication on the EWD*

Printouts are for information only!



## 77-08-03 Fuel Flow Indication on the EWD

Ident.: 9-MI-77-08-00004672.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**77-08-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| - | - | - | **No** | - |

*Refer to 9-MI-73-08-01 Fuel Flow Indication on the EWD*

## 77-08-04 N1 Indication on the EWD

Ident.: 9-MI-77-08-00004673.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-08-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| - | **2** | **2** | **No** | - |

Must be operative.

## 77-08-05 N2 Indication on the EWD

Ident.: 9-MI-77-08-00004674.0000001 / 28 JUN 2022
**Applicable to: ALL**

**77-08-05A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>OPS affected |
|---|---|---|---|---|
| - | **2** | **2** | **No** | - |

Must be operative.

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| 77-08-06 | Bleed Configuration Indication on the EWD (PACKS, NAI, WAI) |
|---|---|

Ident.: 9-MI-77-08-00004675.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**77-08-06A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **D** | **3** | **0** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or more may be inoperative.

Printouts are for information only!



| **77-09-01** | ENG TYPE DISAGREE **Alert** |
|---|---|

Ident.: 9-MI-77-09-00004676.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

**77-09-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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*

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| 78-08-01 | REV Indication on the EWD |
|---|---|

Ident.: 9-MI-78-08-00004677.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

**78-08-01B**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative provided that the associated thrust reverser is considered inoperative.

*Refer to 9-MI-78-30-01 Thrust Reverser*

| 78-08-01 | REV Indication on the EWD |
|---|---|

Ident.: 9-MI-78-08-00004677.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**78-08-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Both must be operative.

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| 78-09-01 | ENG 1(2) REVERSER CTL FAULT **Alert** |
|---|---|

Ident.: 9-MI-78-09-00004678.0000002 / 31 AUG 2023
**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*

| 78-09-02 | ENG 1(2) REV MINOR FAULT **Alert** |
|---|---|

Ident.: 9-MI-78-09-00004679.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**78-09-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be displayed.

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| 78-30-01 | Thrust Reverser |
|---|---|

Ident.: 9-MI-78-30-00004680.0000100 / 28 JUN 2022
**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 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**78-30-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **Yes** | **H** |

**(o) (m)** One or both may be inoperative provided that:

**1)** The inoperative reverser is deactivated and secured in the stowed position, and

**2)** Both LVDTs on the inoperative reverser are checked operative, and

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**3)** The ENG 1(2) REV PRESSURIZED alert is not displayed on the EWD after deactivation, and

**4)** The appropriate performance adjustments are applied.

Reference(s)

**(o)** *Refer to OpsProc 78-30-01A Thrust Reverser*
**(m)** *Refer to AMM Task 78-30-00-040-013*

| 78-30-01 | Thrust Reverser |
|---|---|

Ident.: 9-MI-78-30-00004680.0000300 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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*

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| 78-30-02 | Thrust Reverser Inhibition Relay sw |
|---|---|

Ident.: 9-MI-78-30-00004681.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**78-30-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **H** |

One or more may be inoperative provided that the associated thrust reverser is considered inoperative.

*Refer to 9-MI-78-30-01 Thrust Reverser*

| 78-30-03 | Thrust Reverser Shutoff Valve |
|---|---|

Ident.: 9-MI-78-30-00004682.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZA**

**78-30-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative in the open position.

| 78-30-04 | Thrust Reverser Door Tertiary Lock |
|---|---|

Ident.: 9-MI-78-30-00004683.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

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*Refer to 9-MI-78-30-01 Thrust Reverser*

**78-30-04B Thrust Reverser tertiary lock secured open**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **4** | **0** | **No** | **-** |

**(o) (m)** One or more may be inoperative provided that the associated thrust reverser door tertiary lock is secured in the open position.

Reference(s)

**(o)** *Refer to OpsProc 78-30-04B Thrust Reverser Door Tertiary Lock*
**(m)** *Refer to AMM Task 78-37-00-040-801*

| **78-30-05** | **Thrust Reverser Tertiary Lock Valve** |
|---|---|

Ident.: 9-MI-78-30-00004684.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

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| 79-07-01 | CLOG Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-79-07-00004685.0000001 / 28 JUN 2022
**Applicable to: ALL**

**79-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

| 79-07-02 | Oil Pressure Indication and Advisory on the ENGINE SD page |
|---|---|

Ident.: 9-MI-79-07-00004686.0000100 / 14 MAY 2024
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQW, -AIZA)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZA**

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.

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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-79-07-00004686.0000200 / 14 MAY 2024
**Criteria: A319 (-AIBK to -AIBQ) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

Note: *Simultaneous illumination of the BLUE ELEC PUMP pb-sw FAULT light and the ENG 1(2) PUMP pb-sw FAULT light with engines off may be due to a failed engine oil low pressure switch. In this case, the ENG 1(2) OIL LO PR alert is inoperative.* *Refer to 9-MI-79-09-01 ENG 1(2) OIL LO PR Alert*

– In Flight:
*If Engine oil pressure C/B is popped, this may also affect Engine Reverser operation. Consider the associated engine reverser inoperative for landing.*
*(In the case of the engine oil pressure CB popped, there is no ECAM alert because the breaker is not monitored. Failure is indicated by double XX on ECAM EWD/SD page).*

**79-07-02A Associated thrust reverser checked operative**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **ETOPS** |

**(m)** One may be inoperative provided that:

**1)** ETOPS is not conducted, and

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**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 |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **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-79-07-00004686.0000300 / 14 MAY 2024
**Criteria: A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AIQS, 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).*

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**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-79-07-00004686.0000400 / 14 MAY 2024
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

*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 .

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| 79-07-03 | Oil Quantity Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-79-07-00004687.0000001 / 28 JUN 2022
**Applicable to: ALL**

**79-07-03A**

| Repair interval | Nbr installed | Nbr required | Placard | 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.

Reference(s)

**(m)** *Refer to AMM Task 79-31-00-040-040*
*Refer to AMM Task 79-31-00-040-041*
*Refer to AMM Task 79-31-00-040-042*
*Refer to AMM Task 79-31-00-040-801*
*Refer to AMM Task 79-31-00-040-802*
*Refer to AMM Task 79-31-00-040-803*

| 79-07-04 | Oil Temperature Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-79-07-00004688.0000001 / 28 JUN 2022
**Applicable to: ALL**

**79-07-04A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Must be operative.

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## 79-09-01 ENG 1(2) OIL LO PR **Alert**

Ident.: 9-MI-79-09-00004689.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

*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 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

### 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*

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**79-09-02D Filter replacement and ENG 1(2) OIL CHIP DETECTED not previously displayed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

**(m)** One may be displayed provided that:

**1)** The alert is confirmed to be false by troubleshooting, and

**2)** The associated filter is replaced before the first MMEL dispatch and then every 150 flight hours, and

**3)** The associated Oil Debris Monitoring System is checked operative when the filter is replaced, and

**4)** The associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.

Reference(s)

**(m)** *Refer to AMM Task 79-35-00-040-803*
*Refer to AMM Task 79-35-00-040-808*

**79-09-02E No Filter replacement and inspection of the magnetic chip detector**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **-** |

**(m)** One may be displayed for a maximum of 3 days or 30 flight hours, whichever occurs first, provided that:

**1)** The alert is confirmed to be false by troubleshooting, and

**2)** The associated ENG 1(2) OIL FILTER PARTLY CLOGGED was not displayed on the EWD during the previous flight, and

**3)** The associated magnetic chip detectors are inspected and do not reveal the presence of chips.

Reference(s)

**(m)** *Refer to AMM Task 79-35-00-040-804*
*Refer to AMM Task 79-35-00-040-807*

**79-09-02F No Filter replacement and ENG 1(2) OIL CHIP DETECTED not previously displayed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **-** |

**(m)** One may be displayed for a maximum of 3 days or 30 flight hours, whichever occurs first, provided that:

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**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 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

**79-09-02A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **1** | **No** |

| COMPANY NOTES<br>OPS affected |
|---|
| **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*

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| **79-09-02** | ENG 1(2) OIL FILTER CLOG **Alert** |
|---|---|

Ident.: 9-MI-79-09-00004690.0000003 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZA**

### 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*

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| 79-09-03 | ENG 1(2) BEARING 4 OIL SYS **Alert** |
|---|---|

Ident.: 9-MI-79-09-00004691.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**79-09-03A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **0** | **No** | **-** |

One or both may be displayed for 3 days provided that the ENG 1(2) BEARING 4 OIL SYS alert is not associated with the HI PRESS message.

| 79-09-05 | ENG 1(2) OIL SENSOR FAULT **Alert** |
|---|---|

Ident.: 9-MI-79-09-00004693.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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 MMEL dispatch and does not report any fault related to an ODM/PHMU electrical failure, 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 are confirmed to be within the limits defined in the AMM.

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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 MMEL dispatch and does not report any fault related to an ODM/PHMU electrical failure, and

**2)** The associated filter is replaced before the first MMEL 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 MMEL 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*

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| 79-09-06 | ENG 1(2) OIL CHIP DETECTED **Alert** |
|---|---|

Ident.: 9-MI-79-09-00004694.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**79-09-06A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **-** |

One may be displayed on the EWD for a maximum of 5 flights or 10 flight hours, whichever occurs first.

| 79-09-07 | ENG 1(2) OIL FILTER - PARTLY CLOGGED **Alert** |
|---|---|

Ident.: 9-MI-79-09-00004695.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**79-09-07A Actual Alert**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **A** | **2** | **1** | **No** | **-** |

One may be displayed for a maximum of 3 days, or 30 flight hours, whichever occurs first.

**79-09-07B False Alert**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **-** |

**(m)** One may be displayed provided that:

**1)** The alert is confirmed to be false by troubleshooting, and

**2)** The associated filter is replaced before the first MEL 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*

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**79-09-07C False Alert and ENG 1(2) OIL CHIP DETECTED not previously displayed**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES<br>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 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*

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| 79-20-01 | Air Cooled Oil Cooler (ACOC) Modulating Valve |
|---|---|

Ident.: 9-MI-79-20-00004696.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**79-20-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **0** | **No** | **-** |

**(o)** One or both may be inoperative in the open position provided that the fuel temperature in the inner tank is checked to be above -20 °C.

Reference(s)

**(o)** *Refer to OpsProc 79-20-01A Air Cooled Oil Cooler (ACOC) Modulating Valve*

| 79-20-02 | EMCD Visual Pop-Out Indicator |
|---|---|

Ident.: 9-MI-79-20-00004697.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZA**

**79-20-02A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **D** | **2** | **0** | **No** | **-** |

One or both may be inoperative.

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| 79-40-01 | Fuel Return Valve |
|---|---|

Ident.: 9-MI-79-40-00004698.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZA**

**79-40-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| – | - | – | – |

| COMPANY NOTES<br>OPS affected |
|---|
| - |

*Refer to 9-MI-73-10-01 Fuel Return Valve*

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| 80-01-31 | ENG MAN START pb-sw |
|---|---|

Ident.: 9-MI-80-01-00004699.0000001 / 28 JUN 2022
**Applicable to: ALL**

**80-01-31A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative.

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| 80-07-01 | Start Valve Position Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MI-80-07-00004700.0000001 / 28 JUN 2022
**Applicable to: ALL**

**80-07-01A**

| Repair interval | Nbr installed | Nbr required | Placard | 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*

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| 80-11-01 | Start Valve |
|---|---|

Ident.: 9-MI-80-11-00004701.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**80-11-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **C** | **2** | **1** | **No** | **H** |

**(o)** **(m)** One may be inoperative provided that the start valve is manually closed after the start of the affected engine.

Reference(s)

**(o)** *Refer to OpsProc 80-11-01A Start Valve*
**(m)** *Refer to AMM Task 80-11-00-040-041*
*Refer to AMM Task 80-11-00-040-043*
*Refer to AMM Task 80-11-00-040-045*
*Refer to AMM Task 80-11-00-040-804*

| 80-11-01 | Start Valve |
|---|---|

Ident.: 9-MI-80-11-00004701.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**80-11-01A**

| Repair interval | Nbr installed | Nbr required | Placard | COMPANY NOTES OPS affected |
|---|---|---|---|---|
| **-** | **2** | **2** | **No** | **-** |

Must be operative.

Printouts are for information only!



| 80-12-01 | FAULT light on the ENG MASTER Panel |
|---|---|

Ident.: 9-MI-80-12-00004702.0000001 / 28 JUN 2022
**Applicable to: ALL**

**80-12-01A**

| Repair interval | Nbr installed | Nbr required | Placard |
|---|---|---|---|
| **C** | **2** | **0** | **Yes** |

| COMPANY NOTES<br>OPS affected |
|---|
| **-** |

One or both may be inoperative.

Printouts are for information only!



## 9-MO-21 Air Conditioning

### ECAM Alerts

21-09-01A VENT BLOWER FAULT Alert ..... A
21-09-02A VENT EXTRACT FAULT Alert ..... B

### Air Distribution and Recirculation

21-21-01A Cabin Fan ..... A
21-21-02A Main Deck Shut - off Valve (one or two inoperative) ..... B
21-07-03-02A(B) Main Deck Shut - off Valve (three or more inoperative) ..... C
21-21-03A Mixer Bypass Valve ..... D
21-21-04A Forward Exhaust Fan ..... E
21-21-04B Forward Exhaust Fan ..... F
21-21-05A Mixer Overpressure Relief Valve (Inoperative in Open Position) ..... G
21-21-05B Forward Exhaust Fan ..... H

### Lavatory and Galley Ventilation

21-23-01B Lavatory and Galley Extraction Fan ..... A

### Lavatory and Galley Ventilation

Lavatory and Galley Extraction Fan ..... A

### Avionics Equipment Ventilation

21-26-01A Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed) ..... A
21-26-01B Avionics Blower Fan (Air conditioning inlet valve checked open before each flight) ..... B
21-26-01C Avionics Blower Fan (Avionics ventilation system checked before each flight) .... C
21-26-02A Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed) ..... D
21-26-02B Avionics Extract Fan (Air conditioning inlet valve checked open before each flight) ..... E
21-26-02C Avionics Extract Fan (Avionics ventilation system checked before each flight) .... F
21-26-03A Avionics Skin Exchanger Inlet Bypass Valve ..... G
21-26-04A Avionics Skin Air Outlet Valve ..... H
21-26-05A Avionics Skin Air Inlet Valve (Air conditioning inlet valve open on the ground) .... I
21-26-05B Avionics Skin Air Inlet Valve (Air conditioning inlet valve secured in the open position) ..... J
21-26-06A(B) Avionics Skin Exchanger Isolation Valve ..... K

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21-26-08A Avionics Air Conditioning Inlet Valve ..... L
21-26-09A Avionics Ventilation Filter (VENT AVNCS SYS FAULT Alert not displayed) ..... M
21-26-09B Avionics Ventilation Filter (Air conditioning inlet valve checked open before each flight) ..... N
21-26-09C Avionics Ventilation Filter (Avionics ventilation system checked before each flight) ..... O
21-26-10A Avionics Equipment Ventilation Computer (AEVC) ..... P

Cargo Compartment Ventilation

21-28-03A AFT Cargo Extraction Fan ..... A
21-28-04A AFT Cargo Isolation Valve (Valves checked closed) ..... B
21-28-04B AFT Cargo Isolation Valve (Valves deactivated closed) ..... C

Pressure Control and Monitoring

21-31-01A(B) Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel) ..... A
21-31-04A Landing Elevation Selection AUTO Function ..... B
21-31-05A Landing Elevation Selection MAN Function ..... C

Cargo Compartment Heating

21-43-02A AFT Cargo Compartment Heating (Heating system set to OFF) ..... A
21-43-02B AFT Cargo Compartment Heating (Inoperative valve secured in the closed position) ..... B

Pack Flow Control

21-51-03A Pack Flow Sensor ..... A

Air Cooling System

21-52-01D(E A B) Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval) ..... A
21-52-01C() Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval) ..... B
21-52-01G() Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only) ..... C

Pack Temperature Control

21-61-02A Pack Controller Primary Channel ..... A

Printouts are for information only!



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-22 Auto Flight**

"CAT III DUAL" Message on the STATUS SD Page

22-00-01A “INOP SYS: CAT III DUAL” Message ..... A

FMA Indications on the PFD

22-05-01A AP Related Indications on the FMA (inoperative on one FMA) ..... A
22-05-01B AP Related Indications on the FMA (inoperative on both FMAs) ..... B
22-05-03A Approach and Landing Capabilities on the FMA ..... C

Autopilot/Flight Director (AP/FD)

22-10-01A(B) Autopilot (AP) ..... A
22-10-02A(B) Flight Director (FD) ..... B
22-10-04A Take-over pb AP Disconnection Function (One inoperative) ..... C
22-10-04B Take-over pb AP Disconnection Function (Both inoperative) ..... D
22-10-05A AUTO LAND light ..... E
22-10-06A AP Disengagement Warning ..... F
22-10-07A Sticks and Rudder Pedals Locking Solenoid in AP Mode ..... G
22-10-08A AP/FD TCAS Mode ..... H
22-10-09A Soft Go-Around Function ..... I

Autothrust

22-30-01A() Autothrust (A/THR) ..... A
22-30-02A Autothrust Instinctive Disconnect pb ..... B

Printouts are for information only!



Flight Augmentation (FAC)

22-60-02A FAC 2 ..... A
22-60-03A Reactive Windshear Detection Function ..... B
22-60-04A Yaw Damper System ..... C

Flight Management System (FMS)

22-70-01A(B) Flight Management System (FMS) ..... A
22-70-01C(D) Flight Management System (FMS) (Flight within radio navaids) ..... B
22-70-02A Navigation Database ..... C
22-70-03A Performance Information ..... D
22-70-04A Fuel/Time Prediction ..... E

Flight Control Unit (FCU)

Auto Flight Control Panel (FCU)

22-81-01-03A() Mode Engagement pb (LOC, APPR) ..... A

EFIS Control Panel (FCU)

22-81-02-07A ND Range Selector ..... A
22-81-02-08A ND Mode Selector ..... B

FCU Channel

22-81-03-01A(B) FCU Channel ..... A

Multipurpose Control and Display Unit (MCDU)

22-82-01A MCDU 1 ..... A
22-82-02A MCDU 2 ..... B

Flight Management and Guidance Computer (FMGC)

22-83-01A(B) Flight Management and Guidance Computer (FMGC) ..... A

**9-MO-23 Communications**

ECAM Alerts

23-09-01A COM HF 1(2) EMITTING ◁ Alert ..... A
23-09-02A COM VHF 1(2)(3) EMITTING Alert (3 VHFs installed) ..... B

Speech Communication

23-10-02A(B C D) VHF Voice ..... A

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Data Transmission and Automatic Calling

23-20-04B VHF Datalink ◁ (procedures do not require ATC datalink) ..... A
23-20-04C VHF Datalink ◁ (procedures require ATC datalink) ..... B

Interphone

23-40-01A Ground External Horn ..... A
23-40-03A Flight Crew to Ground Communication System ..... B
23-40-04A Service Interphone Jack ..... C

Audio Management

23-51-05A Cockpit Loudspeaker Volume Control ..... A

Audio Control Panel (ACP)

23-52-01A CAPT and F/O ACP ..... A

Cockpit Door Surveillance System (CDSS)

23-72-01A Cockpit Door Surveillance System (CDSS) ..... A

Cabin Intercommunication Data System

DEU A

23-73-02-01A Cabin DEU A ..... A
23-73-02-01A Redefined Flight Deck (RFD) DEU A (200RH1) ..... B

DEU B

23-73-03-01B(A) Cabin DEU B ..... A

Cabin Loudspeaker

23-73-05-01A Cabin Loudspeaker ..... A
23-73-05-02A Lavatory Loudspeaker ..... B
23-73-05-02A Lavatory W Loudspeaker ..... C

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

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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-24 Electrical Power**

Overhead Panels

ELEC Overhead Panel

24-01-01-07A EXT PWR pb AVAIL light ..... A
24-01-01-09A() GALLEY pb-sw FAULT light ..... B

Indications on the ELEC SD page

24-07-01A AC Generation Indications on the ELEC SD page ..... A

ECAM Alerts

24-09-01A() ELEC AC ESS BUS SHED Alert ..... A
24-09-03B(D) ELEC IDG 1(2) OIL LO LVL Alert ..... B
24-09-04B ELEC IDG 1(2) FILTER CLOG Alert ..... C

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

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DC Battery Generation

24-38-02A Battery Charger Limiter (BCL) ..... A

**9-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

25-20-06A Underseat Baggage Restraining Bar ..... F

25-20-07B() Passenger Seat Meal Table (Affected seats considered inoperative) ..... G

25-20-07C Passenger Seat Meal Table (Affected Cabin Doors Considered Inoperative) ..... H

25-20-07C Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative) ..... I

25-20-09A(A A A) Non-Required Cabin Attendant Seat Station 3LA, 3RA) ..... J

25-20-09B(C B C B C) Required Cabin Attendant Seat (1L, 1R, 3L or 3R) ..... K

25-20-09B Required Cabin Attendant Seat (1L, 1R, 3L or 3R) ..... L

25-20-09C Required Cabin Attendant Seat (1L, 1R, 3L or 3R) ..... M

Printouts are for information only!



Cabin Stowage Compartments

25-24-02C Overhead Stowage Compartment (Door Removed) ..... A
25-24-03B Coat Stowage/Stowage (Door Removed) ..... B

Galley Equipment

25-35-01A(B) Galley Waste Compartment Flapper Door ..... A
25-35-02A(B) Galley Waste Compartment Access Door ..... B
25-35-07A FWD Galley Curtain ..... C
25-35-03B Galley Stowage Compartment (Door Removed) ..... D

Lavatories

25-40-01A Toilet Waste Compartment Flapper Door ..... A
25-40-04A Toilet Waste Compartment Access Door ..... B

Cabin Escape Facilities

25-62-06A Cabin Door CHECK SLIDE PRESSURE Message on the FAP ◁ ..... A
25-62-06A() Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ◁ ..... B

Evacuation Signaling Equipment

25-63-01A Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) ◁ ..... A

First Aid Equipment

25-64-03A(B) First Aid Kit Additional Equipment ..... A

Emergency Eqiupment

25-65-04A(B) Survival Emergency Locator Transmitter ◁ ..... A

**9-MO-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

Printouts are for information only!



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-27 Flight Controls**

Indications on SD pages

27-07-02A Aileron Position Indication on the F/CTL SD page ..... A
27-07-04A Elevator Position Indication on the F/CTL SD page ..... B
27-07-05A Pitch Trim Position Indication on the F/CTL SD page ..... C
27-07-06A Rudder Position Indication on the F/CTL SD page ..... D
27-07-11A Spoilers/Speedbrakes Indication on the F/CTL SD page ..... E
27-07-12A Spoilers/Speedbrakes Indication on the WHEEL SD page ..... F

Aileron and Hydraulic Actuation

27-14-01A() Left Aileron Blue Servo-Control (Controlled by ELAC 1) ..... A
27-14-03A() Right Aileron Green Servo-Control (Controlled by ELAC 1) ..... B
27-14-04A() Right Aileron Blue Servo-Control (Controlled by ELAC 2) ..... C

Rudder Mechanical Control

27-21-01A Rudder Pedal Adjustment System ..... A

Rudder Trim Actuation

27-22-01A(B) Rudder Trim System ..... A
27-22-03A Rudder Trim Position Indication on the Center Pedestal ..... B

Flaps Electrical Control and Monitoring

27-51-01A() SFCC Flap Channel ..... A
27-51-02A Flap Wing Tip Brakes Solenoid ..... B

Spoiler Hydraulic Actuation

27-64-01A() Spoiler 5 ..... A
27-64-02A Spoiler 1 or 3 ..... B
27-64-03A() Spoiler 2 or 4 ..... C
27-64-04A() Spoilers 1 and 2 ..... D
27-64-05A() Spoilers 3 and 4 ..... E

Printouts are for information only!



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 or speedbrakes 3 and 4 inoperative) ..... B
27-92-02A Ground Spoiler Control System ..... C
27-92-02B Ground Spoiler Control System (Pair of spoilers 5 inoperative) ..... D
27-92-02C Ground Spoiler Control System (Pairs of spoilers 1 and 2 or pairs of spoilers 3 and 4 inoperative) ..... E

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-28 Fuel**

Overhead Panels

FUEL Overhead Panel

28-01-01-07A FUEL MODE SEL pb-sw FAULT light ..... A
28-01-01-08A ACT pb-sw FAULT light ..... B

Indications on the FUEL SD page

Fuel Quantity Indications on the FUEL SD page

28-07-01-01A Fuel On Board (FOB) Indication on the FUEL SD page ..... A
28-07-01-02A Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page ..... B
28-07-01-03A(C) Outer Tank Fuel Quantity Indication on the FUEL SD page ..... C
28-07-01-04A() Inner/Wing Tank Fuel Quantity Indication on the FUEL SD page ..... D
28-07-01-05A() Center Tank Fuel Quantity Indication on the FUEL SD page ..... E

Printouts are for information only!



28-07-01-06B ACT Fuel Quantity Indication on the FUEL SD page ..... F

Valve Indications on the FUEL SD page

28-07-04-04A Wing Transfer Valve Indication on the FUEL SD page ..... A

ECAM Alerts

28-09-01A() FUEL L(R) WING TK HI TEMP Alert (One inoperative) ..... A
28-09-01B() FUEL L(R) INNER(OUTER) TK HI TEMP Alert (One or more inoperative) ..... B
28-09-02A() FUEL L(R) WING TK LO TEMP Alert (One inoperative) ..... C
28-09-02B() FUEL L(R) INNER(OUTER) TK LO TEMP Alert (One or more inoperative) ..... D
28-09-03B FUEL ACT XFR FAULT Alert ..... E

Tank Venting System

28-12-01A Overpressure Protector Between the Inner and the Outer Tank (Inner tank fuel temperature monitored) ..... A
28-12-01B Overpressure Protector Between the Inner and the Outer Tank (Transfer valves opened) ..... B
28-12-02A Overpressure Protector in the Vent Surge Tank ..... C

Intercell Transfer System

28-15-01A(C) LH Wing Transfer Valve (At least one transfer valve open) ..... A
28-15-01B LH Wing Transfer Valve (At least one transfer valve failed closed) ..... B
28-15-02A(C) RH Wing Transfer Valve (At least one transfer valve open) ..... C
28-15-02B RH Wing Transfer Valve (At least one transfer valve failed closed) ..... D

Distribution

28-20-01A Automatic Fuel Feed System ..... A

Main Fuel Pump System

28-21-01A(B) Wing Tank Pump ..... A
28-21-02A Center Tank Pump (One inoperative) ..... B
28-21-02D Center Tank Pump (Both inoperative) ..... C

APU Fuel Pump System

28-22-01A(B) APU Fuel Pump ..... A

Main Transfer System

28-26-01B() Center Tank Transfer Valve ..... A

Printouts are for information only!



Additional Center Tank Transfer System

28-28-01B ACT Auto Transfer System (Manual transfer from the ACT(s) to the center tank operative) ..... A
28-28-01C ACT Auto Transfer System (Fuel in the ACT(s) considered as not usable) ..... B
28-28-02C ACT Transfer Valve ..... C
28-28-05A ACT Inward Pressure Relief Valve ..... D
28-28-06A ACT Vent Valve (Manual transfer from the ACT(s) to the center tank operative) ..... E
28-28-06B ACT Vent Valve (Fuel in the ACT(s) considered as not usable) ..... F
28-28-09C ACT 1 Inlet Valve ..... G

APU LP Fuel Shutoff

28-29-01A APU LP Fuel Valve ..... A

Fuel Management

28-50-01A() Fuel Quantity Indicating Computer (FQIC) Channel ..... A

**9-MO-29 Hydraulic Power**

Indications on the HYD SD page

29-07-07A System Label Indication on the HYD SD page ..... A
29-07-08A() System Pressure Indication on the HYD SD page ..... B

ECAM Alerts

29-09-03A HYD G(Y) ENG 1(2) PUMP LO PR Alert ..... A
29-09-07A HYD PTU 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-30 Ice and Rain Protection**

Overhead Panels

ANTI ICE Overhead Panel

30-01-01-03A ANTI ICE WING pb-sw FAULT light ..... A

Printouts are for information only!



ECAM Alerts

30-09-01A ANTI ICE ENG 1(2) CTL FAULT Alert ..... A

Wing Ice Protection

30-11-01A Wing Anti-Ice Control Valve ..... A

Engine Air Intake Ice Protection

30-21-01C(B) Engine Anti-Ice Valve ..... A
30-21-01A Engine Anti-Ice Valve (Inop in the closed position) ..... B

Probe Ice Protection

30-31-01A() PHC (associated probe heating operative) ..... A
30-31-01B() PHC (F/O PHC inoperative) ..... B
30-31-01C() PHC (STBY PHC inoperative) ..... C
30-31-02A Pitot Heater ..... D
30-31-03C F/O Static Ports Heater ..... E
30-31-03D CAPT Static Ports Heater ..... F
30-31-04A() Angle of Attack (AOA) Probes Heating (F/O inoperative) ..... G
30-31-04B() Angle of Attack (AOA) Probes Heating (STBY inoperative) ..... H
30-31-04C() Angle of Attack (AOA) Probes Heating (CAPT inoperative) ..... I

Windshield Anti-Icing and Defogging

30-42-01A Window Heat Computer ..... A
30-42-03A Windshield Heating ..... B

Windshield Rain Protection

30-45-01B Windshield Wiper ..... A
30-45-01C Windshield Wiper continuously running ..... B

Ice Detection

30-81-03A Lighting of External Visual Icing Indicator ..... A

**9-MO-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

Printouts are for information only!



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-32 Landing Gear**

Indications on the WHEEL SD page

32-07-01A(B) Brakes Temperature Indication on the WHEEL SD page ..... A

32-07-03A L/G Doors Position Indication on the WHEEL SD page ..... B

ECAM Alerts

32-09-01C BRAKES-N/WS MINOR FAULT Alert (Alternate braking checked operative) ..... A

Normal Extension and Retraction

32-31-01A() Landing Gear Control and Interface Unit (LGCIU) ..... A

32-31-02A Landing Gear Retracting System ..... B

Proximity Detector System

32-32-02A() LGCIU 2 RHL/G Shock Absorber Proximity Detector ..... A

32-32-03A() LGCIU 2 LHL/G Shock Absorber Proximity Detector ..... B

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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
32-42-05A AUTO/BRK Function ..... C
32-42-06C Tachometer ..... D

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

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

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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-33 Lights**

Overhead Panels

SIGNS Overhead Panel

33-01-02-02A AUTO Function of SEAT BELTS SIGN sw ⩤ ..... A
33-01-02-03A AUTO Function of NO SMOKING SIGNS sw ..... B

SIGNS Overhead Panel

33-01-02-04A AUTO Function of RETURN TO SEAT selector ⩤ ..... A
33-01-02-05A AUTO Function of DON OXYGEN MASK selector ..... B

Cabin General Illumination

33-20-01A Cabin General Illumination ..... A
33-20-03A Lavatory Sign (Return to seat) ..... B
33-20-03A Lavatory Sign (RETURN TO SEAT / DON OXYGEN MASK) ..... C

Exterior Lighting

33-40-04A Landing light Extension/Retraction System ..... A
33-40-08A Beacon light ..... B

**9-MO-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

Printouts are for information only!



## 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

Printouts are for information only!



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

34-50-09A(B) Global Positioning System (GPS) ⋖ (No ADS-B out capability) ..... B

34-50-09D(F) 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-35 Oxygen**

Indications on the DOOR/OXY SD page

35-07-01A() Crew OXY High Pressure Indication on the DOOR/OXY SD page ..... A

35-07-02A() Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page ..... B

Crew Oxygen

35-10-03A Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc) ..... A

Passenger Oxygen

35-20-04A Galley Oxygen Unit (cabin attendant oxygen unit available near the galley) ..... A

35-20-04B Galley Oxygen Unit (cabin attendant portable oxygen device available near the galley) ..... B

Passenger Oxygen

35-20-06A Buzzer ..... A

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Portable Oxygen

35-30-01A Portable Oxygen Unit (non-required units inoperative or missing) ..... A
35-30-01B(B) Portable Oxygen Units (partially filled) ..... B

**9-MO-36 Pneumatic**

ECAM Alerts

36-09-01A(E) AIR APU BLEED LEAK Alert (APU bleed check valve replaced by a blanking cap or checked operative) ..... A
36-09-01B(C D) AIR APU BLEED LEAK Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT) ..... B

Engine Bleed Air Supply System

36-11-01A(E C G) Engine Bleed Air Supply System (non-ETOPS flights) ..... A
36-11-01B(F D H) Engine Bleed Air Supply System (ETOPS flights) ..... B
36-11-06B Engine Bleed IP Check Valve ..... C
36-11-07B() Engine Bleed HP Valve ..... D
36-11-08C(D E) Bleed Monitoring Computer (BMC) ..... E

APU Bleed Air Supply and Crossbleed Systems

36-12-01A APU Bleed Air Supply System ..... A
36-12-02A APU Bleed Valve (Deactivated in the closed position) ..... B
36-12-02B(C) APU Bleed Valve (Inoperative in the open position) ..... C
36-12-04A Automatic control of the X Bleed Valve ..... D
36-12-05A Manual Control of the X Bleed Valve ..... E

Leak Detection Loop

36-22-01B(C D) Pylon Leak Detection System ..... A
36-22-03B(C D) APU Leak Detection Loop ..... B

**9-MO-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

Printouts are for information only!



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-49 Airborne Auxiliary Power**

Power Plant

49-10-01A(B C) Power Plant (APU) ..... A

**9-MO-52 Doors**

Overhead Panels

CKPT DOOR CONT Overhead Panel

52-01-01-01A CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel ..... A
52-01-01-02A STRIKE (TOP, MID, BOT) LEDs on the CKPT DOOR CONT Overhead Panel ..... B

Indications on the DOOR/OXY SD page

52-07-01A() Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light operative) ..... A
52-07-01B(C D) Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated) ..... B
52-07-02A(B) Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page ..... C
52-07-03A(B C D) Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page ..... D
52-07-04A(B) Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page ..... E
52-07-05A Cargo Door Indication on the DOOR/OXY SD page ..... F
52-07-06A Avionics Compartment Access Door Indication on the DOOR/OXY SD page ..... G

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Indications on the DOOR/OXY SD page

52-07-01B Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page ..... A
52-07-07A Main Deck Cargo Door Indications on the DOOR/OXY SD page ..... B

Cabin Door

52-10-01A() Cabin Door ..... A
52-10-02A() Cabin Overwing Exit ..... B
52-10-06A() Cabin Door DOOR PRESS LOW Message on the PTP STATUS Page ..... C
52-10-06A Cabin Door CHECK DOOR PRESSURE Message on the FAP ..... D
52-10-08A() CABIN PRESSURE light (on Cabin Doors) ..... E
52-10-10A Door Residual Differential Pressure Detection ..... F

Cargo Door

52-30-03A(B) Cargo Door Electrical Control ..... A
52-30-07A Cargo Door Open/Locked Indicator light ..... B

Reinforced Cockpit Door (CDLS)

52-51-03A CDLS Buzzer ..... A
52-51-04A CDLS Keypad ..... B
52-51-05A CDLS Keypad LED ..... C
52-51-08C Cockpit Door Latch Mechanism (Mechanical Latches) ..... D
52-51-09B Cockpit Door Handle (including bellcranks linkage) ..... E

COCKPIT DOOR Panel on the Center Pedestal

52-53-02A(B) COCKPIT DOOR OPEN light ..... A
52-53-04A(B) UNLOCK Function of the COCKPIT DOOR sw ..... B

Door Warning

52-71-01A Closed 1, Closed 2 and Latched & Locked Proximity Switches ..... A

**9-MO-56 Windows**

Cockpit

56-10-01A(B) Front Windshield ..... A

**9-MO-71 Power Plant**

ECAM Alerts

71-09-01A ENG 1(2) FAN COWL NOT CLSD Alert ..... A

Printouts are for information only!



**9-MO-73 Engine Fuel and Control**

Controlling

73-20-04A EPR Control Mode ..... A
73-20-05A Minimum Idle on Ground ..... B

**9-MO-74 Ignition**

Indications on the ENGINE SD page

74-07-01A Selected Igniter Indication on the ENGINE SD page ..... A

Ignition Starting and Continuous Relight

74-31-01A() Ignition System A ..... A
74-31-02A Ignition System B ..... B

**9-MO-75 Air**

Turbine Case Cooling (TCC) System

75-24-01A Turbine Active Clearance Control Valve ..... A

**9-MO-77 Engine Indicating**

ECAM Alerts

77-09-01A ENG TYPE DISAGREE Alert ..... A

**9-MO-78 Exhaust**

ECAM Alerts

78-09-01A ENG 1(2) REVERSER CTL FAULT Alert ..... A

Thrust Reversers

78-30-01A() Thrust Reverser ..... A
78-30-04B Thrust Reverser Door Tertiary Lock ..... B

**9-MO-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

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## 9-MO-80 Starting

Pneumatic Starter and Valve System

80-11-01A Start Valve ..... A

Printouts are for information only!



| Localization<br>Title | Reason |
|---|---|
| 9-MO-27-93<br>27-93-01A ELAC 1 | Update of the procedure in order to introduce a new check of the ailerons control through the ELAC 2. |
| 9-MO-30-31<br>30-31-01B PHC (F/O PHC inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-01B PHC (F/O PHC inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-01B PHC (F/O PHC inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-01B PHC (F/O PHC inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-01B PHC (F/O PHC inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-01C PHC (STBY PHC inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-01C PHC (STBY PHC inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-01C PHC (STBY PHC inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-01C PHC (STBY PHC inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04A Angle of Attack (AOA) Probes Heating (F/O inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04A Angle of Attack (AOA) Probes Heating (F/O inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04A Angle of Attack (AOA) Probes Heating (F/O inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04A Angle of Attack (AOA) Probes Heating (F/O inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04A Angle of Attack (AOA) Probes Heating (F/O inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04B Angle of Attack (AOA) Probes Heating (STBY inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31 | **Incorporated FWC F14.** |

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| Localization<br>Title | Reason |
|---|---|
| 30-31-04B Angle of Attack (AOA) Probes Heating (STBY inoperative) | |
| 9-MO-30-31<br>30-31-04B Angle of Attack (AOA) Probes Heating (STBY inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04B Angle of Attack (AOA) Probes Heating (STBY inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04C Angle of Attack (AOA) Probes Heating (CAPT inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04C Angle of Attack (AOA) Probes Heating (CAPT inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04C Angle of Attack (AOA) Probes Heating (CAPT inoperative) | **Incorporated FWC F14.** |
| 9-MO-30-31<br>30-31-04C Angle of Attack (AOA) Probes Heating (CAPT inoperative) | **Incorporated FWC F14.** |

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| **21-09-01A** | VENT BLOWER FAULT **Alert** |
|---|---|

Ident.: 9-MO-21-09-00004703.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

Disregard the VENT BLOWER FAULT alert displayed on the EWD.

Disregard the BLOWER pb-sw FAULT light illuminated on the VENTILATION Overhead panel.

*Note:* *If the ground horn sounds:*

*EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull*

*The C/B must be closed again after first engine start*

*If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.*

| **21-09-02A** | VENT EXTRACT FAULT **Alert** |
|---|---|

Ident.: 9-MO-21-09-00004704.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

Disregard the VENT EXTRACT FAULT alert displayed on the EWD.

Printouts are for information only!



| 21-21-01A | Cabin Fan |
|---|---|

Ident.: 9-MO-21-21-00004705.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

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

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

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

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

| 21-21-02A | Main Deck Shut - off Valve (one or two inoperative) |
|---|---|

Ident.: 9-MO-21-21-00004706.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**FLIGHT PREPARATION / LIMITATIONS**

The temperature control and the ventilation in the MDCC may be degraded.

Ensure that the affected MDCC zone does not contain materials sensitive to important temperature variations or sensitive to lack of ventilation.

Inform Ground Handling.

**DURING COCKPIT PREPARATION**

– Supply the aircraft electrical network.
– MD ISOL VALVES pb-sw. . . . . .ON

| 21-07-03-02A<br>21-21-02B | Main Deck Shut - off Valve (three or more inoperative) |
|---|---|

Ident.: 9-MO-21-21-00004707.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**FLIGHT PREPARATION / LIMITATIONS**

Ensure that the MDCC does not carry cargo.

**DURING COCKPIT PREPARATION**

– Supply the aircraft electrical network.
– MD ISOL VALVES pb-sw. . . . . .ON

**IN FLIGHT**

– Monitor the TAT
– Ensure the TAT remains above -15 °C

Printouts are for information only!



| 21-21-03A | Mixer Bypass Valve |
|---|---|

Ident.: 9-MO-21-21-00004708.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**FLIGHT PREPARATION / LIMITATIONS**

Ensure that the MDCC does not carry cargo.

**DURING COCKPIT PREPARATION**

– Supply the aircraft electrical network.
– MD ISOL VALVES pb-sw. . . . . .ON

**IN FLIGHT**

– Monitor the TAT
– Ensure the TAT remains above -15 °C

| 21-21-04A | Forward Exhaust Fan |
|---|---|

Ident.: 9-MO-21-21-00004709.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**DURING COCKPIT PREPARATION**

– Supply the aircraft electrical network.
– Check that the backup Forward Exhaust Fan is operational.
– FWD EXH FAN pb-sw. . . . . OVRD

| 21-21-04B | Forward Exhaust Fan |
|---|---|

Ident.: 9-MO-21-21-00004710.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**FLIGHT PREPARATION / LIMITATIONS**

Ensure that the MDCC does not carry cargo.

Disregard the FWD EXH FAN pb-sw FAULT light illuminated on the Main Deck VENTILATION Panel.

Printouts are for information only!



| 21-21-05A | Mixer Overpressure Relief Valve (Inoperative in Open Position) |
|---|---|

Ident.: 9-MO-21-21-00004711.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**FLIGHT PREPARATION / LIMITATIONS**

COND MD VENT REDUCED may be displayed on the EWD.

The temperature control and the ventilation in the MDCC and RFD may be degraded.

Ensure that the MDCC does not carry cargo

| 21-21-05B | Forward Exhaust Fan |
|---|---|

Ident.: 9-MO-21-21-00004712.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**DURING COCKPIT PREPARATION**

– Supply the aircraft electrical network.
– Check that the MBV is functioning normally – fully closed in MD ventilation mode and fully opened in MD isolation mode.
– MD ISOL VALVES pb-sw. . . . . .ON

Printouts are for information only!



| 21-23-01B | Lavatory and Galley Extraction Fan |
|---|---|

Ident.: 9-MO-21-23-00004713.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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. . . . . 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-21-23-00004713.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## 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.

Printouts are for information only!



**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

Printouts are for information only!



# Lavatory and Galley Extraction Fan

Ident.: 9-MO-21-23-00004714.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

## GENERAL INFORMATION

Two amber crosses replace the cabin zone temperature indications on the COND SD page .

*Refer to 9-MI-21-07-03-01 Indications on the COND SD page*

The cabin zone temperature regulation is lost.

The Zone Controller commands fixed FWD and AFT cabin ducts temperature (set to 15 °C or 59 °F).

To recover the cockpit temperature regulation:

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

Printouts are for information only!



| 21-26-01A | Avionics Blower Fan (VENT AVNCS SYS FAULT Alert not displayed) |
|---|---|

Ident.: 9-MO-21-26-00004715.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

- Supply the aircraft electrical network.
- Check that the air conditioning correctly operates with both air conditioning packs set to on.
- BLOWER pb-sw. . . . . OVRD
- AVNCS VENT/BLOWER/FAN (123VU AD10) C/B. . . . . Pull
- Check that the VENT 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-21-26-00004716.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

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

- **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*

Printouts are for information only!



| 21-26-01C | Avionics Blower Fan (Avionics ventilation system checked before each flight) |
|---|---|

Ident.: 9-MO-21-26-00004717.0000001 / 28 JUN 2022
**Applicable to: ALL**

## DURING COCKPIT PREPARATION

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

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

  Clear the VENT AVNCS SYS FAULT alert using the CLR pb .

  *The VENT AVNCS SYS FAULT alert will be displayed after landing*

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

  - Contact the maintenance personnel to exchange the blower fan and the extract fan.

    *Only the VENT EXTRACT FAULT alert must then be displayed on the EWD.*
  - When the blower and extract fans are exchanged, *Refer to 9-MI-21-26-02 Avionics Extract Fan*

| 21-26-02A | Avionics Extract Fan (VENT AVNCS SYS FAULT Alert not displayed) |
|---|---|

Ident.: 9-MO-21-26-00004718.0000100 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

## 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.

Printouts are for information only!



*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-21-26-00004718.0000200 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

## DURING COCKPIT PREPARATION

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

Printouts are for information only!



| 21-26-02B | Avionics Extract Fan (Air conditioning inlet valve checked open before each flight) |
|---|---|

Ident.: 9-MO-21-26-00004719.0000100 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

## DURING COCKPIT PREPARATION

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

*Note:* *If the ground horn sounds:*

*EIS/HORN/SPLY (121VU P09) C/B. . . . . Pull*

*The C/B must be closed again after first engine start*

*If the ground horn sounds after landing when engines are off, it can be silenced again. In this case, the ADIRS must be set to OFF before leaving the aircraft.*

| 21-26-02B | Avionics Extract Fan (Air conditioning inlet valve checked open before each flight) |
|---|---|

Ident.: 9-MO-21-26-00004719.0000200 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

## 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 .

Printouts are for information only!



– 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-21-26-00004720.0000100 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

## 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.*

Printouts are for information only!



| 21-26-02C | Avionics Extract Fan (Avionics ventilation system checked before each flight) |
|---|---|

Ident.: 9-MO-21-26-00004720.0000200 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

Time limitation on ground with electrical network supplied:

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

## DURING COCKPIT PREPARATION

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

- **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-21-26-00004721.0000001 / 28 JUN 2022
**Applicable to: ALL**

## ON GROUND

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

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

  *The VENT AVNCS SYS FAULT alert will be displayed after landing.*

Printouts are for information only!



| 21-26-04A | Avionics Skin Air Outlet Valve |
|---|---|

Ident.: 9-MO-21-26-00004722.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND**

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

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

  *The VENT AVNCS SYS FAULT alert will be displayed after landing.*

*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-21-26-00004723.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

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

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

**AFTER TAKEOFF**

EXTRACT pb-sw. . . . . .AUTO

**AFTER LANDING**

EXTRACT pb-sw. . . . . OVRD

*Note:* *Due to temporary low-pressure conditions, the VENT BLOWER FAULT alert may appear when the EXTRACT pb-sw is not set to the OVRD position.*
*The flight crew should disregard the associated ECAM procedure.*
*The VENT BLOWER FAULT alert disappears when the EXTRACT pb-sw is set to the OVRD position.*

Printouts are for information only!



| 21-26-05B | Avionics Skin Air Inlet Valve (Air conditioning inlet valve secured in the open position) |
|---|---|

Ident.: 9-MO-21-26-00004724.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

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

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

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

  *The VENT AVNCS SYS FAULT alert will be displayed after landing.*

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

**AFTER TAKEOFF**

EXTRACT pb-sw. . . . . .AUTO

**AFTER LANDING**

EXTRACT pb-sw. . . . . OVRD

| 21-26-06A<br>21-26-06B | Avionics Skin Exchanger Isolation Valve |
|---|---|

Ident.: 9-MO-21-26-00004725.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND**

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

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

| 21-26-08A | Avionics Air Conditioning Inlet Valve |
|---|---|

Ident.: 9-MO-21-26-00004726.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND**

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

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

Printouts are for information only!



| 21-26-09A | Avionics Ventilation Filter (VENT AVNCS SYS FAULT Alert not displayed) |
|---|---|

Ident.: 9-MO-21-26-00004727.0000001 / 28 JUN 2022
**Applicable to: ALL**

**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-21-26-00004728.0000001 / 28 JUN 2022
**Applicable to: ALL**

**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-21-26-00004729.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

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

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

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

  *The VENT AVNCS SYS FAULT alert will be displayed after landing.*

| 21-26-10A | Avionics Equipment Ventilation Computer (AEVC) |
|---|---|

Ident.: 9-MO-21-26-00004730.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

- Supply the aircraft electrical network.

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– 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.

Printouts are for information only!



| 21-28-03A | AFT Cargo Extraction Fan |
|---|---|

Ident.: 9-MO-21-28-00004731.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQS) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQS**

## 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-21-28-00004732.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQS) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQS**

## 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.

Printouts are for information only!



| 21-28-04B | AFT Cargo Isolation Valve (Valves deactivated closed) |
|---|---|

Ident.: 9-MO-21-28-00004733.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQS) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQS**

## 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.

Printouts are for information only!



| | |
|---|---|
| **21-31-01A**<br>**21-31-01B** | **Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)** |

Ident.: 9-MO-21-31-00004734.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBP, -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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**<br>**21-31-01B** | **Automatic Cabin Pressure Control System (CPC, Outflow Valve AUTO Channel)** |

Ident.: 9-MO-21-31-00004734.0000200 / 28 JUN 2022
**Criteria: A319 (all ex. -AIBP, -AIBQ) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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

Printouts are for information only!



| 21-31-04A | Landing Elevation Selection AUTO Function |
|---|---|

Ident.: 9-MO-21-31-00004735.0000001 / 28 JUN 2022
**Applicable to: ALL**

**BEFORE TAKEOFF**

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

| 21-31-05A | Landing Elevation Selection MAN Function |
|---|---|

Ident.: 9-MO-21-31-00004736.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

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

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

Printouts are for information only!



| 21-43-02A | AFT Cargo Compartment Heating (Heating system set to OFF) |
|---|---|

Ident.: 9-MO-21-43-00004737.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**FLIGHT PREPARATION/LIMITATIONS**

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

**DURING COCKPIT PREPARATION**

– HOT AIR pb-sw (on the CARGO HEAT overhead panel). . . . . OFF
– On the COND SD page , check that the operative valve (either the hot air pressure regulating valve or the trim air valve) is indicated closed.

| 21-43-02B | AFT Cargo Compartment Heating (Inoperative valve secured in the closed position) |
|---|---|

Ident.: 9-MO-21-43-00004738.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**FLIGHT PREPARATION/LIMITATIONS**

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

Printouts are for information only!



| 21-51-03A | Pack Flow Sensor |
|---|---|

Ident.: 9-MO-21-51-00004739.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## 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.*

Printouts are for information only!



| | |
|---|---|
| **21-52-01D**<br>**21-52-01E**<br>**21-52-01A**<br>**21-52-01B** | **Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)** |

Ident.: 9-MO-21-52-00004740.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

**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**<br>**21-52-01E**<br>**21-52-01A**<br>**21-52-01B** | **Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)** |

Ident.: 9-MO-21-52-00004740.0000200 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**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

Printouts are for information only!



**DURING DESCENT**

- **At 10000 ft, if engine anti-ice (side with PACK pb-sw OFF) is available:**

  ANTI ICE ENG (side with PACK pb-sw OFF) pb-sw. . . . . .ON

| | |
|---|---|
| **21-52-01D**<br>**21-52-01E**<br>**21-52-01A**<br>**21-52-01B** | **Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)** |

Ident.: 9-MO-21-52-00004740.0000300 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**DURING COCKPIT PREPARATION**

ECON FLOW pb-sw. . . . . .Off

**IN FLIGHT**

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
  - The cabin altitude may reach about 9700 ft, and
  - The CAB PR EXCESS CAB ALT alert may be displayed on the EWD

| | |
|---|---|
| **21-52-01D**<br>**21-52-01E**<br>**21-52-01A**<br>**21-52-01B** | **Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'C' Repair Interval)** |

Ident.: 9-MO-21-52-00004740.0000400 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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

Printouts are for information only!



| 21-52-01C | Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval) |
|---|---|

Ident.: 9-MO-21-52-00004741.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

**DURING PRELIMINARY COCKPIT PREPARATION**

The aircraft is in engine hardware intermix configuration when

– A CFM 56-5B SAC engine is installed on one side, and

– A CFM 56-5B DAC engine is installed on the other side.

- **If a placard "CAUTION : ENGINE INTERMIX"**
  or
  **If a placard "CAUTION : ENGINE INTERMIX TYPE 1" is installed on the center pedestal:**

  The dispatch is not permitted.

**DURING COCKPIT PREPARATION**

PACK FLOW selector. . . . . HI

**IN FLIGHT**

- **If BLOWER pb-sw and EXTRACT pb-sw are set to OVRD:**
  – The cabin altitude may reach about 9700 ft, and
  – The CAB PR EXCESS CAB ALT alert may be displayed on the EWD
- **In the case of failure of the remaining air conditioning pack:**

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

| 21-52-01C | Air Conditioning Pack (One Air Conditioning Pack Inoperative for 'B' Repair Interval) |
|---|---|

Ident.: 9-MO-21-52-00004741.0000200 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**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

Printouts are for information only!



- **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-21-52-00004742.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

**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

Printouts are for information only!



| 21-52-01G | Air Conditioning Pack (One Air Conditioning Pack in Heat Exchanger Cooling Mode only) |
|---|---|

Ident.: 9-MO-21-52-00004742.0000200 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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-21-52-00004742.0000300 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**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)

Printouts are for information only!



**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

Printouts are for information only!



| 21-61-02A | Pack Controller Primary Channel |
|---|---|

Ident.: 9-MO-21-61-00004743.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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.

Printouts are for information only!



| 21-63-01A | Zone Controller Channel (Primary Channel Inoperative) |
|---|---|

Ident.: 9-MO-21-63-00004744.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**DURING COCKPIT PREPARATION**

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

| 21-63-01C | Zone Controller Channel (Both channels inoperative) |
|---|---|

Ident.: 9-MO-21-63-00004745.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**DURING COCKPIT PREPARATION**

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

| 21-63-02D<br>21-63-02A | Cockpit and Cabin Trim Air Valve (Affected valve secured in the closed position) |
|---|---|

Ident.: 9-MO-21-63-00004746.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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*

Printouts are for information only!



**IN FLIGHT**

- **If the affected zone temperature becomes uncomfortable:**

  HOT AIR pb-sw. . . . . OFF

| | |
|---|---|
| **21-63-02D**<br>**21-63-02A** | **Cockpit and Cabin Trim Air Valve (Affected valve checked closed)** |

Ident.: 9-MO-21-63-00004746.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**DURING COCKPIT PREPARATION**

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

**IN FLIGHT**

- **If the affected zone temperature becomes uncomfortable:**

  HOT AIR pb-sw. . . . . OFF

| | |
|---|---|
| **21-63-02C**<br>**21-63-02B** | **Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked closed)** |

Ident.: 9-MO-21-63-00004747.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**DURING COCKPIT PREPARATION**

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

| | |
|---|---|
| **21-63-02C**<br>**21-63-02B** | **Cockpit and Cabin Trim Air Valve (Hot air pressure regulating valve checked operative)** |

Ident.: 9-MO-21-63-00004747.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**DURING COCKPIT PREPARATION**

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

**IN FLIGHT**

- **If affected zone temperature becomes uncomfortable:**

  HOT AIR pb-sw. . . . . OFF

Printouts are for information only!



| 21-63-03A | Hot Air Pressure Regulating Valve (Hot air pressure valve checked closed) |
|---|---|

Ident.: 9-MO-21-63-00004748.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

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

| 21-63-03B | Hot Air Pressure Regulating Valve (Trim air valve checked closed) |
|---|---|

Ident.: 9-MO-21-63-00004749.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**GENERAL INFORMATION**

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

**DURING COCKPIT PREPARATION**

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

| 21-63-03C | Hot Air Pressure Regulating Valve (Affected valve secured in the closed position) |
|---|---|

Ident.: 9-MO-21-63-00004750.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

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

| 21-63-05A | Cockpit Heater |
|---|---|

Ident.: 9-MO-21-63-00004751.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**DURING COCKPIT PREPARATION**

Associated COCKPIT HEATER selector. . . . . OFF

Printouts are for information only!



| 22-00-01A | **“INOP SYS: CAT III DUAL” Message** |
|---|---|

Ident.: 9-MO-22-00-00004752.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT III SINGLE.

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| 22-05-01A | AP Related Indications on the FMA (inoperative on one FMA) |
|---|---|

Ident.: 9-MO-22-05-00004753.0000001 / 3 FEB 2023
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

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

| 22-05-01B | AP Related Indications on the FMA (inoperative on both FMAs) |
|---|---|

Ident.: 9-MO-22-05-00004754.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

RVSM operations are not permitted.

Maximum landing capability is CAT 1.

| 22-05-03A | Approach and Landing Capabilities on the FMA |
|---|---|

Ident.: 9-MO-22-05-00004755.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **When one FMA is affected:**

  Maximum landing capability is CAT 2.

- **When both FMAs are affected:**

  Maximum landing capability is CAT 1.

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| | |
|---|---|
| **22-10-01A**<br>**22-10-01B** | **Autopilot (AP)** |

Ident.: 9-MO-22-10-00004756.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **When one AP is inoperative:**

  Maximum landing capability is CAT 3 SINGLE.

- **When both APs are inoperative:**

  RVSM operations are not permitted.

  Maximum landing capability is CAT 1.

| | |
|---|---|
| **22-10-02A**<br>**22-10-02B** | **Flight Director (FD)** |

Ident.: 9-MO-22-10-00004757.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **If both sides are affected:**

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNP APCH operations are not permitted.

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

  RNP APCH operations are not permitted.

**FOR TAKEOFF**

- **For a takeoff without FDs:**

  *Refer to 2-SRP-01-30 No Flight Director Takeoff*.

| | |
|---|---|
| **22-10-04A** | **Take-over pb AP Disconnection Function (One inoperative)** |

Ident.: 9-MO-22-10-00004758.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 1.

**BEFORE ENGINE START**

– AP 1. . . . . On

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– 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-22-10-00004759.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 1.

| 22-10-05A | AUTO LAND light |
|---|---|

Ident.: 9-MO-22-10-00004760.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **When both lights are inoperative:**

  Maximum landing capability is CAT 1.

| 22-10-06A | AP Disengagement Warning |
|---|---|

Ident.: 9-MO-22-10-00004761.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

RVSM operations are not permitted.

Maximum landing capability is CAT 1.

| 22-10-07A | Sticks and Rudder Pedals Locking Solenoid in AP Mode |
|---|---|

Ident.: 9-MO-22-10-00004762.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 2 without autoland.

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| 22-10-08A | AP/FD TCAS Mode |
|---|---|

Ident.: 9-MO-22-10-00004763.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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-22-10-00004764.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**FOR GO-AROUND**

Set and maintain TOGA until thrust reduction altitude.

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| 22-30-01A | Autothrust (A/THR) |
|---|---|

Ident.: 9-MO-22-30-00004765.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 2.

**AFTER ENGINE START**

– Press and hold either autothrust instinctive disconnect pb for at least 15 s.

*The A/THR system is permanently disconnected for the entire flight.*

– Check that A/THR INOP SYS is displayed on the STATUS SD page .

All A/THR functions including ALPHA FLOOR protection are lost.

| 22-30-02A | Autothrust Instinctive Disconnect pb |
|---|---|

Ident.: 9-MO-22-30-00004766.0000001 / 28 JUN 2022
**Applicable to: ALL**

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

**AFTER IRS ALIGNMENT**

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

Aircraft configuration for the check via the FMS 1:

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

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

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

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

– A/THR pb (on the FCU). . . . . Off
– Check that the A/THR pb light bars are OFF.

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– 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.

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| 22-60-02A | FAC 2 |
|---|---|

Ident.: 9-MO-22-60-00004767.0000001 / 28 JUN 2022
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

## ON GROUND

- **If the AUTO FLT FAC 2 FAULT alert is displayed on the EWD**
  or
  **If erroneous speeds are displayed:**
  - AUTO FLT/FAC 2/28VDC (121VU M19) C/B. . . . . Pull
  - FAC 2 pb-sw. . . . . OFF

| 22-60-03A | Reactive Windshear Detection Function |
|---|---|

Ident.: 9-MO-22-60-00004768.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

If windshear potential exists during any phase of next flight, it is not allowed to dispatch with the predictive windshear detection system operative only.

## FLIGHT PREPARATION/LIMITATIONS

The flight crew must ensure that windshear conditions are not likely to be encountered at departure, destination or alternate airfields, having regard to actual and forecast weather conditions.

## IN FLIGHT

In the case of perceivable windshear:

Apply memory actions associated to a windshear event. *Refer to 3-SURV [MEM] WINDSHEAR WARNING - REACTIVE WINDSHEAR*.

| 22-60-04A | Yaw Damper System |
|---|---|

Ident.: 9-MO-22-60-00004769.0000001 / 28 JUN 2022
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

Printouts are for information only!



| | |
|---|---|
| **22-70-01A**<br>**22-70-01B** | **Flight Management System (FMS)** |

Ident.: 9-MO-22-70-00004770.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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**<br>**22-70-01D** | **Flight Management System (FMS) (Flight within radio navaids)** |

Ident.: 9-MO-22-70-00004771.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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**<br>**22-70-01D** | **Flight Management System (FMS) (Flight within radio navaids)** |

Ident.: 9-MO-22-70-00004771.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**FLIGHT PREPARATION/LIMITATIONS**

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

Maximum landing capability is CAT 3 SINGLE.

Printouts are for information only!



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-22-70-00004772.0000001 / 14 SEP 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

1. At FRA or MUC, call maintenance to load actual navigation database.
2. If the update of the out-of-date navigation database is not possible, the flight crew must check the out-of-date navigation database with the current navigation database.

   Note: *Out-of-date navigation database may only be used if the following conditions are satisfied:*
   1. *The flight crew has confirmed that the parts of the database which are intended to be used during the flight and any contingencies that are reasonable to expect are not changed in the current version,*
   2. *any NOTAMs associated with the navigational data are taken into account,*
   3. *Maps and e-charts corresponding to the planned flight are current and have not been amended since the last cycle,*
   4. *any MEL limitations are observed, and*
   5. *the database has expired by no more than 28 days.*

The flight crew must crosscheck, as applicable, procedures (for SID, Airways, STAR, APPR) with the current aeronautical information (charts).

- **If the navigation database procedure intended to be flown is identical to the current aeronautical information (charts):**

  Use the procedure of the out of date navigation database.

- **If the navigation database procedure intended to be flown is not identical to the current aeronautical information (charts):**

  – RNP APCH, RNP AR, RNAV 1 SID, RNAV 1 STAR, RNP 1 SID, RNP 1 STAR procedures are not permitted.

  – For conventional SID, STAR, APPR procedures, use the procedure intended to be flown by manually tuning the radio navigation aids (VOR, DME, ADF, ILS), or request the assistance of the Air Navigation Service Providers.

  – For En route operations, insert new routings according to the current airways.

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| 22-70-03A | Performance Information |
|---|---|

Ident.: 9-MO-22-70-00004773.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **If inoperative on both FMS:**

  For aircraft with the 4D Operations capability, 4D Operations are not permitted.

| 22-70-04A | Fuel/Time Prediction |
|---|---|

Ident.: 9-MO-22-70-00004774.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **If inoperative on both FMS:**

  For aircraft with the 4D Operations capability, 4D Operations are not permitted.

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# AUTO FLIGHT CONTROL PANEL (FCU)

| 22-81-01-03A | Mode Engagement pb (LOC, APPR) |
|---|---|

Ident.: 9-MO-22-81-01-00004775.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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-22-81-01-00004775.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## 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.

Printouts are for information only!



# EFIS CONTROL PANEL (FCU)

| 22-81-02-07A | ND Range Selector |
|---|---|

Ident.: 9-MO-22-81-02-00004776.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

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

- **If range 10 NM and range 20 NM are not available on one side:**

  RNP APCH operations are not permitted.

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

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNP APCH operations are not permitted.

| 22-81-02-08A | ND Mode Selector |
|---|---|

Ident.: 9-MO-22-81-02-00004777.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

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

- **If ROSE NAV and ARC modes are not available on one side:**

  RNP APCH operations are not permitted.

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

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNP APCH operations are not permitted.

Printouts are for information only!



# FCU CHANNEL

| | |
|---|---|
| **22-81-03-01A**<br>**22-81-03-01B** | **FCU Channel** |

Ident.: 9-MO-22-81-03-00004778.0000001 / 28 JUN 2022
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

RNP APCH operations are not permitted.

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

Printouts are for information only!



| 22-82-01A | MCDU 1 |
|---|---|

Ident.: 9-MO-22-82-00004779.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

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

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

| 22-82-02A | MCDU 2 |
|---|---|

Ident.: 9-MO-22-82-00004780.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

RNAV 10 operations are not permitted.

RNP 4 operations are not permitted.

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

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

Printouts are for information only!



| | |
|---|---|
| **22-83-01A**<br>**22-83-01B** | **Flight Management and Guidance Computer (FMGC)** |

Ident.: 9-MO-22-83-00004781.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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**<br>**22-83-01B** | **Flight Management and Guidance Computer (FMGC)** |

Ident.: 9-MO-22-83-00004781.0000003 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 3 SINGLE.

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

RNAV 10 operations are not permitted.

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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

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| **23-09-01A** | COM HF 1(2) EMITTING ◁ **Alert** |
|---|---|

Ident.: 9-MO-23-09-00004782.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK**

## GENERAL INFORMATION

To make troubleshooting easier, *Refer to 3-COM COM VHF 1(2)(3)/HF 1(2) EMITTING (If Installed)*.

## DURING COCKPIT PREPARATION

- **To deactivate the HF1 system, apply:**

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

  or

  COM NAV/HF1 (121 VU L10) C/B. . . . . PULL

- **To deactivate the HF2 system, apply:**

  COM NAV/HF2 (121 VU L13) C/B. . . . . PULL

| **23-09-02A** | COM VHF 1(2)(3) EMITTING **Alert (3 VHFs installed)** |
|---|---|

Ident.: 9-MO-23-09-00004783.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

To make troubleshooting easier, *Refer to 3-COM VHF 1(2)(3)/HF 1(2) EMITTING*.

## DURING COCKPIT PREPARATION

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

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

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

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

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

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

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| | |
|---|---|
| **23-10-02A**<br>**23-10-02B**<br>**23-10-02C**<br>**23-10-02D** | **VHF Voice** |

Ident.: 9-MO-23-10-00004784.0000100 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

**DURING COCKPIT PREPARATION**

To deactivate ACARS ⋖, apply:

ACARS MU (121 VU L6) C/B. . . . . PULL

| | |
|---|---|
| **23-10-02A**<br>**23-10-02B**<br>**23-10-02C**<br>**23-10-02D** | **VHF Voice** |

Ident.: 9-MO-23-10-00004784.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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.

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| 23-20-04B | VHF Datalink ✈ (procedures do not require ATC datalink) |
|---|---|

Ident.: 9-MO-23-20-00004787.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

## 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.

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- **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-23-20-00004788.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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.

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- **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*

Printouts are for information only!



| 23-40-01A | Ground External Horn |
|---|---|

Ident.: 9-MO-23-40-00004789.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND**

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

  Monitor the avionics equipment ventilation in the cockpit.

**BEFORE LEAVING THE AIRCRAFT**

Set the three ADIRS Mode selector s to OFF.

| 23-40-03A | Flight Crew to Ground Communication System |
|---|---|

Ident.: 9-MO-23-40-00004790.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND**

Observe marshalling signals.

Refer to OM-A.

| 23-40-04A | Service Interphone Jack |
|---|---|

Ident.: 9-MO-23-40-00004791.0000001 / 15 DEC 2023
**Applicable to: ALL**

**ON GROUND**

When the use of the inoperative jack(s) is (are) needed, use other communication methods to establish contact with the cockpit (such as mobile phone or hand signals).

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| 23-51-05A | Cockpit Loudspeaker Volume Control |
|---|---|

Ident.: 9-MO-23-51-00004792.0000001 / 28 JUN 2022
**Applicable to: ALL**

**IN FLIGHT**

Procedures for monitoring communications during the flight have be established.

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| 23-52-01A | CAPT and F/O ACP |
|---|---|

Ident.: 9-MO-23-52-00004793.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

To recover the audio channel on the affected side:

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

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| 23-72-01A | Cockpit Door Surveillance System (CDSS) |
|---|---|

Ident.: 9-MO-23-72-00004795.0000100 / 28 JUN 2022
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

## GENERAL INFORMATION

Alternate procedures for a check of the area outside the cockpit and/or for the CABIN READY function are established by the commander and used (*Refer to OM-A/10.6.2.5 Cockpit Door Handling Procedures* OM-A. chap. 10, SECURITY

| 23-72-01A | Cockpit Door Surveillance System (CDSS) |
|---|---|

Ident.: 9-MO-23-72-00004795.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

## 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*.

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## DEU A

| 23-73-02-01A | Cabin DEU A |
|---|---|

Ident.: 9-MO-23-73-02-00004796.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**GENERAL INFORMATION**

On the affected cabin area:

– general cabin illumination is set to full brightness,

*Note: In case of a DEU A failure the adjustment of cabin lighting in respect to the flight phase is restricted. In this case the cabin READY is considered fulfilled without dimming the affected area.*

– Passenger Call is not available,

– The (No Smoking/Fasten Seat Belt/No Portable Electric Device) Signs are not available.

**IN FLIGHT**

- **When return to seat is requested,**
  or
  **When seat belts should be fasten,**
  or
  **When smoking is prohibited,**
  or
  **When portable electric device use is prohibited,**

  Use the passenger address system to alert cabin attendants and passengers.

| 23-73-02-01A | Redefined Flight Deck (RFD) DEU A (200RH1) |
|---|---|

Ident.: 9-MO-23-73-02-00004797.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**GENERAL INFORMATION**

The Return to Seat Sign at Lavatory W is not available.

**IN FLIGHT**

- **When there is a turbulence or when return to seat sign is requested,**

  Use the passenger address system to alert occupant in the lavatory W to return to his seat and fasten the seat belt.

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- **When seat belts should be fasten,**

  Alternate normal procedures and emergency procedures must be established for the flight crews to alert the other crew members.

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# DEU B

| | |
|---|---|
| **23-73-03-01B**<br>**23-73-03-01A** | **Cabin DEU B** |

Ident.: 9-MO-23-73-03-00004798.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.

Printouts are for information only!



# CABIN LOUDSPEAKER

| 23-73-05-01A | Cabin Loudspeaker |
|---|---|

Ident.: 9-MO-23-73-05-00004799.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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-23-73-05-00004800.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.

| 23-73-05-02A | Lavatory W Loudspeaker |
|---|---|

Ident.: 9-MO-23-73-05-00004801.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

## BEFORE FLIGHT

The flight crew shall establish an alternate procedure to alert the occupant of the lavatory in an event of emergency if necessary.

Printouts are for information only!



# HANDSET

| 23-73-06-02A | Cabin Handset |
|---|---|

Ident.: 9-MO-23-73-06-00004802.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.

Printouts are for information only!



# PRERECORDED ANNOUNCEMENT AND MUSIC REPRODUCER (PRAM)

| 23-73-07-01A | Prerecorded Announcement and Music Reproducer (PRAM) ⋖ |
|---|---|

Ident.: 9-MO-23-73-07-00004803.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## GENERAL INFORMATION

For passenger briefing use passenger address system.

Printouts are for information only!



| 23-74-01A | FAP Display Unit |
|---|---|

Ident.: 9-MO-23-74-00004804.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## 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-23-74-00004805.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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-23-74-00004805.0000200 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## ON GROUND

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

  *Refer to 9-MI-52-10-06 DOOR PRESS LOW/CHECK DOOR PRESSURE Message on the PTP/FAP (If Installed)*

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

  *Refer to 9-MI-25-62-06 Cabin Door Slide Pressure Message on the PTP/FAP (If Installed)*

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| 23-74-13A | Lighting Module of the Forward Attendant Panel |
|---|---|

Ident.: 9-MO-23-74-00004806.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

## GENERAL INFORMATION

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

Printouts are for information only!



## ELEC OVERHEAD PANEL

| 24-01-01-07A | EXT PWR pb AVAIL light |
|---|---|

Ident.: 9-MO-24-01-01-00004807.0000001 / 28 JUN 2022
**Applicable to: ALL**

**BEFORE PUSHBACK**

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

**PARKING**

- **If the APU is not available:**
  - EXT PWR pb. . . . . ON
  - Confirm the external power connection either on the ELEC SD page or with the ground crew before engine shutdown.

| 24-01-01-09A | GALLEY pb-sw FAULT light |
|---|---|

Ident.: 9-MO-24-01-01-00004808.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIRN**

**DURING COCKPIT PREPARATION**

Check of the galley automatic load shed system:

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

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

| 24-01-01-09A | GALY & CAB pb-sw FAULT light |
|---|---|

Ident.: 9-MO-24-01-01-00004808.0000002 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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.

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– ELEC/GALY & CAB/GND/FLT/LOGIC (122VU S24) C/B. . . . . Push

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

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| 24-07-01A | AC Generation Indications on the ELEC SD page |
|---|---|

Ident.: 9-MO-24-07-00004809.0000100 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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.*

| 24-07-01A | AC Generation Indications on the ELEC SD page |
|---|---|

Ident.: 9-MO-24-07-00004809.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

## 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.*

Printouts are for information only!



| **24-09-01A** | ELEC AC ESS BUS SHED **Alert** |
|---|---|

Ident.: 9-MO-24-09-00004810.0000002 / 28 JUN 2022
**Criteria: A319 (all ex. -AIBK) / A320 (all ex. -AIQS) / A321 (-AIRN)**
**Applicable to: D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

## 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-24-09-00004810.0000004 / 28 JUN 2022
**Criteria: A319 (-AIBK) / A320 (-AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIQS**

## 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.

Printouts are for information only!



**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**<br>**24-09-03D** | ELEC IDG 1(2) OIL LO LVL **Alert** |

Ident.: 9-MO-24-09-00004811.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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. |

| | |
|---|---|
| **24-09-04B** | ELEC IDG 1(2) FILTER CLOG **Alert** |

Ident.: 9-MO-24-09-00004812.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**DURING COCKPIT PREPARATION**

Associated GEN 1(2) pb-sw. . . . . .OFF

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**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.

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| | |
|---|---|
| **24-22-01A**<br>**24-22-01B** | **AC Main Generation (IDG, GCU, Line Contactor)** |

Ident.: 9-MO-24-22-00004813.0000100 / 28 JUN 2022
**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.*

## 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

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## IN FLIGHT

- **If the SMOKE/FUMES/AVNCS SMOKE QRH's procedure is applied**
  - **If the GEN 1 is inoperative:**

    When the GEN 2 is set to OFF, the aircraft reverts to the ELEC EMER configuration.

    Apply the ELEC EMER CONFIG procedure of the SMOKE/FUMES/AVNCS SMOKE QRH's procedure.

| **24-22-01A**<br>**24-22-01B** | **AC Main Generation (IDG, GCU, Line Contactor)** |
|---|---|

Ident.: 9-MO-24-22-00004813.0000200 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 SINGLE.

APU fuel consumption with APU GEN pb-sw On:

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

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

## DURING COCKPIT PREPARATION

Check of the galley automatic load shed system:

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

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

## 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. |
|---|---|

Printouts are for information only!



**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

**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"

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| | |
|---|---|
| **24-22-01A**<br>**24-22-01B** | **AC Main Generation (IDG, GCU, Line Contactor)** |

Ident.: 9-MO-24-22-00004813.0000300 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS**

## 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.*

## 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

Printouts are for information only!



## IN FLIGHT

- **If the SMOKE/FUMES/AVNCS SMOKE QRH's procedure is applied**
  - **If the GEN 1 is inoperative:**

    When the GEN 2 is set to OFF, the aircraft reverts to the ELEC EMER configuration.

    Apply the ELEC EMER CONFIG procedure of the SMOKE/FUMES/AVNCS SMOKE QRH's procedure.

| **24-22-01A**<br>**24-22-01B** | **AC Main Generation (IDG, GCU, Line Contactor)** |
|---|---|

Ident.: 9-MO-24-22-00004813.0000400 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## 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.*

## 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. |
|---|---|

Printouts are for information only!



## 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

| 24-22-01A<br>24-22-01B | AC Main Generation (IDG, GCU, Line Contactor) |
|---|---|

Ident.: 9-MO-24-22-00004813.0000500 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIZA**

## 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.*

## 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 .

Printouts are for information only!



| 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

| 24-22-01A<br>24-22-01B | AC Main Generation (IDG, GCU, Line Contactor) |
|---|---|

Ident.: 9-MO-24-22-00004813.0000600 / 28 JUN 2022
**Criteria: A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 3 SINGLE.

APU fuel consumption with APU GEN pb-sw On:

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

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

**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

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– 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

**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**<br>**24-22-01B** | **AC Main Generation (IDG, GCU, Line Contactor)** |

Ident.: 9-MO-24-22-00004813.0000700 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AEUC)**
**Applicable to: D-AEUA, D-AEUC**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 3 SINGLE.

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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.*

**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

**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.

Printouts are for information only!



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"

Printouts are for information only!



| | |
|---|---|
| **24-23-01A**<br>**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-24-23-00004815.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING PRELIMINARY COCKPIT PREPARATION**

APU GEN pb-sw. . . . . Off

No electrical power will be available from the APU generator.

**AFTER LANDING, AT THE GATE**

In absence of external electrical power ground equipment at destination, an engine opposite to the refueling point will need to be operated during refueling to ensure the continued availability of electrical power for engine starting.

*Refer to 2-SUP-FUEL Refueling with One Engine Running*.

| | |
|---|---|
| **24-23-01C** | **AC Auxiliary Generation (APU Generator, GCU or GAPCU Auxiliary Power Control function, Line Contactor) (AC auxiliary generation de-activated or removed)** |

Ident.: 9-MO-24-23-00004816.0000001 / 28 JUN 2022
**Applicable to: ALL**

**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*.

Printouts are for information only!



| 24-25-01A | Manual Transfer to the AC BUS 2 (ALTN Function) |
|---|---|

Ident.: 9-MO-24-25-00004817.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING PRELIMINARY COCKPIT PREPARATION**

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

| 24-25-02A | Automatic Transfer to the AC BUS 2 |
|---|---|

Ident.: 9-MO-24-25-00004818.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING PRELIMINARY COCKPIT PREPARATION**

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

Printouts are for information only!



| 24-26-02B | GALY & CAB Manual Load Shed System (GALY & CAB pb-sw ) |
|---|---|

Ident.: 9-MO-24-26-00004819.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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-24-26-00004820.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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

Printouts are for information only!



| 24-32-01A | DC Main Generation (TR 1 inoperative) |
|---|---|

Ident.: 9-MO-24-32-00004821.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 3 SINGLE.

**DURING PRELIMINARY COCKPIT PREPARATION**

TR 1/CNTOR/SPLY (125VU CF01) C/B. . . . . .Pull

*On the ELEC SD page , disregard the indications related to the deactivated TR 1.*

On the ELEC SD page , check that the TR 2 and the ESS TR voltages are both equal to or above 27 V.

The batteries must be set to OFF for the following check: On the battery voltage indicator, check that the BAT 1 and the BAT 2 voltages are both equal to or above 25.5 V.

| 24-32-01B | DC Main Generation (TR 2 inoperative) |
|---|---|

Ident.: 9-MO-24-32-00004822.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 3 SINGLE.

**DURING PRELIMINARY COCKPIT PREPARATION**

TR 2/CNTOR/SPLY (124VU BC01) C/B. . . . . .Pull

*On the ELEC SD page , disregard the indications related to the deactivated TR 2.*

On the ELEC SD page , check that the TR 1and the ESS TR voltages are both equal to or above 27 V.

The batteries must be set to OFF for the following check: On the battery voltage indicator, check that the BAT 1 and the BAT 2 voltages are both equal to or above 25.5 V.

AC ESS FEED pb-sw. . . . . ALTN

**IN FLIGHT**

- **In the case of failure of the AC BUS 2, all DUs are lost. In this case:**

  AC ESS FEED pb-sw. . . . . Norm

- **In the case of failure of the AC BUS 1:**

  RAT MAN ON pb-sw (on HYD overhead panel). . . . . Set

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| 24-38-02A | Battery Charger Limiter (BCL) |
|---|---|

Ident.: 9-MO-24-38-00004823.0000001 / 28 JUN 2022
**Applicable to: ALL**

**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

Printouts are for information only!



| 25-07-01A | Cabin Door Slide Permanently Indicated Armed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-25-07-00004824.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**ON GROUND**

Cabin crew must confirm before each flight that the associated slide is armed.

*Note:* *Slide is armed, if slide lever is in the armed position.*

| 25-07-02A | Cabin Door Slide Permanently Indicated Not Armed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-25-07-00004825.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.*

Printouts are for information only!



| 25-11-05A | Pilot Seat Electrical Adjustment |
|---|---|

Ident.: 9-MO-25-11-00004826.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

- **If the CAPT seat is affected:**

  COCKPIT SEATS/SEAT CTL/CAPT (122VU U11) C/B. . . . . .Pull

- **If the F/O seat is affected:**

  COCKPIT SEATS/SEAT CTL/F/O (122VU U14) C/B. . . . . Pull

| 25-11-07A | Pilot Seat Fifth Strap |
|---|---|

Ident.: 9-MO-25-11-00004828.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING FLIGHT**

To cope with any potential turbulence situation:

The crewmember of the affected seat must tightly fasten the operative harness straps.

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| 25-12-04A | Third Occupant Seat Fifth Strap |
|---|---|

Ident.: 9-MO-25-12-00004829.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING FLIGHT**

To cope with any potential turbulence situation:

The third occupant must tightly fasten the operative harness straps.

| 25-12-09A | Fourth Occupant Seat Fifth Strap |
|---|---|

Ident.: 9-MO-25-12-00004830.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW, -AIZA) / A321 (all ex. -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**DURING FLIGHT**

To cope with any potential turbulence situation:

The fourth occupant must tightly fasten the operative harness straps.

Printouts are for information only!



| 25-15-01A | Pilot Foot Warmer |
|---|---|

Ident.: 9-MO-25-15-00004831.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**DURING COCKPIT PREPARATION**

– FOOT WARMER selector. . . . . OFF
– FOOT WARMER (122VU X15) C/B. . . . . PULL

Printouts are for information only!



| | |
|---|---|
| **25-20-02C**<br>**25-20-02E** | **Passenger Seat Backrest (Affected seats considered inoperative)** |

Ident.: 9-MO-25-20-00004832.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## GENERAL INFORMATION

The cockpit crew informs the cabin crew about the inoperative passenger seat and ensures that:

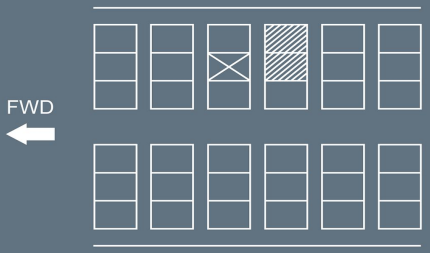
– The seat with the inoperative backrest is placarded inoperative and not used, and

– The seats with restricted access to the main aisle due to the inoperative backrest are placarded inoperative and not used.

Printouts are for information only!



**Example**




Seat with the inoperative backrest that must be considered inoperative

Seats with restricted access to the main aisle that must be considered inoperative

Printouts are for information only!



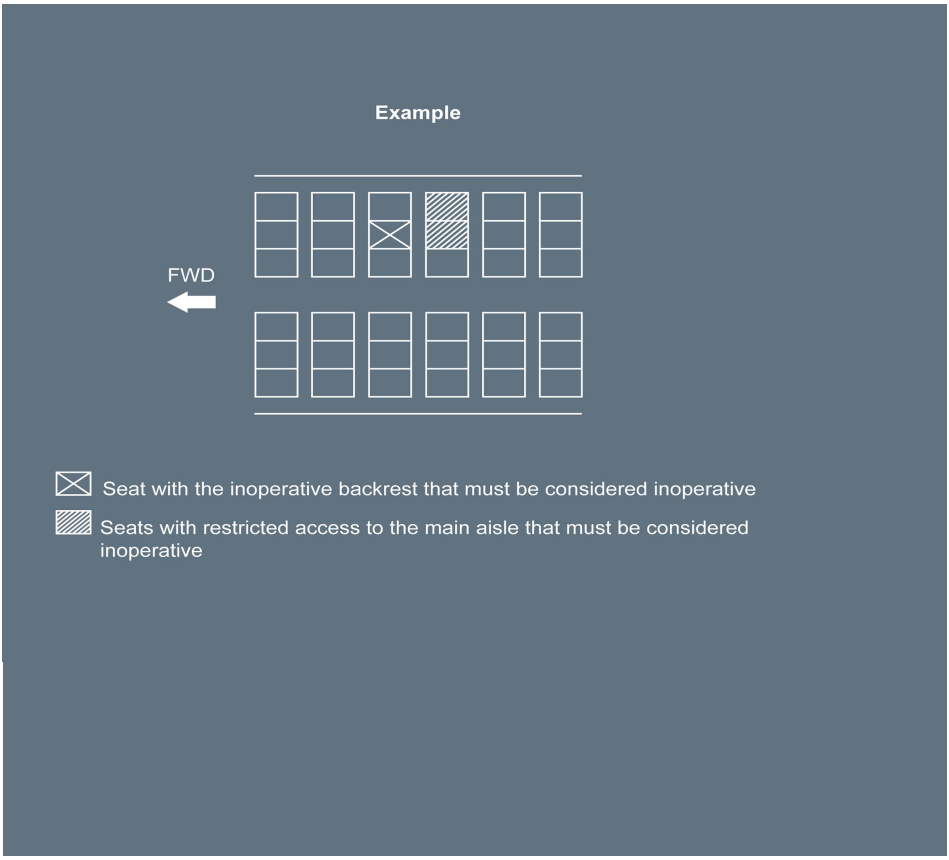
| 25-20-02F | Passenger Seat Backrest (Affected Cabin Doors Considered Inoperative) |
|---|---|

Ident.: 9-MO-25-20-00004833.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## PROCEDURE TO BE DEVELOPED IN THE OPERATOR'S MEL

Procedures must be established to ensure that:

- The seat with the inoperative backrest is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative backrest are placarded inoperative and not used.



Printouts are for information only!



| 25-20-02D | Passenger Seat Backrest (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative) |
|---|---|

Ident.: 9-MO-25-20-00004834.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## GENERAL INFORMATION

Procedures must be established to ensure that:

– The seat with the inoperative backrest is placarded inoperative and not used, and

– The seats with restricted access to the main aisle due to the inoperative backrest are placarded inoperative and not used.

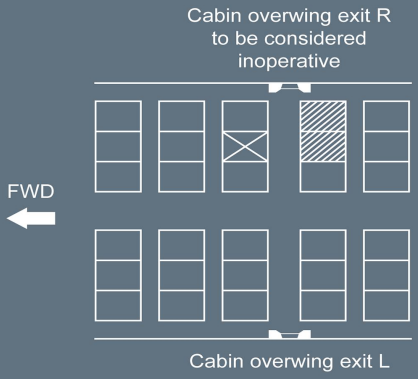
TIM will be generated automatically by ADR or must be triggered by phone-call.

*Refer to OM-A/8.2.2.1.8 Passengers in Emergency Exit Seat Rows*

Printouts are for information only!



**Example**




Seat with the inoperative backrest that must be considered inoperative

Seats with restricted access to the main aisle that must be considered inoperative

Printouts are for information only!



| | |
|---|---|
| **25-20-05D**<br>**25-20-05B** | **Passenger Seat Armrest (Affected Seats Considered Inoperative)** |

Ident.: 9-MO-25-20-00004836.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## GENERAL INFORMATION

The cockpit crew informs the cabin crew about the inoperative passenger seat and ensures that

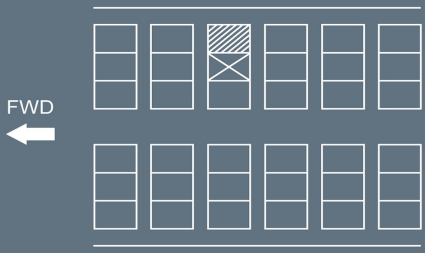
– The seat with the inoperative armrest is placarded inoperative and not used, and

– The seats with restricted access to the main aisle due to the inoperative armrest are placarded inoperative and not used.

Printouts are for information only!



**Example**




Seat with the inoperative armrest that must be considered inoperative

Seats with restricted access to the main aisle that must be considered inoperative

Printouts are for information only!



| 25-20-05C | Passenger Seat Armrest (Affected Cabin Overwing Exit Considered In-operative) |
|---|---|

Ident.: 9-MO-25-20-00004837.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## GENERAL INFORMATION

Procedures must be established to ensure that:

– The seat with the inoperative armrest is placarded inoperative and not used, and

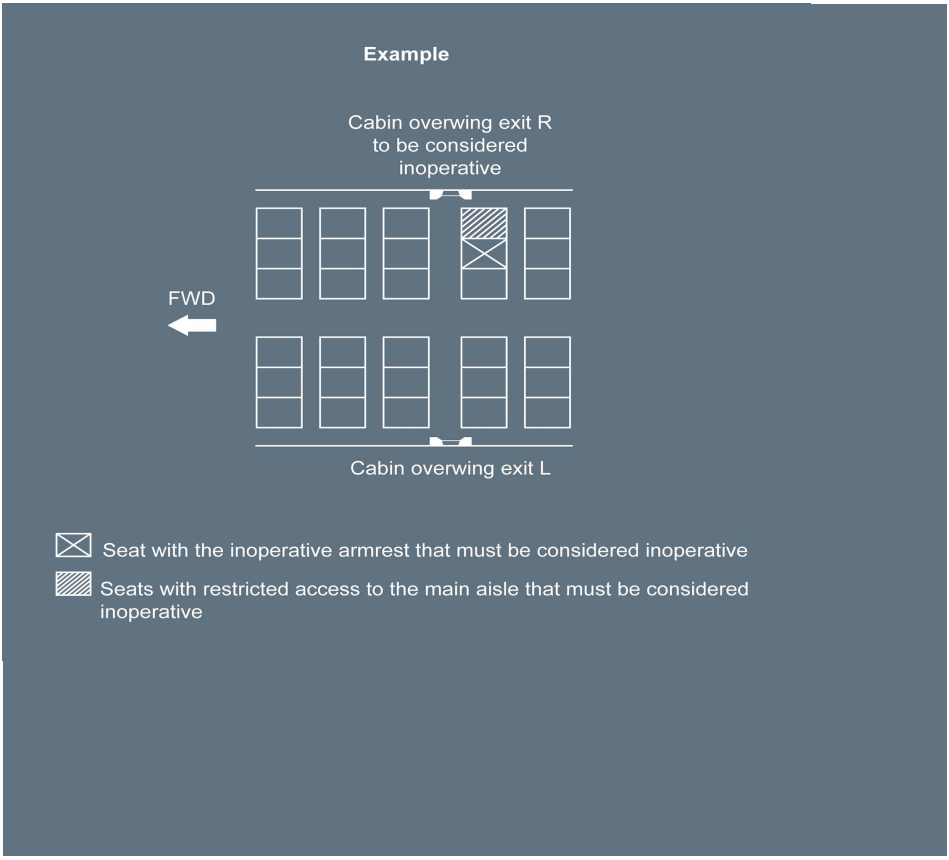
– The seats with restricted access to the main aisle due to the inoperative armrest are placarded inoperative and not used.

TIM will be generated automatically by ADR or must be triggered by phone-call.

*Refer to OM-A/8.2.2.1.8 Passengers in Emergency Exit Seat Rows*

Printouts are for information only!






| 25-20-06A | Underseat Baggage Restraining Bar |
|---|---|

Ident.: 9-MO-25-20-00004838.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## GENERAL INFORMATION

The cockpit crew must brief the cabin crew about affected seats position before departure.

It has to be ensured that no baggage is stowed under seat with inoperative restraining bar.

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| 25-20-07B | Passenger Seat Meal Table (Affected seats considered inoperative) |
|---|---|

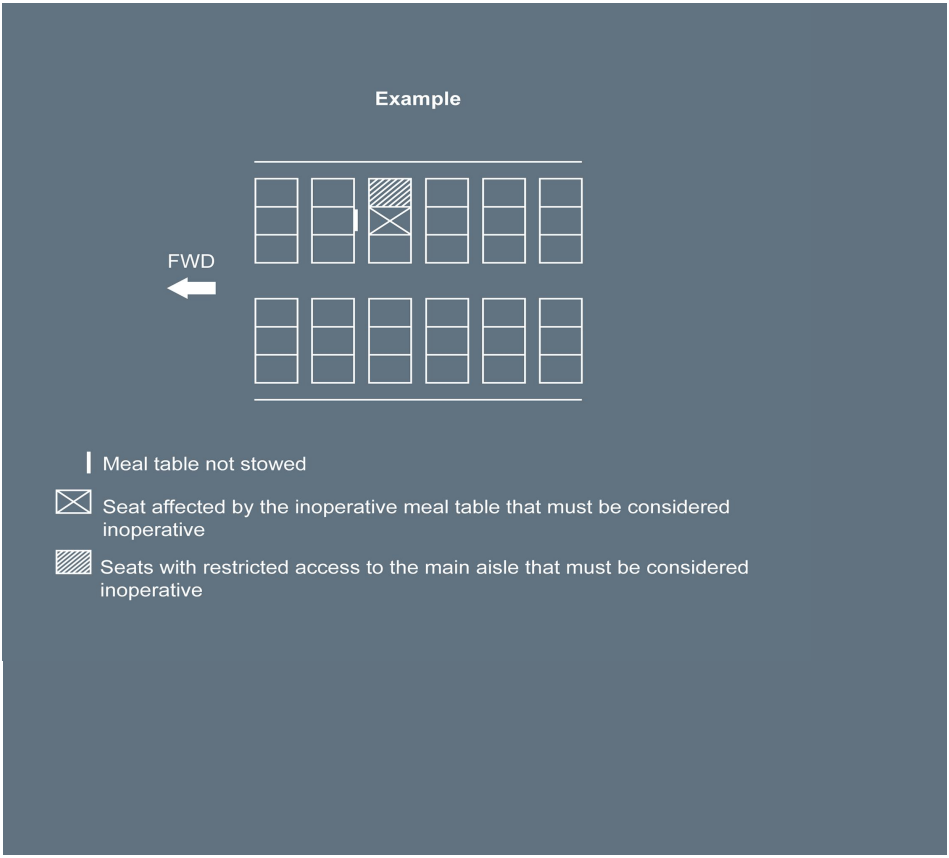
Ident.: 9-MO-25-20-00004839.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.



Printouts are for information only!



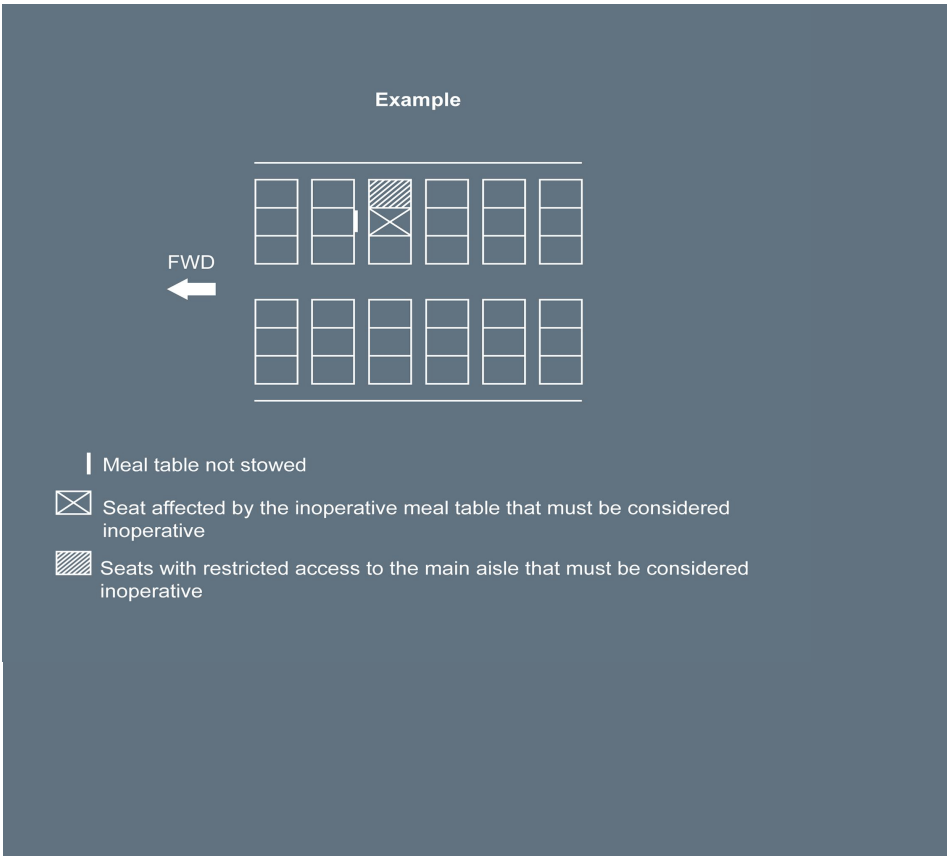
| 25-20-07C | Passenger Seat Meal Table (Affected Cabin Doors Considered Inoperative) |
|---|---|

Ident.: 9-MO-25-20-00004840.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## FLIGHT PREPARATION

Procedures must be established to ensure that:

- The seat affected by the inoperative meal table is placarded inoperative and not used, and
- The seats with restricted access to the main aisle due to the inoperative meal table are placarded inoperative and not used.



Printouts are for information only!



| 25-20-07C | Passenger Seat Meal Table (Affected Cabin Door and Cabin Overwing Exit Considered Inoperative) |
|---|---|

Ident.: 9-MO-25-20-00004841.0000001 / 15 DEC 2023
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## FLIGHT PREPARATION

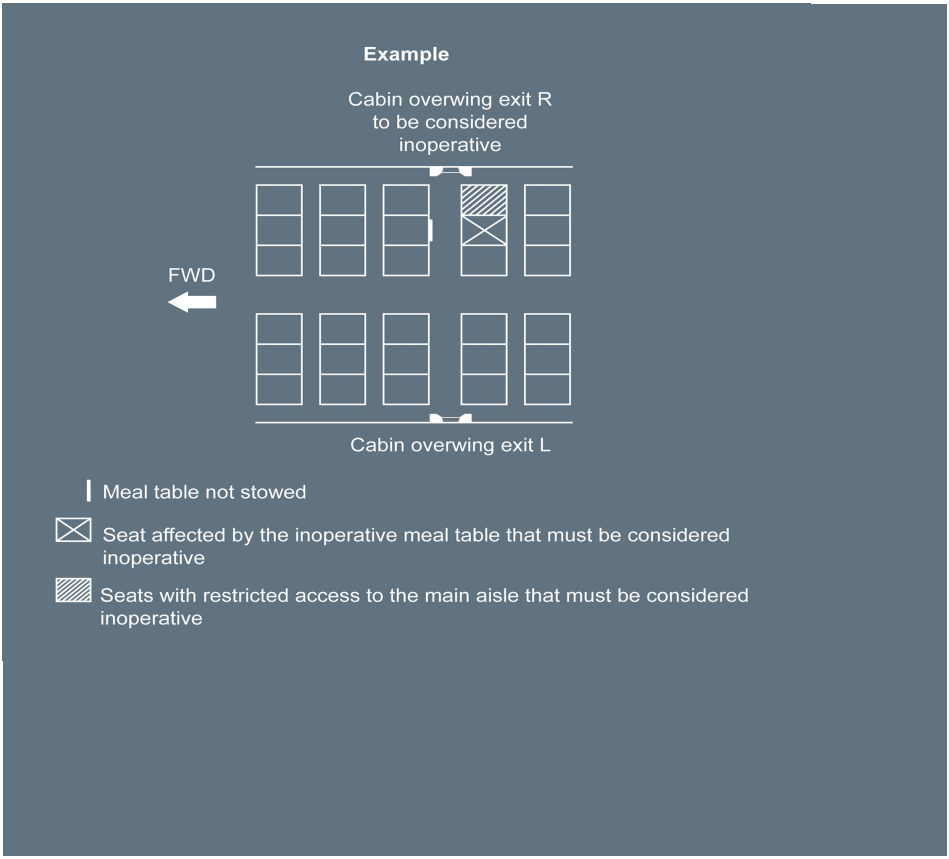
The cockpit crew informs the cabin crew about the inoperative passenger seat and ensures that:

– 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.

Printouts are for information only!






| 25-20-09A | Non-Required Cabin Attendant Seat Station 3LA, 3RA) |
|---|---|

Ident.: 9-MO-25-20-00004842.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

## 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.

Printouts are for information only!



| 25-20-09A | Non-Required Cabin Attendant Seat (Station 3LA, 3R) |
|---|---|

Ident.: 9-MO-25-20-00004842.0000002 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**FLIGHT PREPARATION**

- If station 3LA is affected, the asigned crew member should use station 3R and vise versa.
- If both stations are affected, the recommended passenger seat for the affected crew member is 25D.
- The inoperative station must be appropriate placarded.
- If a passenger seat is used for cabin crew member, it must be appropriate placarded.

| 25-20-09A | Non-Required Cabin Attendant Seat (Station 3RA) |
|---|---|

Ident.: 9-MO-25-20-00004842.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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-25-20-00004842.0000004 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**FLIGHT PREPARATION**

- The affected crew member should use an other functional station most suitable to perform assigned duties.
- If all stations are affected, the recommended passenger seat for the affected crew member is 38D.
- If a passenger seat is used for cabin crew member, it must be appropriate placarded.
- The inoperative station must be appropriate placarded.

| 25-20-09B<br>25-20-09C | Required Cabin Attendant Seat (1L, 1R, 3L or 3R) |
|---|---|

Ident.: 9-MO-25-20-00004843.0000001 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

*Note:* *One of the seats 1L, 1R, 3L or 3R may be inoperative.*

Printouts are for information only!



**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 | 1C |
| 1R | 1C |
| 3L | 30D |
| 3R | 3LA or 3RA |

– If station 1R is affected, the MCD must be stowed for takeoff and landing.

| | |
|---|---|
| **25-20-09B**<br>**25-20-09C** | **Required Cabin Attendant Seat (1L, 1R or 3L)** |

Ident.: 9-MO-25-20-00004843.0000002 / 28 JUN 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

**FLIGHT PREPARATION**

*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 | 1C |
| 1R | 1C |
| 3L | 25D |

– If station 1R is affected, the MCD must be stowed for takeoff and landing.

Printouts are for information only!



| | |
|---|---|
| **25-20-09B**<br>**25-20-09C** | **Required Cabin Attendant Seat (1R, 2L, 3L or 4L)** |

Ident.: 9-MO-25-20-00004843.0000003 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

*Note:* *One of the seats 1R, 2L, 3L or 4L may be inoperative.*

**FLIGHT PREPARATION**

- Cabin crew must be briefed not to use the affected seat, and
- The inoperative station must be appropriate placarded, and
- If a passenger seat is used for cabin crew member, it must be appropriate placarded, and
- Cabin crew member affected by inoperative seat must be seated as follow:

| Seat inoperative on Station | Seat to be used |
|---|---|
| 1R | 1L or 1C |
| 2L | 10E<br>10F must remain empty |
| 3L | 26E<br>26F must remain empty |
| 4L | 38D |

- If station 1R is affected, the MCD must be stowed for takeoff and landing.

| | |
|---|---|
| **25-20-09B** | **Required Cabin Attendant Seat (1L, 1R, 3L or 3R)** |

Ident.: 9-MO-25-20-00004844.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**FLIGHT PREPARATION**

*Note:* *One of the seats 1L, 1R, 3L or 3R may be inoperative.*

Printouts are for information only!



– 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 | 1C |
| 1R | 1C |
| 3L | 32C or 32D |
| 3R | 3RA |

*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-25-20-00004845.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## 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 | 1C |
| 1R | 1C |
| 3L | 32C or 32D |
| 3R | 32C or 32D or 3RA |

*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.

Printouts are for information only!



| 25-24-02C | Overhead Stowage Compartment (Door Removed) |
|---|---|

Ident.: 9-MO-25-24-00009190.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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-25-24-00009191.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**BEFORE FLIGHT**

Cockpit Crew must brief Cabin Crew and passengers to not use the associated stowage compartment.

Printouts are for information only!



| | |
|---|---|
| **25-35-01A**<br>**25-35-01B** | **Galley Waste Compartment Flapper Door** |

Ident.: 9-MO-25-35-00004846.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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**<br>**25-35-02B** | **Galley Waste Compartment Access Door** |

Ident.: 9-MO-25-35-00004847.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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-25-35-00004848.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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-25-35-00009192.0000001 / 31 AUG 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**BEFORE FLIGHT**

Cockpit Crew must brief Cabin Crew to not use the associated stowage compartment.

Printouts are for information only!



| 25-40-01A | Toilet Waste Compartment Flapper Door |
|---|---|

Ident.: 9-MO-25-40-00004849.0000001 / 15 DEC 2023
**Applicable to: ALL**

**BEFORE DEPARTURE**

The cockpit crew informs the cabin crew before departure to ensure that the cabin crew is aware that the affected toilet waste is no longer available.

| 25-40-04A | Toilet Waste Compartment Access Door |
|---|---|

Ident.: 9-MO-25-40-00004850.0000001 / 15 DEC 2023
**Applicable to: ALL**

**BEFORE DEPARTURE**

The cockpit crew informs the cabin crew before departure to ensure that the cabin crew is aware that the affected toilet waste is no longer available.

Printouts are for information only!

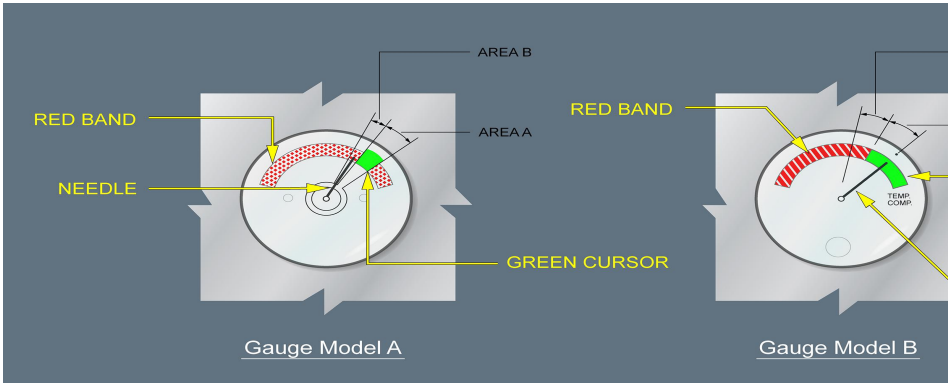


| 25-62-06A | Cabin Door CHECK SLIDE PRESSURE Message on the FAP ⏪ |
|---|---|

Ident.: 9-MO-25-62-00004851.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## 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*

Printouts are for information only!

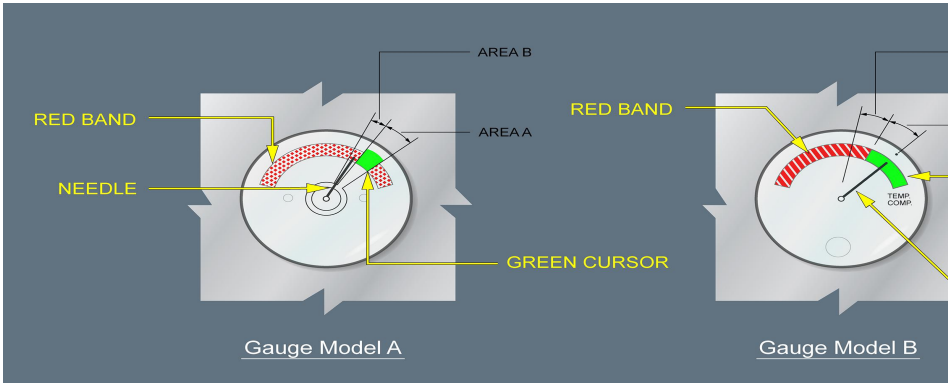


| 25-62-06A | Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ⋖ |
|---|---|

Ident.: 9-MO-25-62-00004852.0000100 / 28 JUN 2022
**Criteria: A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, 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*

Printouts are for information only!

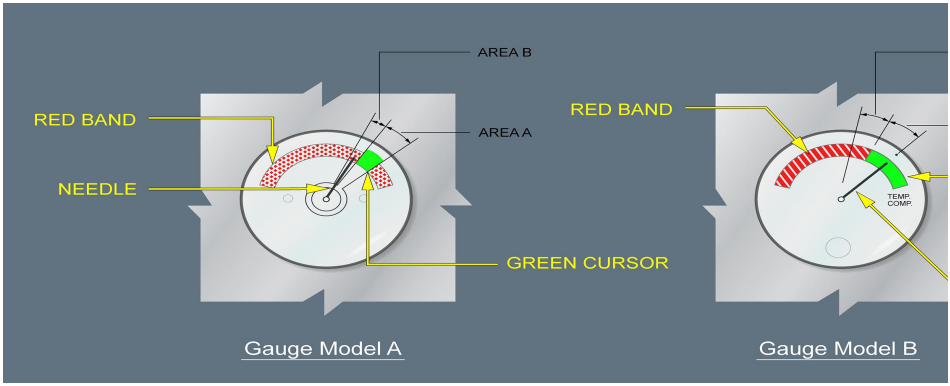


| 25-62-06A | Cabin Door SLIDE PRESS LOW Message on the PTP STATUS Page ⋖ |
|---|---|

Ident.: 9-MO-25-62-00004852.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

## 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*

Printouts are for information only!



| 25-63-01A | Emergency Evacuation Signaling System (COMMAND pb-sw, HORN SHUT OFF pb, CAPT&PURS and CAPT sw) ⩤ |
|---|---|

Ident.: 9-MO-25-63-00004853.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

If necessary, the information will be given through the passenger address system or the cabin interphone system.

Printouts are for information only!



| | |
|---|---|
| **25-64-03A**<br>**25-64-03B** | **First Aid Kit Additional Equipment** |

Ident.: 9-MO-25-64-00004855.0000001 / 14 SEP 2022
**Applicable to: ALL**

## GENERAL INFORMATION

At least one set of required First Aid Kit (FAK) additional equipment must be installed.

As per LH risk analysis further additional equipment is loaded.

The following additional equipment should be carried on board each aircraft equipped with a first-aid kit, though not necessarily in the first-aid kit. The additional equipment should include, as a minimum:

1. automated external defibrillator (AED) on all aircraft required to carry at least one cabin crew;
2. bag-valve masks (masks in three sizes: one for adults, one for children, and one for infants);
3. suitable airway management device (e.g. supraglottic airway devices, oropharyngeal or nasopharyngeal airways);
4. eye irrigator;
5. biohazard disposal bags; and
6. basic delivery kit (including sterile umbilical cord scissors and a pair of cord clamps) on all aircraft required to carry at least one cabin crew.

Printouts are for information only!



| | |
|---|---|
| **25-65-04A**<br>**25-65-04B** | **Survival Emergency Locator Transmitter** ⩤ |

Ident.: 9-MO-25-65-00004856.0000001 / 15 DEC 2023
**Applicable to: ALL**

**CABIN CREW PROCEDURE**

Before flight, the cockpit crew informs the cabin crew of the location of the inoperative survival (portable) ELT.

Printouts are for information only!



| 26-12-01A | Engine Fire Detection Loop A on the Engine 1 |
|---|---|

Ident.: 9-MO-26-12-00004859.0000001 / 28 JUN 2022
**Applicable to: ALL**

**COCKPIT PREPARATION**

The engine fire test is made before each flight.

*Note:* *Disregard the FIRE light 1 located on the ENG MASTER panel (pedestal)*

| 26-12-02A<br>26-12-03A | Engine Fire Detection Loop A on the Engine 2 or Loop B on the Engine 1 |
|---|---|

Ident.: 9-MO-26-12-00004860.0000001 / 28 JUN 2022
**Applicable to: ALL**

**COCKPIT PREPARATION**

The engine fire test is made before each flight.

| 26-12-04A | Engine Fire Detection Loop B on the Engine 2 |
|---|---|

Ident.: 9-MO-26-12-00004861.0000001 / 28 JUN 2022
**Applicable to: ALL**

**COCKPIT PREPARATION**

The engine fire test is made before each flight.

*Note:* *Disregard the FIRE light 2 located on the ENG MASTER panel (pedestal)*

Printouts are for information only!



| | |
|---|---|
| **26-13-01A**<br>**26-13-01B** | **APU Fire Detection Loop** |

Ident.: 9-MO-26-13-00004862.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND**

The APU fire test is made before each APU start.

Printouts are for information only!



| 26-15-01A | Avionics Smoke Detection System |
|---|---|

Ident.: 9-MO-26-15-00004863.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND OR IN FLIGHT**

Disregard:

– on the VENTILATION overhead panel: the BLOWER pb-sw FAULT light and the EXTRACT pb-sw FAULT light

– on the EMER ELEC PWR overhead panel: the GEN 1 LINE pb-sw SMOKE light

**IN FLIGHT**

- **In the case of an electrical smoke:**

  Apply the AVNCS SMOKE emergency procedure. *Refer to 3-SMOKE [QRH] SMOKE / FUMES / AVNCS SMOKE - GENERAL*.

Printouts are for information only!



| 26-17-01A | Lavatory Smoke Detection System |
|---|---|

Ident.: 9-MO-26-17-00004864.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.*

Printouts are for information only!



| 26-24-01A | Cabin Portable Fire Extinguisher |
|---|---|

Ident.: 9-MO-26-24-00004866.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

The commander has to brief crew members of inoperative or missing equipment.

Printouts are for information only!



| 27-07-02A | Aileron Position Indication on the F/CTL SD page |
|---|---|

Ident.: 9-MO-27-07-00004867.0000001 / 28 JUN 2022
**Applicable to: ALL**

## DURING COCKPIT PREPARATION

*Note:* *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the aileron control through the ELACs:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw. . . . . ON
- PTU pb-sw. . . . . AUTO
- BLUE ELEC PUMP pb-sw. . . . . AUTO
- BLUE PUMP OVRD pb. . . . . ON
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On

Check of the aileron control through the ELAC 1:

- Move the CAPT stick from right stop to left stop.
- Visually check the full travel of the ailerons.

| CAUTION | If the expected aileron movement does not occur, do not attempt any reset.<br>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.<br>Contact the maintenance. |
|---|---|

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw. . . . . Off
- BLUE PUMP OVRD pb-sw. . . . . Off
- ELAC 1 pb-sw. . . . . On

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| 27-07-04A | Elevator Position Indication on the F/CTL SD page |
|---|---|

Ident.: 9-MO-27-07-00004868.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

*Note:* *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the elevator control:

- YELLOW ELEC PUMP pb-sw. . . . . .ON
- PTU pb-sw. . . . . .AUTO
- BLUE ELEC PUMP pb-sw. . . . . .AUTO
- BLUE PUMP OVRD pb. . . . . .ON
- Establish communication with the ground crew.
- Move the CAPT or the F/O stick to the maximum nose down position.
- Visually check that both elevators move down.
- Move the CAPT or the F/O stick to the maximum nose up position.
- Visually check that both elevators move up.
- Move the CAPT or the F/O stick to the neutral position.
- Visually check that both elevators go back to the neutral position.
- YELLOW ELEC PUMP pb-sw. . . . . .Off
- BLUE PUMP OVRD pb-sw. . . . . .Off

| 27-07-05A | Pitch Trim Position Indication on the F/CTL SD page |
|---|---|

Ident.: 9-MO-27-07-00004869.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

*Note:* *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the stabilizer control:

- YELLOW ELEC PUMP pb-sw. . . . . .ON
- Establish communication with the ground crew.
- Move the pitch trim handwheel to the full DN position.

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– Visually check that the stabilizer moves to the full down position.
– Move the pitch trim handwheel to the full UP position.
– Visually check that the stabilizer moves to the full up position.
– Move the pitch trim handwheel to the required position.
– YELLOW ELEC PUMP pb-sw. . . . . Off

| 27-07-06A | Rudder Position Indication on the F/CTL SD page |
|---|---|

Ident.: 9-MO-27-07-00004870.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

*Note:* *If the Yellow Electric Pump is not available:*
– *Pressurize the Yellow Hydraulic System with:*
• *A Ground cart, or with*
• *The Yellow Engine 2 Pump with the Engine 2 running.*
– *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the rudder control:

– YELLOW ELEC PUMP pb-sw. . . . . .ON
– Establish communication with the ground crew.
– On the CAPT or the F/O side, apply left rudder.
– Visually check that the rudder moves to the left.
– On the CAPT or the F/O side, apply right rudder.
– Visually check that the rudder moves to the right.
– On the CAPT or the F/O side, release the pedals.
– Visually check that the rudder moves to the neutral position.
– YELLOW ELEC PUMP pb-sw. . . . . Off

| 27-07-11A | Spoilers/Speedbrakes Indication on the F/CTL SD page |
|---|---|

Ident.: 9-MO-27-07-00004871.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

*Note:* *If the Yellow Electric Pump is not available:*
– *Pressurize the Yellow Hydraulic System with:*
• *A Ground cart, or with*
• *The Yellow Engine 2 Pump with the Engine 2 running.*
– *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

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- **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-27-07-00004872.0000001 / 28 JUN 2022
**Applicable to: ALL**

## DURING COCKPIT PREPARATION

*Note:* *If the Yellow Electric Pump is not available:*
– *Pressurize the Yellow Hydraulic System with:*
  • *A Ground cart, or with*
  • *The Yellow Engine 2 Pump with the Engine 2 running.*
– *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

- **If surface 1 indication is inoperative:**

| CAUTION | The aircraft must be stopped during the check. |
|---|---|

– YELLOW ELEC PUMP pb-sw. . . . . ON
– PTU pb-sw. . . . . AUTO
– SPEEDBRAKES lever. . . . . FULL
– Visually check that surface 1 slightly extends (approximately 6°).
– YELLOW ELEC PUMP pb-sw. . . . . Off

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- **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

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| 27-14-01A | Left Aileron Blue Servo-Control (Controlled by ELAC 1) |
|---|---|

Ident.: 9-MO-27-14-00004873.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

Check that DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page , check the link between the DC BUS 1 and the DC BAT BUS.

| 27-14-03A | Right Aileron Green Servo-Control (Controlled by ELAC 1) |
|---|---|

Ident.: 9-MO-27-14-00004874.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

Check that DC TIE contactor 1 is closed:

- Supply the electrical network from the APU or the external power.
- On the ELEC SD page , check the link between the DC BUS 1 and the DC BAT BUS.

| 27-14-04A | Right Aileron Blue Servo-Control (Controlled by ELAC 2) |
|---|---|

Ident.: 9-MO-27-14-00004875.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING ENGINE START**

- The F/CTL ELAC2 FAULT alert may be/is displayed on the EWD after the first engine start.
- Check that the F/CTL ELAC2 FAULT alert disappear after the second engine start.

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| 27-21-01A | Rudder Pedal Adjustment System |
|---|---|

Ident.: 9-MO-27-21-00004876.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

Simultaneously apply loads on both pedals (in rudder control movement direction) to make sure that the secured position is reached. For that purpose, the effort shall be equivalent to a full rudder deflection.

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| | |
|---|---|
| **27-22-01A**<br>**27-22-01B** | **Rudder Trim System** |

Ident.: 9-MO-27-22-00004877.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 3 SINGLE.

| | |
|---|---|
| **27-22-03A** | **Rudder Trim Position Indication on the Center Pedestal** |

Ident.: 9-MO-27-22-00004878.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

RUD TRIM position indication. . . . . CHECK CENTERED

- **If the RUD TRIM position indication is not centered:**

  RESET pb. . . . . PRESS

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| 27-51-01A | SFCC Flap Channel |
|---|---|

Ident.: 9-MO-27-51-00004879.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

ENG 2 APPR IDLE ONLY message is displayed on the STATUS SD page .

FLAPS SLOW message is displayed on the STATUS SD page .

## FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

## DURING COCKPIT PREPARATION

Disregard and clear the F/CTL FLAP SYS 2 FAULT alert displayed on the EWD.

| 27-51-02A | Flap Wing Tip Brakes Solenoid |
|---|---|

Ident.: 9-MO-27-51-00004880.0000001 / 28 JUN 2022
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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| 27-64-01A | Spoiler 5 |
|---|---|

Ident.: 9-MO-27-64-00004881.0000001 / 28 JUN 2022
**Applicable to: ALL**

**AFTER ENGINE START**

On the HYD SD page , check the absence of amber data.

*Note: No performance penalty applies when the pair of spoilers 5 is inoperative.*

| 27-64-02A | Spoiler 1 or 3 |
|---|---|

Ident.: 9-MO-27-64-00004882.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note: In the LH 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-27-64-00004883.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note: In the LH 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-27-64-00004884.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note: In the LH EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS 2 PAIRS INOPERATIVE".*

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**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-27-64-00004885.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note: In the LH 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.

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| 27-81-01A | SFCC Slat Channel |
|---|---|

Ident.: 9-MO-27-81-00004886.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

SLATS SLOW message is displayed on the STATUS SD page .

## FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

## DURING COCKPIT PREPARATION

Disregard and clear the F/CTL SLAT SYS 2 FAULT alert displayed on the EWD.

## FOR TAKEOFF

Takeoff in CONF 1+F is not permitted.

*Note:* *When the SFCC 2 Slat channel is deactivated, and if the aircraft is in CONF 1+F, the SFCS 2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS 2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the SFCC 2 Slat channel is deactivated.*

| 27-81-02A | Slat Wing Tip Brakes Solenoid |
|---|---|

Ident.: 9-MO-27-81-00004887.0000001 / 28 JUN 2022
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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| 27-92-01A | Speedbrake Control System (speedbrake control system inoperative) |
|---|---|

Ident.: 9-MO-27-92-00004888.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc Ground Spoiler Control System (ground spoiler control system inoperative)*

| 27-92-01B | Speedbrake Control System (speedbrake 2 or speedbrakes 3 and 4 in-operative) |
|---|---|

Ident.: 9-MO-27-92-00004889.0000001 / 31 AUG 2023
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

*Note:* *Apply the performance penalties of the referenced MEL OPS Procedure only. Do not apply the referenced procedure.*

- **If speedbrake n°2 is inoperative:**

  Apply performance penalties associated with the pair of spoilers 2 inoperative. *Refer to OpsProc Spoiler 2 or 4*

- **If speedbrakes n°3 and n°4 are inoperative:**

  Apply performance penalties associated with two pairs of spoilers inoperative. *Refer to OpsProc Spoilers 1 and 2*

## IN FLIGHT

- **If speedbrakes n°3 and n°4 are inoperative:**

  Do not use the speedbrakes.

| 27-92-02A | Ground Spoiler Control System |
|---|---|

Ident.: 9-MO-27-92-00004890.0000001 / 28 JUN 2022
**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 TOPA/LAPA performance calculation.

*Note:* *In the LH EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ALL INOPERATIVE".*

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| 27-92-02B | Ground Spoiler Control System (Pair of spoilers 5 inoperative) |
|---|---|

Ident.: 9-MO-27-92-00004891.0000001 / 31 AUG 2023
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

*Note:* *Apply the performance penalties of the referenced MEL OPS Procedure only. Do not apply the referenced procedure.*

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-27-92-00004892.0000001 / 31 AUG 2023
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

*Note:* *Apply the performance penalties of the referenced MEL OPS Procedure only. Do not apply the referenced procedure.*

- **If the pairs of spoilers 1 and 2 are inoperative:**

  For performance penalties, *Refer to OpsProc Spoilers 1 and 2*

- **If the pairs of spoilers 3 and 4 are inoperative:**

  For performance penalties, *Refer to OpsProc Spoilers 3 and 4*

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| 27-93-01A | ELAC 1 |
|---|---|

Ident.: 9-MO-27-93-00004893.0000001 / 14 MAY 2024
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

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

- **If the AP 1 is engaged for landing:**

  Maximum landing capability is CAT 1.

- **If the AP 2 is engaged for landing:**

  Maximum landing capability is CAT 3 SINGLE.

## DURING COCKPIT PREPARATION

*Note: If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *Both Yellow and Green Engines Hydraulic Pumps with both Engines running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.*

- **If the F/CTL ELAC 1 FAULT alert is displayed on the EWD:**

  *Note:*
  1. *After application of the maintenance procedure, the following ECAM alerts remain displayed on the EWD :*
     - *C/B TRIPPED R ELEC BAY alert , and*
     - *C/B TRIPPED ON OVHD PNL alert, and*
     - *F/CTL ELAC 1 FAULT alert.*
  2. *After first engine start, the F/CTL ALTN LAW alert may be spuriously displayed. It normally disappears after second engine start.*

  Check of the elevator and the roll spoilers control through the SECs:

  Put the aircraft in the test configuration:

  - YELLOW ELEC PUMP pb-sw. . . . . ON

    *Note: If the Yellow Electric Pump is not available, pressurize the Yellow Hydraulic System with a Ground Cart or with both Green and Yellow Engines Hydraulic Pumps with both Engines running.*
  - PTU pb-sw. . . . . AUTO
  - BLUE ELEC PUMP pb-sw. . . . . AUTO
  - BLUE PUMP OVRD pb. . . . . ON
  - ELAC 2 pb-sw. . . . . On

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- 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.<br><br>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.

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| CAUTION | If an expected spoiler or elevator movement does not occur, do not attempt any reset.<br>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 yellow and the green elevator 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.<br>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

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- 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.<br><br>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.

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– 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.<br><br>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.*

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| 27-94-01A | SEC 1 |
|---|---|

Ident.: 9-MO-27-94-00004894.0000001 / 31 AUG 2023
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

*Note:* *Apply the performance penalties of the referenced MEL OPS Procedure only. Do not apply the referenced procedure.*

For performance penalties, *Refer to OpsProc Spoilers 3 and 4*

## DURING COCKPIT PREPARATION

*Note:* *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *Both Yellow and Green Engine Hydraulic Pumps with both Engines running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.*

*Note:* *After application of the maintenance procedure, the C/B TRIPPED R ELEC BAY and the C/B TRIPPED ON OVHD PNL alerts are displayed on the EWD.*

Check of the elevator control and roll spoilers control through the operative computers:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw. . . . . ON
- PTU pb-sw. . . . . AUTO
- BLUE ELEC PUMP pb-sw. . . . . AUTO
- BLUE PUMP OVRD pb. . . . . ON
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On
- SEC 2 pb-sw. . . . . On
- SEC 3 pb-sw. . . . . On
- Wait 5 s

Check of the elevator control through the ELAC 1:

- BLUE PUMP OVRD pb-sw. . . . . Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page , check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw. . . . . ON
- ELAC 2 pb-sw. . . . . OFF
- SEC 2 pb-sw. . . . . OFF
- Move the CAPT stick from forward stop to aft stop.
- On the F/CTL SD page , check the full travel of both elevators.

Printouts are for information only!



| CAUTION | If an expected elevator movement does not occur, do not attempt any reset.<br>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.<br>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.

Printouts are for information only!



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-27-94-00004895.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

*Note:* *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *Both Yellow and Green Engine Hydraulic Pumps with both Engines running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on both GREEN ENG 1 PUMP pb-sw and YELLOW ENG 2 PUMP pb-sw in the following procedure.*

*Note:* *After application of the maintenance procedure, the C/B TRIPPED REAR PNL N-R alert is displayed on the EWD.*

Check of the elevator control and roll spoilers control through the operative computers:

Put the aircraft in the test configuration:

- YELLOW ELEC PUMP pb-sw. . . . . ON
- PTU pb-sw. . . . . AUTO
- BLUE ELEC PUMP pb-sw. . . . . AUTO
- BLUE PUMP OVRD pb. . . . . ON
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On
- SEC 1 pb-sw. . . . . On
- SEC 3 pb-sw. . . . . On
- Wait 5 s

Check of the elevator control through the ELAC 1:

- BLUE PUMP OVRD pb-sw. . . . . Off
- Wait for hydraulic circuit depressurization.
- On the F/CTL SD page , check that blue elevator actuator symbol becomes amber.
- Wait 5 s
- BLUE PUMP OVRD pb-sw. . . . . ON
- ELAC 2 pb-sw. . . . . OFF
- SEC 1 pb-sw. . . . . OFF
- Move the CAPT stick from forward stop to aft stop.
- On the F/CTL SD page , check the full travel of both elevators.

Printouts are for information only!



| CAUTION | If an expected elevator movement does not occur, do not attempt any reset.<br>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.<br>Contact the maintenance. |
|---|---|

Return to normal configuration:

- YELLOW ELEC PUMP pb-sw. . . . . Off
- BLUE PUMP OVRD pb-sw. . . . . Off
- ELAC 1 pb-sw. . . . . On
- ELAC 2 pb-sw. . . . . On
- SEC 2 pb-sw. . . . . Off

**AFTER ENGINE START**

*Note: The F/CTL ELEV SERVO FAULT alert may be displayed on the EWD if the PTU is inhibited and only one engine is operating. This alert must disappear when the PTU or the second engine is started.*

**IN FLIGHT**

- **If the SEC 1 and the SEC 3 fail during the flight:**

  Autoland is not permitted.

  Maximum landing capability is CAT 1

  Disengage the AP at 500 ft RA before landing in direct law.

Printouts are for information only!



*When the AP is disengaged with the three SECs failed, it cannot be engaged again.*

| 27-94-03A | SEC 3 |
|---|---|

Ident.: 9-MO-27-94-00004896.0000001 / 31 AUG 2023
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

*Note:* *Apply the performance penalties of the referenced MEL OPS Procedure only. Do not apply the referenced procedure.*

For performance penalties, *Refer to OpsProc Spoilers 1 and 2*

**DURING COCKPIT PREPARATION**

Deactivation of the SEC 3:

– SEC 3 pb-sw. . . . . .OFF
– FLIGHT CONTROLS/SEC 3/SPLY (121VU Q19) C/B. . . . . Pull

**IN FLIGHT**

- **If the SEC 1 and the SEC 2 fail during the flight:**

  Autoland is not permitted.

  Maximum landing capability is CAT 1

  Disengage the AP at 500 ft RA before landing in direct law.

  *When the AP is disengaged with the three SECs failed, it cannot be engaged again.*

Printouts are for information only!



| 27-95-02A | FCDC 2 |
|---|---|

Ident.: 9-MO-27-95-00004897.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

FLIGHT CONTROLS/FCDC2/SPLY (121VU Q20) C/B. . . . . Pull

Printouts are for information only!



# FUEL OVERHEAD PANEL

| 28-01-01-07A | FUEL MODE SEL pb-sw FAULT light |
|---|---|

Ident.: 9-MO-28-01-01-00004898.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**AFTER ENGINE START**

- **If there is fuel in the center tank and with the slats retracted:**

  On the FUEL SD page , check that the center tank pumps indications are in line.

- **With the slats extended:**

  On the FUEL SD page , check that the center tank pumps indications are cross line.

**AFTER TAKEOFF**

- **If there is fuel in the center tank and with the slats retracted:**

  On the FUEL SD page , check that the center tank pumps indications are in line.

| 28-01-01-08A | ACT pb-sw FAULT light |
|---|---|

Ident.: 9-MO-28-01-01-00004899.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**IN FLIGHT**

- **If a manual transfer from the ACT to the CTR tank is necessary:**
  - *Refer to 3-FUEL FUEL ACT XFR FAULT (If Installed).*
  - On the FUEL SD page , monitor the fuel transfer.

Printouts are for information only!



# FUEL QUANTITY INDICATIONS ON THE FUEL SD PAGE

| 28-07-01-01A | Fuel On Board (FOB) Indication on the FUEL SD page |
|---|---|

Ident.: 9-MO-28-07-01-00004900.0000001 / 28 JUN 2022
**Applicable to: ALL**

**AFTER ENGINE START**

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

  Insert the FOB.

  *The FOB may be calculated either using the indications on the refuel control panel or by using the Manual Magnetic Indicators by maintenance.*

| 28-07-01-02A | Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page |
|---|---|

Ident.: 9-MO-28-07-01-00004901.0000100 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**ON GROUND**

The FQI is in degraded mode when the FOB indication is displayed with two dashes across the two last digits on the EWD.

- **When the FQI is in degraded mode:**

  On the FUEL SD page , determine which tank is affected.

Printouts are for information only!



The resulting loss of accuracy must be taken into account by using the two following parameters:

1. Fq : The extra fuel quantity to be loaded.
2. W: The weight to be added to the total fuel weight for TOW calculation only.

Fq and W parameters are given as follows :

| LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in kg) | | |
|---|---|---|
| | **Fq (kg)** | **W (kg)** |
| **WING TANK** | 130 | 310 |
| **CENTER TANK** | 130 | 130 |
| **ALL TANKS** | 390 | 750 |

| LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in lb - If applicable) | | |
|---|---|---|
| | **Fq (lb)** | **W (lb)** |
| **WING TANK** | 290 | 690 |
| **CENTER TANK** | 290 | 290 |
| **ALL TANKS** | 870 | 1670 |

*Note:* *At airline convenience, it is permitted to round up Fq and W values given in the above tables, as well as the calculated results (i.e. Fm+Fq, Fm+Fq+W, and/or Fm+Fq*+W), to next 50 or 100 kg (lb).*

Preselect the fuel quantity required for the mission : Fm

- **When the refuel stops:**
  - Enter the table and determine Fq and W values for the affected tank.
  - Start again the refuel with the new preselected quantity which corresponds to the total FOB : Fm+Fq

    *Note:* *If all tanks reach high level before having loaded the complete Fq value, this shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with the fuel density. Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.*

- **When the refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm+Fq+W

  - **If all tanks reach high level before having loaded Fq value:**
    - The extra fuel quantity known to be onboard is Fq* with: Fq* < Fq
    - The FOB value to be considered for TOW calculation is: FOB = Fm+Fq *+W

- **If the resulting TOW is higher than the MTOW:**

  The aircraft load must be reduced.

Printouts are for information only!



| 28-07-01-02A | Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page |
|---|---|

Ident.: 9-MO-28-07-01-00004901.0000200 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## ON GROUND

The FQI is in degraded mode when the FOB indication is displayed with two dashes across the two last digits on the EWD.

- **When the FQI is in degraded mode:**

  On the FUEL SD page , determine which tank is affected.

  The resulting loss of accuracy must be taken into account by using the two following parameters:

  1. Fq : The extra fuel quantity to be loaded.
  2. W: The weight to be added to the total fuel weight for TOW calculation only.

  Fq and W parameters are given as follows :

| LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in kg) | | |
|---|---|---|
| | **Fq (kg)** | **W (kg)** |
| **OUTER TANK** | 20 | 200 |
| **INNER TANK** | 110 | 110 |
| **CENTER TANK** | 130 | 130 |
| **ALL TANKS** | 390 | 750 |

| LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in lb - If applicable) | | |
|---|---|---|
| | **Fq (lb)** | **W (lb)** |
| **OUTER TANK** | 45 | 450 |
| **INNER TANK** | 240 | 240 |
| **CENTER TANK** | 290 | 290 |
| **ALL TANKS** | 860 | 1670 |

*Note: At airline convenience, it is permitted to round up Fq and W values given in the above tables, as well as the calculated results (i.e. Fm+Fq, Fm+Fq+W, and/or Fm+Fq*+W), to next 50 or 100 kg (lb).*

Preselect the fuel quantity required for the mission : Fm

- **When the refuel stops:**
  - Enter the table and determine Fq and W values for the affected tank.
  - Start again the refuel with the new preselected quantity which corresponds to the total FOB : Fm+Fq

Printouts are for information only!



*Note: If all tanks reach high level before having loaded the complete Fq value, this shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with the fuel density. Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.*

- **When the refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm+Fq+W

  - **If all tanks reach high level before having loaded Fq value:**
    - The extra fuel quantity known to be onboard is Fq* with: Fq* < Fq
    - The FOB value to be considered for TOW calculation is: FOB = Fm+Fq *+W
- **If the resulting TOW is higher than the MTOW:**

  The aircraft load must be reduced.

| | |
|---|---|
| **28-07-01-03A**<br>**28-07-01-03C** | **Outer Tank Fuel Quantity Indication on the FUEL SD page** |

Ident.: 9-MO-28-07-01-00004902.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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-28-07-01-00004903.0000001 / 28 JUN 2022
**Applicable to: ALL**

**AFTER REFUELING**

The FOB may be calculated either using the indications on the refuel control panel or by using the Manual Magnetic Indicators by maintenance.

**AFTER ENGINE START**

Check that /FF is selected on the MCDU FUEL PRED page.

Printouts are for information only!



- **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-28-07-01-00004904.0000100 / 28 JUN 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**AFTER REFUELING**

The FOB may be calculated either using the indications on the refuel control panel or by using the Manual Magnetic Indicators by maintenance.

**AFTER ENGINE START**

Check that /FF is selected on the MCDU FUEL PRED page.

- **If /FF is not selected on the MCDU FUEL PRED page:**

  Insert the FOB.

**AT TOP OF CLIMB**

– Check on the FUEL SD page that the fuel is transferred from one additional center tank (from ACT 2 if ACT 2 is installed and not empty) to the center tank.
– Check that the fuel quantity in one additional center tank has decreased (from ACT 2 if ACT 2 is installed and not empty).

- **If the automatic transfer has not started:**
  - **After 30 minutes of flight:**
    – ACT pb-sw. . . . . FWD
    – If necessary perform a descent to FL 270.
- **When ACT (both ACTs if two ACTs installed) empty:**

  ACT pb-sw. . . . . AUTO

| 28-07-01-05A | Center Tank Fuel Quantity Indication on the FUEL SD page |
|---|---|

Ident.: 9-MO-28-07-01-00004904.0000200 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (all ex. -AEUA)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

Printouts are for information only!



- **If /FF is not selected on the MCDU FUEL PRED page:**

  Insert the FOB.

| 28-07-01-06B | ACT Fuel Quantity Indication on the FUEL SD page |
|---|---|

Ident.: 9-MO-28-07-01-00004905.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**AT TOP OF CLIMB**

Check of the fuel transfer from one additional center tank (from ACT 2 if ACT 2 is installed and not empty) to the center tank:

On the FUEL SD page , check that the transfer indication (arrow) is displayed or check that the total fuel indicated is above the actual fuel indicated after refuel minus FU.

- **If the automatic transfer has not started:**
  - **After 30 minutes of flight:**
    - ACT pb-sw. . . . . FWD
    - If necessary perform a descent to FL 270.
- **When ACT (both ACTs if two ACTs installed) is empty:**

  ACT pb-sw. . . . . AUTO

Printouts are for information only!



# VALVE INDICATIONS ON THE FUEL SD PAGE

| 28-07-04-04A | Wing Transfer Valve Indication on the FUEL SD page |
|---|---|

Ident.: 9-MO-28-07-04-00004906.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## 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.

Printouts are for information only!



| 28-09-01A | FUEL L(R) WING TK HI TEMP **Alert (One inoperative)** |
|---|---|

Ident.: 9-MO-28-09-00012584.0000001 / 15 DEC 2023
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

## ON GROUND OR IN FLIGHT

On the FUEL SD page , monitor the fuel temperature using the fuel temperature indications of the opposite wing, before takeoff and periodically during the flight.

*Note:* *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*
*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).

| 28-09-01A | FUEL L(R) INNER(OUTER) TK HI TEMP **Alert (One or two inoperative)** |
|---|---|

Ident.: 9-MO-28-09-00012584.0000002 / 15 DEC 2023
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## 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).

Printouts are for information only!



| 28-09-01B | FUEL L(R) INNER(OUTER) TK HI TEMP **Alert (One or more inoperative)** |
|---|---|

Ident.: 9-MO-28-09-00004907.0000003 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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-28-09-00004907.0000004 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**ON GROUND OR IN FLIGHT**

On the FUEL SD page , monitor the fuel temperature before takeoff and periodically during the flight.

*Note:* *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff and shut down the engine on the affected side.
  - **In flight:**
    - Increase the engine fuel flow on the affected side.
    - If necessary use the APU GEN and switch off the IDG on the affected side (if the opposite GEN is available).

Printouts are for information only!



| **28-09-02A** | FUEL L(R) WING TK LO TEMP **Alert (One inoperative)** |
|---|---|

Ident.: 9-MO-28-09-00012585.0000001 / 15 DEC 2023
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**ON GROUND OR IN FLIGHT**

On the FUEL SD page , monitor the fuel temperature using the fuel temperature indications of the opposite wing, before takeoff and periodically during the flight.

Note: *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*
*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.

| **28-09-02A** | FUEL L(R) INNER(OUTER) TK LO TEMP **Alert (One or two inoperative)** |
|---|---|

Ident.: 9-MO-28-09-00012585.0000002 / 15 DEC 2023
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.

Printouts are for information only!



| 28-09-02B | FUEL L(R) INNER(OUTER) TK LO TEMP **Alert (One or more inoperative)** |
|---|---|

Ident.: 9-MO-28-09-00004909.0000003 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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-28-09-00004909.0000004 / 28 JUN 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

**ON GROUND OR IN FLIGHT**

On the FUEL SD page , monitor the fuel temperature before takeoff and periodically during the flight.

*Note:* *For fuel temperature limits, Refer to 1-FUEL Fuel Temperature.*

- **If fuel temperature reaches limits:**
  - **Before takeoff:**

    Delay takeoff.
  - **In flight:**

    Consider descending to a lower altitude and/or increasing the mach to increase the TAT.

| 28-09-03B | FUEL ACT XFR FAULT **Alert** |
|---|---|

Ident.: 9-MO-28-09-00004911.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

*Refer to OpsProc Center Tank Fuel Quantity Indication on the FUEL SD page*

Printouts are for information only!



| 28-12-01A | Overpressure Protector Between the Inner and the Outer Tank (Inner tank fuel temperature monitored) |
|---|---|

Ident.: 9-MO-28-12-00004912.0000001 / 14 SEP 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## 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-28-12-00004913.0000001 / 15 NOV 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## 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.

Printouts are for information only!



**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-28-12-00004914.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND AND IN FLIGHT**

- Avoid lateral accelerations in order to reduce the possibility of fuel spill during taxi and climb out.
- In cruise check that no fuel spillage occurred.
- Check that the FOB is sufficient to reach the destination with the adequate reserve.

Printouts are for information only!



| 28-15-01A<br>28-15-01C | LH Wing Transfer Valve (At least one transfer valve open) |
|---|---|

Ident.: 9-MO-28-15-00004915.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## 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-28-15-00004916.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

The fuel in the affected outer tank should be considered as not usable for the flight planning.

Printouts are for information only!



| 28-15-02A<br>28-15-02C | RH Wing Transfer Valve (At least one transfer valve open) |
|---|---|

Ident.: 9-MO-28-15-00004917.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## 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-28-15-00004918.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

The fuel in the affected outer tank should be considered as not usable for the flight planning.

Printouts are for information only!



| 28-20-01A | Automatic Fuel Feed System |
|---|---|

Ident.: 9-MO-28-20-00004919.0000003 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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

Printouts are for information only!



| | |
|---|---|
| **28-21-01A**<br>**28-21-01B** | **Wing Tank Pump** |

Ident.: 9-MO-28-21-00004920.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

TK PUMP (AFFECTED) . . . . . OFF

| | |
|---|---|
| **28-21-02A** | **Center Tank Pump (One inoperative)** |

Ident.: 9-MO-28-21-00004921.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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

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*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-28-21-00004922.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**FLIGHT PREPARATION/LIMITATIONS**

CTR TK PUMP 1 and 2 pb-sw. . . . . OFF

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| | |
|---|---|
| **28-22-01A**<br>**28-22-01B** | **APU Fuel Pump** |

Ident.: 9-MO-28-22-00004923.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FOR APU START AND FOR APU OPERATION**

Pressurize the LH fuel manifold with at least one fuel tank pump.

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| 28-26-01B | Center Tank Transfer Valve |
|---|---|

Ident.: 9-MO-28-26-00004924.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, 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.*

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| 28-28-01B | ACT Auto Transfer System (Manual transfer from the ACT(s) to the center tank operative) |
|---|---|

Ident.: 9-MO-28-28-00004925.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

## DURING COCKPIT PREPARATION

Establish cockpit to ground communications for the following procedure.

REFUEL PANEL DOOR. . . . . OPEN

*The refuel panel door must be open to check the operation of the manual transfer.*

- **If the center tank is full:**

  ACT pb-sw. . . . . CHECK AUTO

  TEST sw. . . . . SELECT AND MAINTAIN HI. LVL

  *Manual fuel transfer from the ACT(s) to the center tank is usually performed with the center tank not full (center tank high level sensor dry). Therefore, if the center tank is full, keeping selected the TEST sw on the refuel/defuel control panel overrides the high level sensor.*

| CAUTION | When the ACT pb-sw is set to FWD, fuel may spill out from the center tank to the left surge tank. Once manual fuel transfer is checked operative, set immediately the ACT pb-sw to AUTO. Otherwise, fuel may spill out from the left tank. |
|---|---|

ACT pb-sw. . . . . FWD

FUEL SD page. . . . . MONITOR

*Manual fuel transfer is checked operative when one of the following occurs:*

– *The ACT to center tank fuel transfer indication is fully green*

– *The fuel quantity of one ACT decreases (ACT 1, or ACT 2 ◁ if not empty).*

ACT pb-sw. . . . . AUTO

TEST sw. . . . . RELEASE

REFUEL PANEL DOOR. . . . . CLOSE

## 30 MIN AFTER TAKEOFF

ACT pb-sw. . . . . FWD

FUEL SD page. . . . . MONITOR

*Check that the fuel is transferred from the ACTs to the center tank.*

If necessary perform a descent to FL 270.

- **When ACT (both ACTs if two ACTs installed) is empty:**

  ACT pb-sw. . . . . AUTO

Printouts are for information only!



| 28-28-01C | ACT Auto Transfer System (Fuel in the ACT(s) considered as not usable) |
|---|---|

Ident.: 9-MO-28-28-00004926.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**ON GROUND OR IN FLIGHT**

- **When there is less than 3000 kg (6700 lb) of fuel in the center tank:**

  Disregard and clear the FUEL ACT XFR FAULT alert displayed on the EWD.

| 28-28-02C | ACT Transfer Valve |
|---|---|

Ident.: 9-MO-28-28-00004927.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**ON GROUND OR IN FLIGHT**

- **When there is less than 3000 kg (6700 lb) of fuel in the center tank:**

  Disregard and clear the FUEL ACT XFR FAULT alert displayed on the EWD.

| 28-28-05A | ACT Inward Pressure Relief Valve |
|---|---|

Ident.: 9-MO-28-28-00004928.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**DURING COCKPIT PREPARATION**

1. The refuel panel door must be open to check the operation of the manual transfer on the ground using the FUEL SD page . Establish ground communications and ensure that the refuel panel door is open during following check and closed after the check is done.
2. The manual transfer may be performed only if the center tank is not full (center tank high level sensor dry). If the center tank is full, the high level sensor may be overridden by keeping pressed in the HI LVL pb test of the refuel panel. When the high level sensor is overridden, take care to not overfill the center tank. Otherwise, fuel may spill out from the surge tanks.

– ACT pb-sw. . . . . FWD
– On the FUEL SD page , check that the fuel is transferred from one ACT (from the ACT 2 if the ACT 2 is installed and not empty) to the center tank.
– ACT pb-sw. . . . . AUTO

**AT TOP OF CLIMB**

Check that the fuel is transferred from the ACTs to the center tank.

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- **If the automatic transfer has not started:**
  - **After 30 min of flight:**
    - ACT pb-sw. . . . . FWD
    - If necessary perform a descent to FL 270.
- **When ACT (both ACTs if two ACTs installed) is empty:**

  ACT pb-sw. . . . . AUTO

| 28-28-06A | ACT Vent Valve (Manual transfer from the ACT(s) to the center tank operative) |
|---|---|

Ident.: 9-MO-28-28-00004929.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

*Refer to OpsProc ACT Auto Transfer System (Manual transfer from the ACT(s) to the center tank operative)*

| 28-28-06B | ACT Vent Valve (Fuel in the ACT(s) considered as not usable) |
|---|---|

Ident.: 9-MO-28-28-00004930.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**ON GROUND OR IN FLIGHT**

- **When there is less than 3000 kg (6700 lb) of fuel in the center tank:**

  Disregard and clear the FUEL ACT XFR FAULT alert displayed on the EWD.

| 28-28-09C | ACT 1 Inlet Valve |
|---|---|

Ident.: 9-MO-28-28-00004931.0000001 / 14 SEP 2022
**Criteria: A321 (-AEUA)**
**Applicable to: D-AEUA**

**ON GROUND OR IN FLIGHT**

- **When there is less than 3000 kg (6700 lb) of fuel in the center tank:**

  Disregard and clear the FUEL ACT XFR FAULT alert displayed on the EWD.

Printouts are for information only!



| 28-29-01A | APU LP Fuel Valve |
|---|---|

Ident.: 9-MO-28-29-00004932.0000001 / 28 JUN 2022
**Applicable to: ALL**

## 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*.

Printouts are for information only!



| 28-50-01A | Fuel Quantity Indicating Computer (FQIC) Channel |
|---|---|

Ident.: 9-MO-28-50-00004933.0000001 / 28 JUN 2022
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

1. Ensure that correct weights are entered in the FMGC associated with the affected FQIC channel.
2. In the case of failure in-flight of the remaining FQIC channel, all fuel quantities indications on the EWD are lost.

Printouts are for information only!



| 29-07-07A | System Label Indication on the HYD SD page |
|---|---|

Ident.: 9-MO-29-07-00004934.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

*Note:* *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

– YELLOW ELEC PUMP pb-sw. . . . . .ON
– BLUE ELEC PUMP pb-sw. . . . . AUTO
– BLUE PUMP OVRD pb-sw. . . . . ON
– PTU pb-sw. . . . . .AUTO
– Move the CAPT stick left or right.
– On the F/CTL SD page , check the pairs of spoilers movement.
– YELLOW ELEC PUMP pb-sw. . . . . Off
– BLUE PUMP OVRD pb-sw. . . . . .OFF

| 29-07-08A | System Pressure Indication on the HYD SD page |
|---|---|

Ident.: 9-MO-29-07-00004935.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

*Note:* *If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

■ **If the blue system pressure indication is inoperative:**

Check of the system label:

– On the HYD SD page , check that the BLUE system label is amber.
– BLUE ELEC PUMP pb-sw. . . . . AUTO
– BLUE PUMP OVRD pb-sw. . . . . .ON
– On the HYD SD page , check that the BLUE system label is white and that the arrow is green.
– BLUE PUMP OVRD pb-sw. . . . . Off

Printouts are for information only!



- **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.*

Printouts are for information only!



| 29-09-03A | HYD G(Y) ENG 1(2) PUMP LO PR **Alert** |
|---|---|

Ident.: 9-MO-29-09-00004936.0000001 / 28 JUN 2022
**Applicable to: ALL**

## AFTER ENGINE START

Check of the engines pumps:

– PTU pb-sw. . . . . OFF
– On the HYD SD page , check that the green and the yellow hydraulic systems pressures are correct.

*A correct pressure is 3000 PSI (± 200 PSI).*

– PTU pb-sw. . . . . AUTO

*Note: On the HYD SD page , the PTU remains indicated running .*

## TAXI

*Note: Due to a false HYD G(Y) ENG 1(2) PUMP LO PR alert displayed on the EWD, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO.*

*Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST except a false HYD G(Y) ENG 1(2) PUMP LO PR alert.*

| CAUTION | The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert except a false HYD G(Y) ENG 1(2) PUMP LO PR alert. |
|---|---|

| 29-09-07A | HYD PTU FAULT **Alert** |
|---|---|

Ident.: 9-MO-29-09-00004937.0000001 / 28 JUN 2022
**Applicable to: ALL**

## DURING COCKPIT PREPARATION

*Note: If the Yellow Electric Pump is not available:*
- *Pressurize the Yellow Hydraulic System with:*
  - *A Ground cart, or with*
  - *The Yellow Engine 2 Pump with the Engine 2 running.*
- *Replace any action on the YELLOW ELEC PUMP pb-sw by a similar action on the Ground Cart or on the YELLOW ENG 2 PUMP pb-sw in the following procedure.*

Check of the PTU:

– YELLOW ELEC PUMP pb-sw. . . . . ON
– PTU pb-sw. . . . . AUTO
– On the HYD SD page , check that the green hydraulic system pressure indication is green.

*If the green hydraulic system pressure indication is not available, check on the HYD SD page that the GREEN system label is white and the arrow is green.*

– YELLOW ELEC PUMP pb-sw. . . . . Off

Printouts are for information only!



| 29-10-03A | Blue System Electric Pump |
|---|---|

Ident.: 9-MO-29-10-00004938.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING PRELIMINARY COCKPIT PREPARATION**

- **If the blue electric pump continuously runs:**

  At electrical power supply application:

  BLUE ELEC PUMP pb-sw. . . . . OFF

**AFTER ENGINE START**

BLUE ELEC PUMP pb-sw. . . . . AUTO

- **If the blue electric pump does not automatically start:**
  - BLUE PUMP OVRD pb-sw. . . . . ON
  - On the HYD SD page , check that the blue hydraulic circuit pressure is available.

**AFTER ENGINE SHUTDOWN**

BLUE ELEC PUMP pb-sw. . . . . OFF

Printouts are for information only!



| 29-23-01A | Power Transfer Unit (PTU) |
|---|---|

Ident.: 9-MO-29-23-00004939.0000001 / 28 JUN 2022
**Applicable to: ALL**

## AFTER ENGINE START

Check of the PTU operation:

– GREEN ENG 1 PUMP pb-sw. . . . . OFF
– On the HYD SD page , check that the green system pressure is correct.

*A correct pressure is 3000 PSI (± 200 PSI).*

– GREEN ENG 1 PUMP pb-sw. . . . . On
– YELLOW ENG 2 PUMP pb-sw. . . . . OFF
– YELLOW ELEC PUMP pb-sw. . . . . Off
– On the HYD SD page , check that the yellow system pressure is correct.

*A correct pressure is 3000 PSI (± 200 PSI).*

– YELLOW ENG 2 PUMP pb-sw. . . . . On

*Note:*

1. *The PTU pressurizes the system to a nominal value of 3000 PSI (± 200 PSI), but if no consumers are operated the pressure is not constant. The PTU operates in a cycle which keeps the pressure in the hydraulic systems between 2100 PSI and 3200 PSI.*
2. *For passengers comfort, the PTU may be set to OFF during the taxi after landing provided that both engines hydraulic pumps are operative and running. The PTU must be set back to AUTO before leaving the aircraft.*

Printouts are for information only!



| 29-24-01A | Yellow System Electric Pump |
|---|---|

Ident.: 9-MO-29-24-00004940.0000001 / 28 JUN 2022
**Applicable to: ALL**

**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.*

Printouts are for information only!



# ANTI ICE OVERHEAD PANEL

| 30-01-01-03A | ANTI ICE WING pb-sw FAULT light |
|---|---|

Ident.: 9-MO-30-01-01-00004941.0000001 / 28 JUN 2022
**Applicable to: ALL**

## DURING COCKPIT PREPARATION

Check of the anti-ice "arrow" symbol:

- Make sure that a bleed air supply system is available.
- ANTI ICE WING pb-sw. . . . . ON
- On the BLEED SD page , check that the anti-ice "arrow" symbols are displayed amber and disappear after 30 s.
- ANTI ICE WING pb-sw. . . . . Off

Printouts are for information only!



| 30-09-01A | ANTI ICE ENG 1(2) CTL FAULT Alert |
|---|---|

Ident.: 9-MO-30-09-00004942.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## 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 TOPA/LAPA performance calculation.

*Note: In the LH 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

Printouts are for information only!



| 30-11-01A | Wing Anti-Ice Control Valve |
|---|---|

Ident.: 9-MO-30-11-00004943.0000100 / 14 SEP 2022
**Criteria: A321 (-AEUA, -AEUC)**
**Applicable to: D-AEUA, D-AEUC**

## FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

| Zp (ft) | 5000 | 10000 | 15000 | 20000 | 25000 | 30000 | 35000 | 40000 |
|---|---|---|---|---|---|---|---|---|
| **Fuel penalties** | 4.5 % | 4.0 % | 5.0 % | 4.0 % | 4.0 % | 3.5 % | 3.0 % | 2.5 % |

Single engine cruise:

Decrease drift down ceilings by:

500 ft when OAT ≤ ISA

2500 ft when OAT >ISA

Approach climb performance:

- **When the engine bleed air supply system is closed:**

  No penalty.

- **When the engine bleed air supply system is open:**

  Maximum climb limiting weight reductions are applied by TOPA/LAPA 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 ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

## BEFORE ENGINE START

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

*Maintain the X BLEED selector at SHUT during the start of engine 1.*

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD.

Printouts are for information only!



## AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

## IN FLIGHT

If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

## AFTER LANDING

Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

| 30-11-01A | Wing Anti-Ice Control Valve |
|---|---|

Ident.: 9-MO-30-11-00004943.0000200 / 14 SEP 2022
**Criteria: A321 (-AEUI, -AEUJ)**
**Applicable to: D-AEUI, D-AEUJ**

## FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

| Zp (ft) | 5000 | 10000 | 15000 | 20000 | 25000 | 30000 | 35000 | 40000 |
|---|---|---|---|---|---|---|---|---|
| **Fuel penalties** | 4.5 % | 4.0 % | 5.0 % | 4.0 % | 4.0 % | 3.5 % | 3.0 % | 2.5 % |

Single engine cruise:

Decrease drift down ceilings by:

500 ft when OAT ≤ ISA

2500 ft when OAT >ISA

Approach climb performance:

- **When the engine bleed air supply system is closed:**

  No penalty.

- **When the engine bleed air supply system is open:**

  Maximum climb limiting weight reductions are applied by TOPA/LAPA performance calculation.

Printouts are for information only!



**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 ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

**BEFORE ENGINE START**

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

*Maintain the X BLEED selector at SHUT during the start of engine 1.*

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD.

**AFTER TAKEOFF**

- **When above 1500 ft:**

  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

**IN FLIGHT**

If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

**AFTER LANDING**

Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

| 30-11-01A | Wing Anti-Ice Control Valve |
|---|---|

Ident.: 9-MO-30-11-00004943.0000300 / 14 SEP 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**FLIGHT PREPARATION/LIMITATIONS**

Flight planning:

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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 TOPA/LAPA 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 ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

## BEFORE ENGINE START

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

*Maintain the X BLEED selector at SHUT during the start of engine 1.*

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD.

## AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

## IN FLIGHT

If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

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- **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 ANTI ICE R VALVE OPEN procedure displayed on the EWD.

| 30-11-01A | Wing Anti-Ice Control Valve |
|---|---|

Ident.: 9-MO-30-11-00004943.0000400 / 14 SEP 2022
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

**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 TOPA/LAPA 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 ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

Printouts are for information only!



## 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 ANTI ICE R VALVE OPEN alert displayed on the EWD.

## AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

## IN FLIGHT

If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

## AFTER LANDING

Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

| 30-11-01A | Wing Anti-Ice Control Valve |
|---|---|

Ident.: 9-MO-30-11-00004943.0000500 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

## FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Increase fuel consumption by:

| Zp (ft) | 5000 | 10000 | 15000 | 20000 | 25000 | 30000 | 35000 | 40000 |
|---|---|---|---|---|---|---|---|---|
| **Fuel penalties** | 4.5 % | 4.0 % | 6.0 % | 4.5 % | 3.5 % | 2.5 % | 2.5 % | 2.5 % |

Single engine cruise:

Decrease drift down ceilings by:

900 ft when OAT ≤ ISA

3300 ft when OAT >ISA

Approach climb performance:

Printouts are for information only!



- **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 TOPA/LAPA 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 ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

**BEFORE ENGINE START**

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

*Maintain the X BLEED selector at SHUT during the start of engine 1.*

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD.

**AFTER TAKEOFF**

- **When above 1500 ft:**

  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

**IN FLIGHT**

If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

**AFTER LANDING**

Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

Printouts are for information only!



| 30-11-01A | Wing Anti-Ice Control Valve |
|---|---|

Ident.: 9-MO-30-11-00004943.0000600 / 14 SEP 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## 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 ≤ 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 TOPA/LAPA 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 ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

## BEFORE ENGINE START

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

*Maintain the X BLEED selector at SHUT during the start of engine 1.*

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD.

Printouts are for information only!



## AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

## IN FLIGHT

If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

## AFTER LANDING

Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

| 30-11-01A | Wing Anti-Ice Control Valve |
|---|---|

Ident.: 9-MO-30-11-00004943.0000700 / 14 SEP 2022
**Criteria: A320 (-AIQS, -AIQW)**
**Applicable to: D-AIQS, 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 TOPA/LAPA performance calculation.

Printouts are for information only!



## 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 ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

## BEFORE ENGINE START

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

*Maintain the X BLEED selector at SHUT during the start of engine 1.*

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD.

## AFTER TAKEOFF

- **When above 1500 ft:**

  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

## IN FLIGHT

If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

- **In the case of failure of a Bleed Air Supply System:**
  - **If both PACKs are operative:**

    PACK (affected side) pb-sw. . . . . .OFF

## AFTER LANDING

Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

| 30-11-01A | Wing Anti-Ice Control Valve |
|---|---|

Ident.: 9-MO-30-11-00004943.0000800 / 14 SEP 2022
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

## FLIGHT PREPARATION/LIMITATIONS

Flight planning:

Printouts are for information only!



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 TOPA/LAPA 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 ANTI ICE L(R) HI PR alert must not be displayed on the EWD.

**BEFORE ENGINE START**

– Maintain the X BLEED selector at SHUT before engine start when the APU bleed is used.
– Start the engine 1.

*Maintain the X BLEED selector at SHUT during the start of engine 1.*

– Use the CROSS BLEED ENGINE START (*Refer to 2-SUP-ENG Crossbleed Engine Start*) procedure to start the engine 2.
– Apply the procedure associated with the WING ANTI ICE R VALVE OPEN alert displayed on the EWD.

**AFTER TAKEOFF**

- **When above 1500 ft:**

  Apply the automatic recall of the WING ANTI ICE R VALVE OPEN procedure displayed on the EWD.

**IN FLIGHT**

If the wing anti ice is operated in flight, WING ANTI ICE R HI PR alert may be displayed on the EWD.

Printouts are for information only!



- **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 ANTI ICE R VALVE OPEN procedure displayed on the EWD.

Printouts are for information only!



| **30-21-01C**<br>**30-21-01B** | **Engine Anti-Ice Valve** |
|---|---|

Ident.: 9-MO-30-21-00004944.0000100 / 28 JUN 2022
**Criteria: A320 (-AIQS, -AIQW)**
**Applicable to: D-AIQS, 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 TOPA/LAPA performance calculation.

*Note:* *In the LH 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

Printouts are for information only!



| **30-21-01C**<br>**30-21-01B** | **Engine Anti-Ice Valve** |
|---|---|

Ident.: 9-MO-30-21-00004944.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

## GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note:* *In the LH 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

Printouts are for information only!



| **30-21-01C**<br>**30-21-01B** | **Engine Anti-Ice Valve** |
|---|---|

Ident.: 9-MO-30-21-00004944.0000300 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note:* *In the LH 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

Printouts are for information only!



| **30-21-01C**<br>**30-21-01B** | **Engine Anti-Ice Valve** |
|---|---|

Ident.: 9-MO-30-21-00004944.0000400 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

## GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note: In the LH EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".*

Flight planning:

Increase fuel consumption by:

| Zp (ft) | 2 Valves blocked OPEN | 1 Valve blocked OPEN |
|---|---|---|
| **5000** | 7.0 % | 3.5 % |
| **10000** | 5.0 % | 2.5 % |
| **15000** | 5.5 % | 3.0 % |
| **20000** | 4.0 % | 2.0 % |
| **25000** | 4.0 % | 2.0 % |
| **30000** | 3.5 % | 2.0 % |
| **35000** | 3.5 % | 2.0 % |
| **40000** | 3.5 % | 2.0 % |

Single engine cruise:

Decrease drift down ceilings by:

300 ft when OAT ≤ ISA + 5 °C

2400 ft when OAT >ISA + 5 °C

## DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. . . . . ON

Printouts are for information only!



| **30-21-01C**<br>**30-21-01B** | **Engine Anti-Ice Valve** |
|---|---|

Ident.: 9-MO-30-21-00004944.0000500 / 28 JUN 2022
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

## 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 TOPA/LAPA performance calculation.

*Note:* *In the LH EFB PERF takeoff and landing applications, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".*

Flight planning:

Increase fuel consumption by:

| Zp (ft) | 2 Valves blocked OPEN | 1 Valve blocked OPEN |
|---|---|---|
| **5000** | 5.5 % | 3.0 % |
| **10000** | 4.5 % | 2.5 % |
| **15000** | 4.0 % | 2.0 % |
| **20000** | 3.0 % | 1.5 % |
| **25000** | 3.0 % | 1.5 % |
| **30000** | 2.0 % | 1.0 % |
| **35000** | 2.0 % | 1.0 % |
| **40000** | 2.0 % | 1.0 % |

Single engine cruise:

Decrease drift down ceilings by:

400 ft when OAT ≤ ISA + 5 °C

3700 ft when OAT >ISA + 5 °C

## DURING COCKPIT PREPARATION

ANTI ICE ENG (affected) pb-sw. . . . . ON

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| **30-21-01C**<br>**30-21-01B** | **Engine Anti-Ice Valve** |
|---|---|

Ident.: 9-MO-30-21-00004944.0000600 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

## GENERAL INFORMATION

An higher idle speed is set on both engines when an engine anti-ice valve is inoperative in the open position.

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note:* *In the LH 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

Printouts are for information only!



| 30-21-01A | Engine Anti-Ice Valve (Inop in the closed position) |
|---|---|

Ident.: 9-MO-30-21-00004945.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**DURING COCKPIT PREPARATION**

ANTI ICE ENG (affected) pb-sw . . . . . OFF

Printouts are for information only!



| 30-31-01A | PHC (associated probe heating operative) |
|---|---|

Ident.: 9-MO-30-31-00004946.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

Disregard and clear the ANTI ICE CAPT(F/O)(STBY) PROBES alert associated with the CAPT(F/O)(STBY) probe heating, as long as the CAPT(F/O)(STBY) probe heating is well checked operative before the flight.

| 30-31-01B | PHC (F/O PHC inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004947.0000100 / 14 MAY 2024
**Criteria: A319 (-AILB to -AILX)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

**DURING COCKPIT PREPARATION**

AIR DATA selector. . . . . F/O 3

**IN FLIGHT**

- **If icing conditions are encountered:**

  ADR 2 pb-sw. . . . . .OFF

  | *CAUTION* | *When ADR 2 is set to OFF,*<br>*– takeoff in CONF 1+F is not permitted, and*<br>*– maximum landing capability is CAT 3 SINGLE.*<br>*– RVSM operations are not permitted.* |
  |---|---|

  *Note:* *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

  The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

Printouts are for information only!



| 30-31-01B | PHC (F/O PHC inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004947.0000200 / 14 MAY 2024
**Criteria: A319 (-AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILY, D-AIQS, 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,*<br>*– takeoff in CONF 1+F is not permitted, and*<br>*– maximum landing capability is CAT 3 SINGLE.*<br>*– RVSM operations are not permitted.* |
|---|---|

*Note:* *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

| 30-31-01B | PHC (F/O PHC inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004947.0000300 / 14 MAY 2024
**Criteria: A320 (-AIQW)**
**Applicable to: D-AIQW**

**DURING COCKPIT PREPARATION**

AIR DATA selector. . . . . F/O 3

**IN FLIGHT**

- **If icing conditions are encountered:**

  ADR 2 pb-sw. . . . . .OFF

| CAUTION | *When ADR 2 is set to OFF,*<br>*– takeoff in CONF 1+F is not permitted, and*<br>*– 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.

Printouts are for information only!



| 30-31-01B | PHC (F/O PHC inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004947.0000400 / 14 MAY 2024
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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,*<br>*– takeoff in CONF 1+F is not permitted, and*<br>*– maximum landing capability is CAT 3 SINGLE.* |
|---|---|

*Note:* *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

| 30-31-01B | PHC (F/O PHC inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004947.0000500 / 14 MAY 2024
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

**DURING COCKPIT PREPARATION**

AIR DATA selector. . . . . F/O 3

**IN FLIGHT**

- **If icing conditions are encountered:**

  ADR 2 pb-sw. . . . . .OFF

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| CAUTION | *When ADR 2 is set to OFF,*<br>*– takeoff in CONF 1+F is not permitted, and*<br>*– maximum landing capability is CAT 3 SINGLE.* |
|---|---|

Note: *When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

The ADR 2 pb-sw must remain set to OFF for the remainder of the flight.

| 30-31-01C | PHC (STBY PHC inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004948.0000100 / 14 MAY 2024
**Criteria: A319 (-AILB to -AILX)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

**IN FLIGHT**

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

| 30-31-01C | PHC (STBY PHC inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004948.0000200 / 14 MAY 2024
**Criteria: A319 (-AILY) / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AILY, D-AIQS, D-AIQW, D-AIRN**

**IN FLIGHT**

| 30-31-01C | PHC (STBY PHC inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004948.0000300 / 14 MAY 2024
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**IN FLIGHT**

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

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- **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-30-31-00004948.0000400 / 14 MAY 2024
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

**IN FLIGHT**

| 30-31-02A | Pitot Heater |
|---|---|

Ident.: 9-MO-30-31-00004949.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc PHC (F/O PHC inoperative)*

| 30-31-03C | F/O Static Ports Heater |
|---|---|

Ident.: 9-MO-30-31-00004950.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc PHC (F/O PHC inoperative)*

| 30-31-03D | CAPT Static Ports Heater |
|---|---|

Ident.: 9-MO-30-31-00004951.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND OR IN FLIGHT**

Disregard and clear the ANTI ICE capt I(R) STAT alert associated with the CAPT static ports heater(s) inoperative for the dispatch.

| 30-31-04A | Angle of Attack (AOA) Probes Heating (F/O inoperative) |
|---|---|

Ident.: 9-MO-30-31-00007079.0000100 / 14 MAY 2024
**Criteria: A319 (-AILB to -AILX)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

**FLIGHT PREPARATION/LIMITATIONS**

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

  RVSMoperations are not permitted.

Printouts are for information only!



**DURING COCKPIT PREPARATION**

AIR DATA selector. . . . . F/O 3

**IN FLIGHT**

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

| 30-31-04A | Angle of Attack (AOA) Probes Heating (F/O inoperative) |
|---|---|

Ident.: 9-MO-30-31-00007079.0000200 / 14 MAY 2024
**Criteria: A319 (-AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILY, D-AIQS, D-AIRN**

**FLIGHT PREPARATION/LIMITATIONS**

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

  RVSMoperations are not permitted.

**DURING COCKPIT PREPARATION**

AIR DATA selector. . . . . F/O 3

**IN FLIGHT**

| 30-31-04A | Angle of Attack (AOA) Probes Heating (F/O inoperative) |
|---|---|

Ident.: 9-MO-30-31-00007079.0000300 / 14 MAY 2024
**Criteria: A320 (-AIQW)**
**Applicable to: D-AIQW**

**FLIGHT PREPARATION/LIMITATIONS**

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

AIR DATA selector. . . . . F/O 3

**IN FLIGHT**

Printouts are for information only!



| 30-31-04A | Angle of Attack (AOA) Probes Heating (F/O inoperative) |
|---|---|

Ident.: 9-MO-30-31-00007079.0000400 / 14 MAY 2024
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**FLIGHT PREPARATION/LIMITATIONS**

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

AIR DATA selector. . . . . F/O 3

**IN FLIGHT**

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

| 30-31-04A | Angle of Attack (AOA) Probes Heating (F/O inoperative) |
|---|---|

Ident.: 9-MO-30-31-00007079.0000500 / 14 MAY 2024
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

**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**

Printouts are for information only!



| 30-31-04B | Angle of Attack (AOA) Probes Heating (STBY inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004954.0000100 / 14 MAY 2024
**Criteria: A319 (-AILB to -AILX)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

## FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

## IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the CAPT alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE F/O+STBY AOA ECAM procedure.

| 30-31-04B | Angle of Attack (AOA) Probes Heating (STBY inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004954.0000200 / 14 MAY 2024
**Criteria: A319 (-AILY) / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AILY, D-AIQS, D-AIQW, D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

## IN FLIGHT

| 30-31-04B | Angle of Attack (AOA) Probes Heating (STBY inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004954.0000300 / 14 MAY 2024
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## FLIGHT PREPARATION/LIMITATIONS

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

## IN FLIGHT

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

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- **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-30-31-00004954.0000400 / 14 MAY 2024
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

**FLIGHT PREPARATION/LIMITATIONS**

- **If icing conditions are encountered during the flight:**

  Maximum landing capability may be downgraded to CAT 3 SINGLE.

**IN FLIGHT**

| 30-31-04C | Angle of Attack (AOA) Probes Heating (CAPT inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004955.0000100 / 14 MAY 2024
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**DURING COCKPIT PREPARATION**

Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

**IN FLIGHT**

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

Printouts are for information only!



| 30-31-04C | Angle of Attack (AOA) Probes Heating (CAPT inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004955.0000200 / 14 MAY 2024
**Criteria: A320 (-AIZA)**
**Applicable to: D-AIZA**

**DURING COCKPIT PREPARATION**

Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

**IN FLIGHT**

| 30-31-04C | Angle of Attack (AOA) Probes Heating (CAPT inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004955.0000300 / 14 MAY 2024
**Criteria: A319 (-AILB to -AILX)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX**

**DURING COCKPIT PREPARATION**

Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

**IN FLIGHT**

In the case of double failure of the alpha probe heaters, *Refer to 3-A-ICE [QRH] DOUBLE AOA HEAT FAILURE*.

- **In the case of failure of the F/O alpha probe heater:**

  Apply ANTI ICE CAPT+F/O AOA ECAM procedure.

- **In the case of failure of the STBY alpha probe heater:**

  Apply ANTI ICE CAPT+STBY AOA ECAM procedure.

| 30-31-04C | Angle of Attack (AOA) Probes Heating (CAPT inoperative) |
|---|---|

Ident.: 9-MO-30-31-00004955.0000400 / 14 MAY 2024
**Criteria: A319 (-AILY) / A320 (-AIQS, -AIQW) / A321 (-AIRN)**
**Applicable to: D-AILY, D-AIQS, D-AIQW, D-AIRN**

**DURING COCKPIT PREPARATION**

Disregard and clear the ANTI ICE CAPT AOA alert associated with the CAPT AOA probes heating inoperative for dispatch.

**IN FLIGHT**

Printouts are for information only!



| 30-42-01A | Window Heat Computer |
|---|---|

Ident.: 9-MO-30-42-00004956.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **When the PF side is inoperative:**

  Maximum landing capability is CAT 1.

- **When the PM side is inoperative:**

  Maximum landing capability is CAT 3 DUAL.

| 30-42-03A | Windshield Heating |
|---|---|

Ident.: 9-MO-30-42-00004957.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **When the PF side is inoperative:**

  Maximum landing capability is CAT 1.

- **When the PM side is inoperative:**

  Maximum landing capability is CAT 3 DUAL.

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| 30-45-01B | Windshield Wiper |
|---|---|

Ident.: 9-MO-30-45-00004958.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **When the wiper and the rain repellent are inoperative or deactivated on the PF side:**

  Maximum landing capability is CAT 1.

| 30-45-01C | Windshield Wiper continuously running |
|---|---|

Ident.: 9-MO-30-45-00004959.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **If the windshield wiper on the CAPT side is continuously running:**

  ANTI ICE/WIPER/CAPT (122VU X12) C/B. . . . . PULL
  *Pull the C/B when the wiper is in a position that maintains the flight crew's visibility.*

- **If the windshield wiper on the F/O side is continuously running:**

  ANTI ICE/F/O/WIPER (122VU W12) C/B. . . . . PULL
  *Pull the C/B when the wiper is in a position that maintains the flight crew's visibility.*

- **On the PF side, when the wiper is deactivated and the rain repellent is inoperative or not installed :**

  Maximum landing capability is CAT 1.

Printouts are for information only!



| 30-81-03A | Lighting of External Visual Icing Indicator |
|---|---|

Ident.: 9-MO-30-81-00004960.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIZA**

**IN FLIGHT**

- **If icing conditions are expected during night operations:**

  Turn on the engine anti-ice and the wing anti-ice.

Printouts are for information only!



## RCDR OVERHEAD PANEL

| 31-01-01-02A | RCDR-GND CTL pb-sw (Inoperative in the AUTO position) |
|---|---|

Ident.: 9-MO-31-01-01-00004961.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND**

- **Within 5 min after the aircraft is electrically supplied**
  or
  **After the first engine start:**

  CVR TEST pb. . . . . PRESS

| 31-01-01-02B | RCDR-GND CTL pb-sw (Inoperative in the ON position) |
|---|---|

Ident.: 9-MO-31-01-01-00004962.0000001 / 28 JUN 2022
**Applicable to: ALL**

**AFTER LANDING**

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

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

Printouts are for information only!



| 31-07-02A | Permanent Data (TAT, SAT, GLOAD - ALT SEL, UTC, GW) Indications on the SD |
|---|---|

Ident.: 9-MO-31-07-00004963.0000002 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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-31-07-00004963.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW**

**DURING COCKPIT PREPARATION**

Check that the TAT value is operative on the SD permanent data.

- **If the TAT value is not operative:**

  Check that the TAT value is available through the ADR 3.

  *Note: Use the AIR DATA SWITCHING selector to display temporarily the TAT value on the SD.*

**IN FLIGHT**

- **If needed:**

  The TAT value may be displayed through the same action on the AIR DATA SWITCHING selector .

| 31-07-02A | Permanent Data (TAT, SAT, ISA, GLOAD - ALT SEL, UTC, GW) Indications on the SD |
|---|---|

Ident.: 9-MO-31-07-00004963.0000003 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**DURING COCKPIT PREPARATION**

Check that the TAT value is operative on the SD permanent data.

Printouts are for information only!



- **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-31-07-00004963.0000400 / 28 JUN 2022
**Criteria: A320 (-AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZA**

**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 .

Printouts are for information only!



| 31-20-01A | Electrical Clock Indicator |
|---|---|

Ident.: 9-MO-31-20-00004967.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND OR IN FLIGHT**

- **After any electrical power interruption resulting in the loss of the UTC on the SD:**

  Initialize the UTC and the date using the MCDU: *Refer to 12-45-20 GMT/Date Initialization*.

Printouts are for information only!



| 31-53-01A | FLIGHT WARNING COMPUTER (FWC) |
|---|---|

Ident.: 9-MO-31-53-00004969.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 3 SINGLE.

| 31-53-06A | Altitude Alert |
|---|---|

Ident.: 9-MO-31-53-00004970.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **When both altitude alert functions are inoperative:**

  RVSM operations are not permitted.

Printouts are for information only!



| 31-56-06A | STS pb on the ECP |
|---|---|

Ident.: 9-MO-31-56-00004971.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND OR IN FLIGHT**

- **When the STS reminder appears at the bottom of the E/WD, or whenever the flight crew wants to check the STATUS SD page :**
  1. Press the RCL pb to display the cleared alerts
  2. Press the CLR pb as many times as necessary in order to automatically display the STATUS SD page
  3. Press the CLR pb when the STATUS SD page is checked to clear the STATUS SD page .

| 31-56-07A | T.O CONFIG pb on the ECP |
|---|---|

Ident.: 9-MO-31-56-00004972.0000001 / 28 JUN 2022
**Applicable to: ALL**

**BEFORE TAKEOFF**

Check that the aircraft is in the correct takeoff configuration:

– FLAPS/SLATS. . . . . CHECK
– On EWD, check that the FLAPS position corresponds to the position inserted in the MCDU PERF TAKE OFF Page.
– PITCH TRIM. . . . . .CHECK
– Check that the selected pitch trim is in the green band of the pitch trim wheel and corresponds to the value inserted in the MCDU PERF TAKE OFF Page.
– RUDDER TRIM. . . . . CHECK ZERO
– GROUND SPOILERS. . . . . CHECK ARMED
– SIDESTICK PRIORITY light. . . . . .CHECK NO RED
– On the WHEEL SD page , check that the brakes temperature is below 300 °C.
– DOORS. . . . . .CHECK
– On the DOOR/OXY SD page , check that all doors are indicated closed.
– Deselect the DOOR/OXY SD page after the check.

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| 31-63-02A | PFDU 2 |
|---|---|

Ident.: 9-MO-31-63-00004976.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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

  To perform RNP APCH, RNAV 10, RNAV 5, RNAV 1 / RNAV 2, RNP 4, RNP 2 and RNP 1 operations, use the PFD/ND XFR pb to temporary display ND information on the operative DU.

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

  RNPAPCH operations are not permitted.

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

Maximum landing capability is CAT 2.

**ON GROUND OR IN FLIGHT**

PFDU 2 knob. . . . . OFF

| 31-63-03A | NDU 1 |
|---|---|

Ident.: 9-MO-31-63-00004977.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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

  To perform RNP APCH, RNAV 10, RNAV 5, RNAV 1 / RNAV 2, RNP 4, RNP 2 and RNP 1 operations, use the PFD/ND XFR pb to temporary display ND information on the operative DU.

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

  RNPAPCH operations are not permitted.

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

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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-31-63-00004978.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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

  To perform RNP APCH, RNAV 10, RNAV 5, RNAV 1 / RNAV 2, RNP 4, RNP 2 and RNP 1 operations, use the PFD/ND XFR pb to temporary display ND information on the operative DU.

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

  RNPAPCH operations are not permitted.

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

Maximum landing capability is CAT 2.

**ON GROUND OR IN FLIGHT**

NDU 2 knob. . . . . OFF

| 31-63-05A | SDU |
|---|---|

Ident.: 9-MO-31-63-00004979.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND OR IN FLIGHT**

SDU knob. . . . . OFF

Printouts are for information only!



- **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.*

Printouts are for information only!



| 31-68-05A | PFD/ND XFR pb on the Lateral Instrument Panel |
|---|---|

Ident.: 9-MO-31-68-00004980.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

- **On the side where the PFD/ND XFR pb is inoperative:**
  - PFD brightness control knob. . . . . OFF
  - Check that the PFD image is automatically displayed on the NDU.
  - PFD brightness control knob. . . . . On
  - **If the PFD image is not automatically displayed on the NDU:**

    The affected side cannot be used by the Pilot Flying.
- **On the side where the PFD to ND automatic switching is inoperative:**
  - PFD brightness control knob. . . . . OFF
  - EIS DMC SWITCHING selector (Affected side). . . . . CAPT 3 (F/O 3)
  - Check that the PFD image is displayed on the associated NDU.
  - PFD brightness control knob. . . . . On
  - EIS DMC SWITCHING knob (Affected side). . . . . NORM

**IN FLIGHT**

- **If a PFDU fails with no automatic transfer to the associated NDU:**
  - PFD brightness control knob. . . . . OFF
  - EIS DMC SWITCHING selector (Affected side). . . . . CAPT 3 (F/O 3)
  - Check that the PFD image is displayed on the associated NDU.

Printouts are for information only!



| | |
|---|---|
| **32-07-01A**<br>**32-07-01B** | **Brakes Temperature Indication on the WHEEL SD page** |

Ident.: 9-MO-32-07-00004981.0000100 / 14 DEC 2022
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

## 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.

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Determination of the brake energy accumulated during a LANDING :

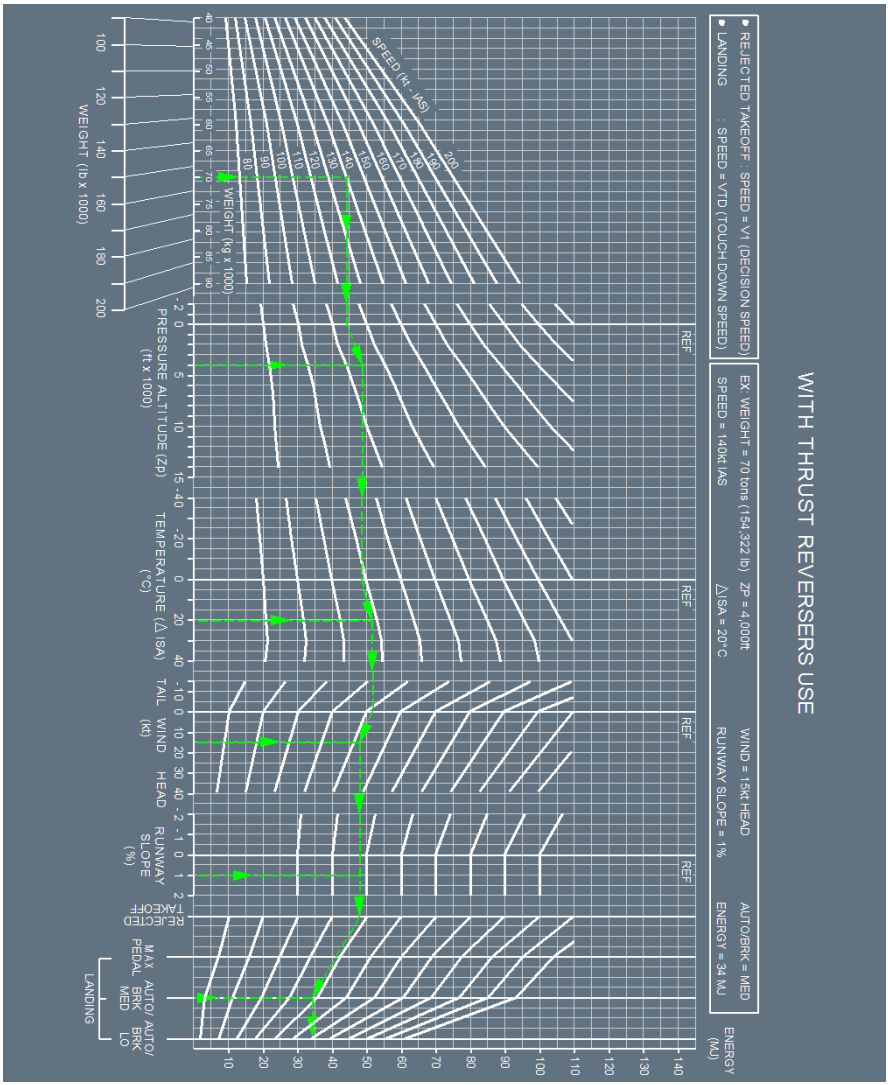
- Enter with the aircraft landing weight, and
- Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.
- Apply airport pressure altitude, temperature, wind and runway slope corrections.
- Correct for brake setting 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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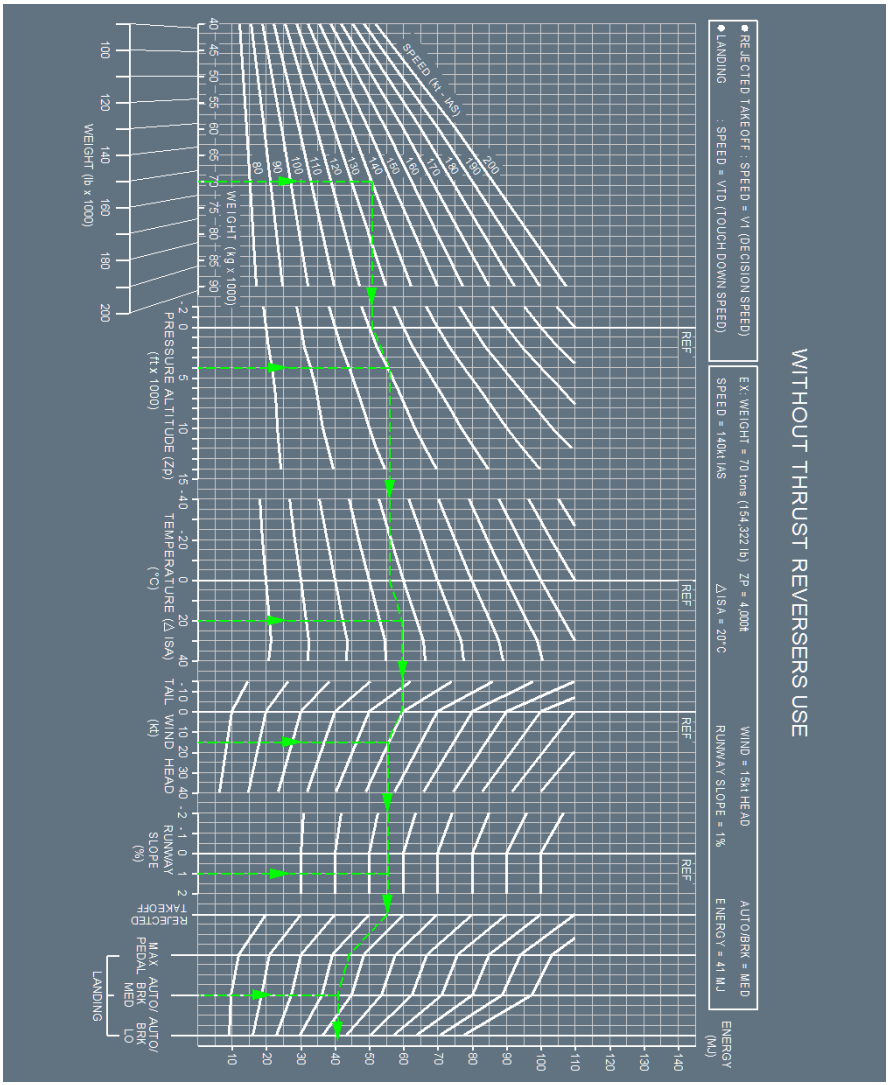
Brake Energy with Thrust Reverser Use



Printouts are for information only!



Brake Energy without Thrust Reverser Use



Printouts are for information only!



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

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EXAMPLE:

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

| GROUND BRAKE COOLING TIME (min) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ENERGY** | **OAT (°C)** | | | | | | | | | | | |
| **(MJ)** | **-50** | **-40** | **-30** | **-20** | **-10** | **0** | **10** | **20** | **30** | **40** | **50** | **55** |
| **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10** | 0 | 0 | 0 | 4 | 9 | 14 | 19 | 23 | 27 | 31 | 35 | 37 |
| | 0 | 0 | 0 | 1 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 |
| **15** | 31 | 35 | 38 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 62 | 64 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 19 |
| **20** | 59 | 62 | 65 | 67 | 70 | 72 | 74 | 77 | 79 | 81 | 83 | 84 |
| | 18 | 19 | 19 | 20 | 21 | 22 | 22 | 23 | 24 | 24 | 25 | 25 |
| **25** | 81 | 83 | 85 | 87 | 89 | 91 | 92 | 94 | 96 | 98 | 99 | 100 |
| | 24 | 25 | 25 | 26 | 27 | 27 | 28 | 28 | 29 | 29 | 30 | 30 |
| **30** | 98 | 99 | 101 | 103 | 104 | 106 | 107 | 109 | 110 | 112 | 113 | 114 |
| | 29 | 30 | 30 | 31 | 31 | 32 | 32 | 33 | 33 | 34 | 34 | 34 |
| **35** | 112 | 113 | 115 | 116 | 117 | 119 | 120 | 121 | 123 | 124 | 125 | 126 |
| | 34 | 34 | 34 | 35 | 35 | 36 | 36 | 36 | 37 | 37 | 38 | 38 |
| **40** | 124 | 125 | 126 | 127 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 |
| | 37 | 37 | 38 | 38 | 39 | 39 | 39 | 40 | 40 | 40 | 41 | 41 |
| **45** | 134 | 135 | 136 | 137 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 145 |
| | 40 | 41 | 41 | 41 | 42 | 42 | 42 | 42 | 43 | 43 | 43 | 44 |
| **50** | 144 | 145 | 146 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 153 |
| | 43 | 43 | 44 | 44 | 44 | 45 | 45 | 45 | 45 | 46 | 46 | 46 |
| **55** | 152 | 153 | 154 | 155 | 155 | 156 | 157 | 158 | 159 | 160 | 160 | 161 |
| | 46 | 46 | 46 | 46 | 47 | 47 | 47 | 47 | 48 | 48 | 48 | 48 |
| **60** | 160 | 160 | 161 | 162 | 163 | 164 | 164 | 165 | 166 | 167 | 167 | 168 |
| | 48 | 48 | 48 | 49 | 49 | 49 | 49 | 50 | 50 | 50 | 50 | 50 |
| **65** | 167 | 167 | 168 | 169 | 170 | 170 | 171 | 172 | 172 | 173 | 174 | 174 |
| | 50 | 50 | 50 | 51 | 51 | 51 | 51 | 52 | 52 | 52 | 52 | 52 |
| **70** | 173 | 174 | 174 | 175 | 176 | 176 | 177 | 178 | 178 | 179 | 180 | 180 |

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| GROUND BRAKE COOLING TIME (min) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENERGY | OAT (°C) | | | | | | | | | | | |
| (MJ) | -50 | -40 | -30 | -20 | -10 | 0 | 10 | 20 | 30 | 40 | 50 | 55 |
| | 52 | 52 | 52 | 53 | 53 | 53 | 53 | 53 | 54 | 54 | 54 | 54 |
| 75 | 179 | 180 | 180 | 181 | 182 | 182 | 183 | 183 | 184 | 185 | 185 | 186 |
| | 54 | 54 | 54 | 54 | 54 | 55 | 55 | 55 | 55 | 55 | 56 | 56 |
| 80 | 185 | 185 | 186 | 186 | 187 | 188 | 188 | 189 | 189 | 190 | 190 | 191 |
| | 55 | 56 | 56 | 56 | 56 | 56 | 56 | 57 | 57 | 57 | 57 | 57 |
| 85 | 190 | 190 | 191 | 191 | 192 | 193 | 193 | 194 | 194 | 195 | 195 | 196 |
| | 57 | 57 | 57 | 57 | 58 | 58 | 58 | 58 | 58 | 58 | 59 | 59 |
| 90 | 195 | 195 | 196 | 196 | 197 | 197 | 198 | 198 | 199 | 199 | 200 | 200 |
| | 58 | 59 | 59 | 59 | 59 | 59 | 59 | 60 | 60 | 60 | 60 | 60 |
| 95 | 199 | 200 | 200 | 201 | 201 | 202 | 202 | 203 | 203 | 204 | 204 | 205 |
| | 60 | 60 | 60 | 60 | 60 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| 100 | 204 | 204 | 205 | 205 | 206 | 206 | 207 | 207 | 208 | 208 | 208 | 209 |
| | 61 | 61 | 61 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 63 | 63 |
| 105 | 208 | 208 | 209 | 209 | 210 | 210 | 211 | 211 | 212 | 212 | 212 | 213 |
| | 62 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 64 | 64 | 64 |
| 110 | 212 | 212 | 213 | 213 | 214 | 214 | 215 | 215 | 215 | 216 | 216 | 216 |
| | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 65 | 65 | 65 | 65 |
| 115 | 216 | 216 | 217 | 217 | 217 | 218 | 218 | 219 | 219 | 219 | 220 | 220 |
| | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 66 | 66 | 66 | 66 | 66 |
| 120 | 219 | 220 | 220 | 221 | 221 | 221 | 222 | 222 | 222 | 223 | 223 | 223 |
| | 66 | 66 | 66 | 66 | 66 | 66 | 67 | 67 | 67 | 67 | 67 | 67 |
| A320 | Messier/Goodrich - 03.01.05 - F476021.txt | | | | | | | | | | | |

## AFTER ENGINE START

- **In the case of a false BRAKES HOT alert displayed on the EWD:**

  EMER CANC pb. . . . . Press

  *Note: In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.*

| CAUTION | *The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.* |
|---|---|

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| | |
|---|---|
| **32-07-01A**<br>**32-07-01B** | **Brakes Temperature Indication on the WHEEL SD page** |

Ident.: 9-MO-32-07-00004981.0000200 / 14 DEC 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## 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.

Printouts are for information only!



Determination of the brake energy accumulated during a LANDING :

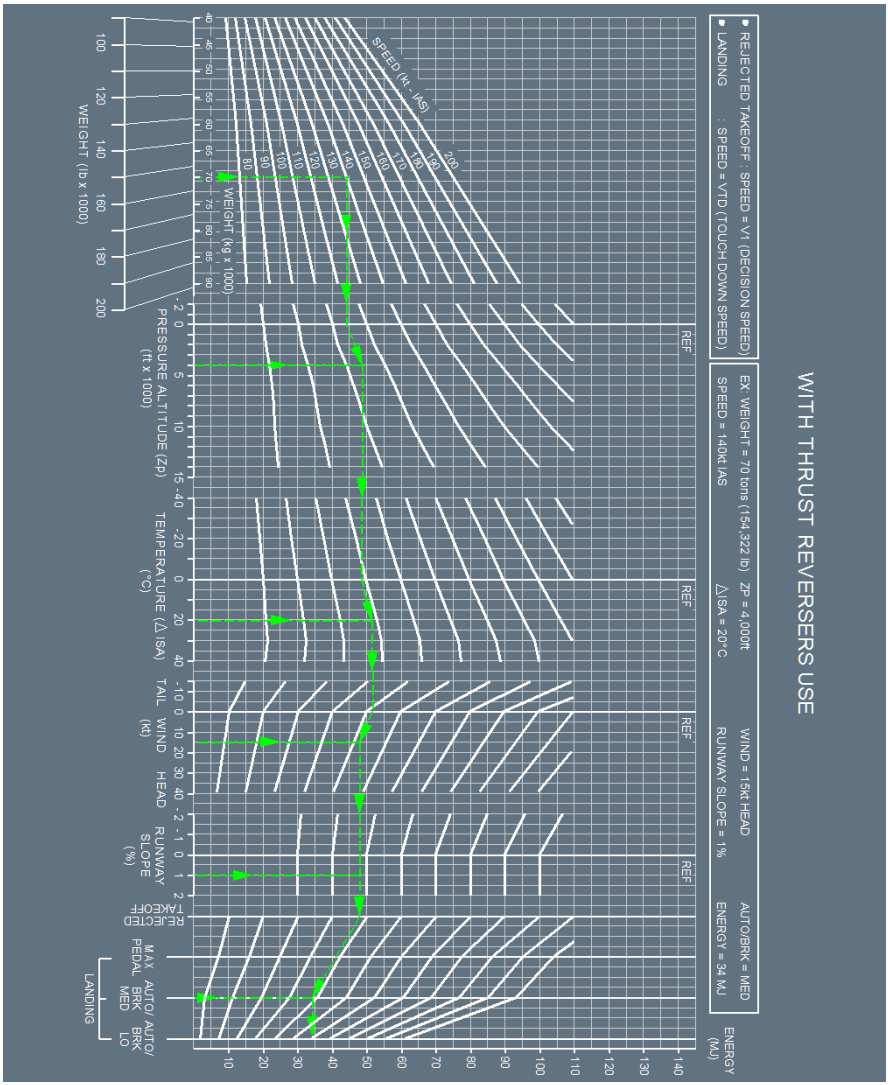
- Enter with the aircraft landing weight, and
- Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.
- Apply airport pressure altitude, temperature, wind and runway slope corrections.
- Correct for brake setting 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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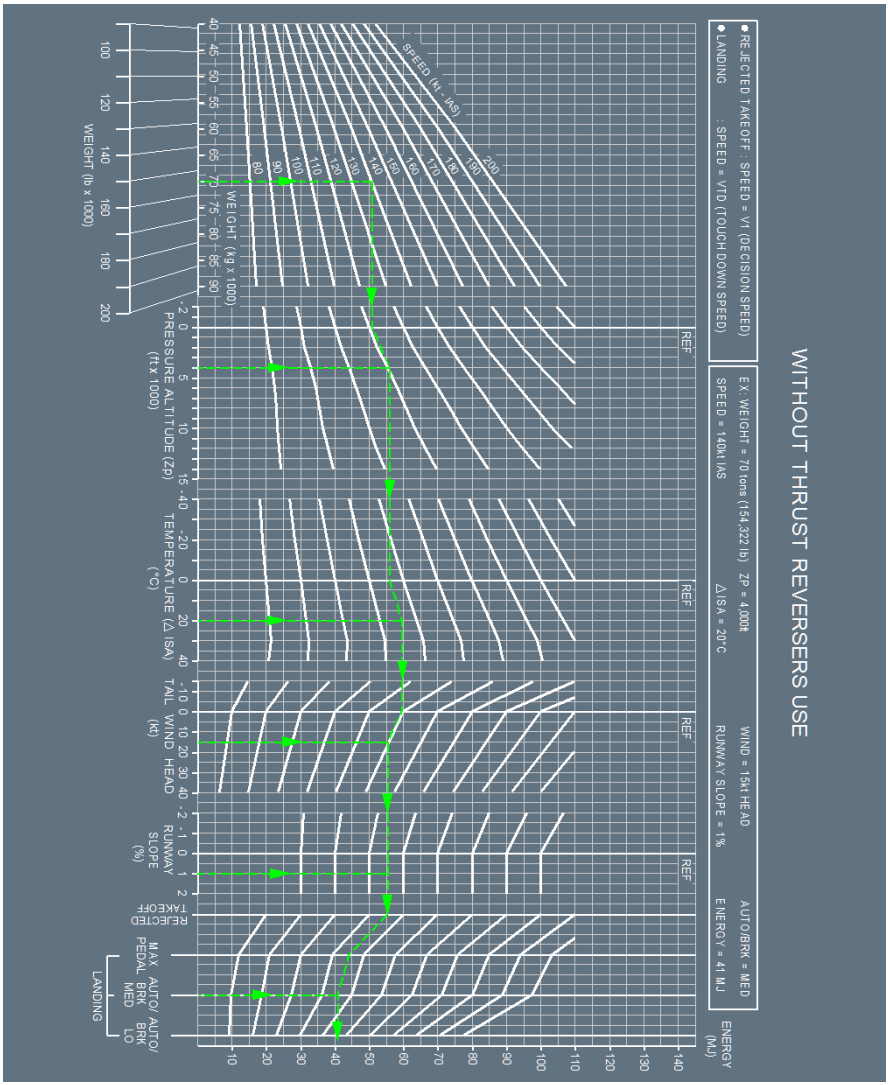


Brake Energy with Thrust Reverser Use



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Brake Energy without Thrust Reverser Use

Printouts are for information only!



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

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EXAMPLE:

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

| GROUND BRAKE COOLING TIME (min) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ENERGY** | **OAT (°C)** | | | | | | | | | | | |
| **(MJ)** | **-50** | **-40** | **-30** | **-20** | **-10** | **0** | **10** | **20** | **30** | **40** | **50** | **55** |
| **0** | 18 | 3 | 6 | 10 | 13 | 16 | 20 | 24 | 30 | 36 | 43 | 47 |
| | 4 | 1 | 2 | 2 | 3 | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| **5** | 48 | 36 | 40 | 43 | 46 | 50 | 54 | 58 | 64 | 70 | 77 | 81 |
| | 9 | 7 | 8 | 9 | 9 | 10 | 10 | 11 | 12 | 14 | 15 | 16 |
| **10** | 68 | 58 | 61 | 65 | 68 | 72 | 76 | 80 | 86 | 92 | 99 | 103 |
| | 13 | 11 | 12 | 13 | 13 | 14 | 15 | 15 | 16 | 18 | 19 | 20 |
| **15** | 83 | 74 | 77 | 81 | 84 | 88 | 92 | 97 | 102 | 109 | 116 | 119 |
| | 16 | 14 | 15 | 16 | 16 | 17 | 18 | 18 | 20 | 21 | 22 | 23 |
| **20** | 95 | 86 | 90 | 94 | 97 | 101 | 105 | 110 | 115 | 121 | 128 | 132 |
| | 18 | 17 | 17 | 18 | 19 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| **25** | 105 | 97 | 101 | 104 | 108 | 112 | 116 | 120 | 126 | 132 | 139 | 143 |
| | 20 | 18 | 19 | 20 | 21 | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| **30** | 114 | 106 | 110 | 114 | 117 | 121 | 125 | 129 | 135 | 141 | 148 | 152 |
| | 22 | 20 | 21 | 22 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| **35** | 122 | 114 | 118 | 121 | 125 | 129 | 133 | 137 | 143 | 149 | 156 | 160 |
| | 23 | 22 | 22 | 23 | 24 | 24 | 25 | 26 | 27 | 28 | 30 | 30 |
| **40** | 129 | 121 | 125 | 128 | 132 | 136 | 140 | 144 | 150 | 156 | 163 | 167 |
| | 24 | 23 | 24 | 24 | 25 | 26 | 26 | 27 | 28 | 30 | 31 | 32 |
| **45** | 135 | 127 | 131 | 135 | 138 | 142 | 146 | 151 | 156 | 163 | 170 | 173 |
| | 26 | 24 | 25 | 26 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 |
| **50** | 141 | 133 | 137 | 140 | 144 | 148 | 152 | 156 | 162 | 168 | 175 | 179 |
| | 27 | 25 | 26 | 27 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 |
| **55** | 146 | 138 | 142 | 146 | 149 | 153 | 157 | 162 | 167 | 174 | 181 | 184 |
| | 28 | 26 | 27 | 28 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 |
| **60** | 150 | 143 | 147 | 151 | 154 | 158 | 162 | 167 | 172 | 179 | 186 | 189 |
| | 28 | 27 | 28 | 29 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 |
| **65** | 155 | 148 | 151 | 155 | 158 | 163 | 166 | 171 | 177 | 183 | 190 | 194 |
| | 29 | 28 | 29 | 29 | 30 | 31 | 31 | 32 | 33 | 35 | 36 | 37 |
| **70** | 159 | 152 | 155 | 159 | 163 | 167 | 171 | 175 | 181 | 187 | 194 | 198 |
| | 30 | 29 | 29 | 30 | 31 | 32 | 32 | 33 | 34 | 35 | 37 | 37 |

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| GROUND BRAKE COOLING TIME (min) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENERGY | OAT (°C) | | | | | | | | | | | |
| (MJ) | -50 | -40 | -30 | -20 | -10 | 0 | 10 | 20 | 30 | 40 | 50 | 55 |
| 75 | 163 | 156 | 159 | 163 | 167 | 171 | 175 | 179 | 185 | 191 | 198 | 202 |
| | 31 | 29 | 30 | 31 | 32 | 32 | 33 | 34 | 35 | 36 | 37 | 38 |
| 80 | 167 | 159 | 163 | 167 | 170 | 174 | 178 | 183 | 189 | 195 | 202 | 206 |
| | 31 | 30 | 31 | 32 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |

## AFTER ENGINE START

- **In the case of a false BRAKES HOT alert displayed on the EWD:**

  EMER CANC pb. . . . . Press

  *Note: In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.*

| CAUTION | *The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.* |
|---|---|

| 32-07-01A<br>32-07-01B | **Brakes Temperature Indication on the WHEEL SD page** |
|---|---|

Ident.: 9-MO-32-07-00004981.0000300 / 14 DEC 2022
**Criteria: A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

The brake energy graph and the brake cooling time table given hereafter permit to determine the ground brake cooling time.

BRAKE ENERGY GRAPH

- **If MAX reverser thrust was selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITH THRUST REVERSERS USE.

- **If MAX reverser thrust was NOT selected for all reversers during the braking phase:**

  Enter the brake energy graph: WITHOUT THRUST REVERSERS USE.

Determination of the brake energy accumulated during a REJECTED TAKEOFF (RTO) :

– Enter with the aircraft takeoff weight (TOW) and with the rejected takeoff speed in kt IAS.

– Apply airport pressure altitude, temperature, wind and runway slope corrections.

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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.

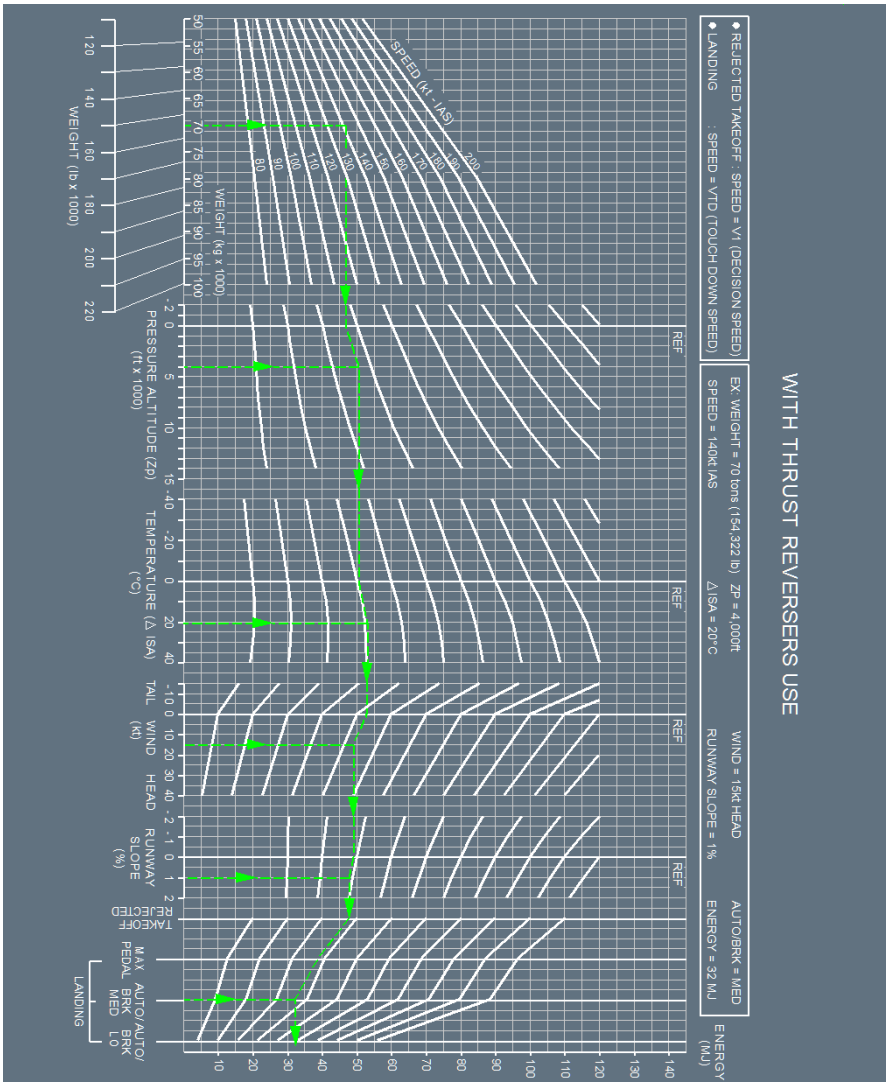
– Correct for brake setting with a preselected autobrake setting (LO, MED) or with MAX PEDAL braking in the other cases.

*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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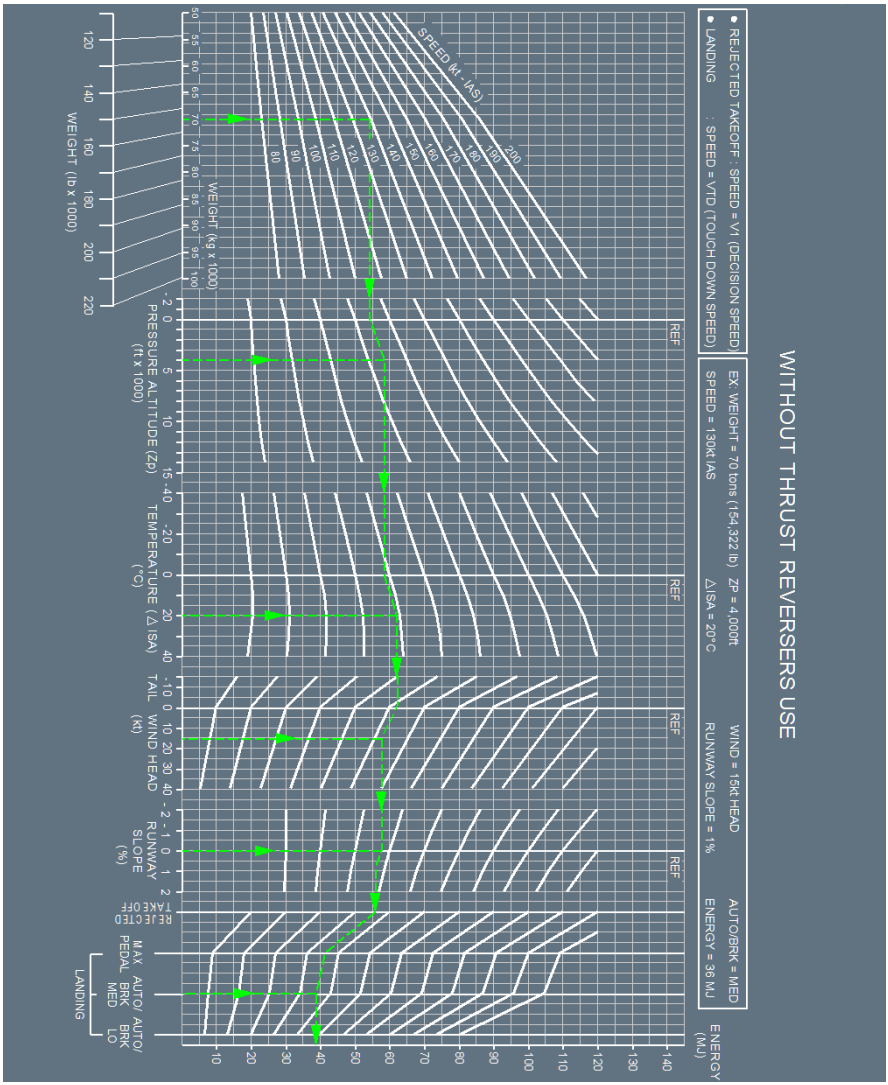
Brake Energy with Thrust Reverser Use



Printouts are for information only!



Brake Energy without Thrust Reverser Use



Printouts are for information only!



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

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EXAMPLE:

Enter the following table with the energy and the OAT to determine the ground brake cooling time.

| GROUND BRAKE COOLING TIME (min) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ENERGY** | **OAT (°C)** | | | | | | | | | | | |
| **(MJ)** | **-50** | **-40** | **-30** | **-20** | **-10** | **0** | **10** | **20** | **30** | **40** | **50** | **55** |
| **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10** | 0 | 0 | 0 | 4 | 9 | 14 | 19 | 23 | 27 | 31 | 35 | 37 |
| | 0 | 0 | 0 | 1 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 |
| **15** | 31 | 35 | 38 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 62 | 64 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 19 |
| **20** | 59 | 62 | 65 | 67 | 70 | 72 | 74 | 77 | 79 | 81 | 83 | 84 |
| | 18 | 19 | 19 | 20 | 21 | 22 | 22 | 23 | 24 | 24 | 25 | 25 |
| **25** | 81 | 83 | 85 | 87 | 89 | 91 | 92 | 94 | 96 | 98 | 99 | 100 |
| | 24 | 25 | 25 | 26 | 27 | 27 | 28 | 28 | 29 | 29 | 30 | 30 |
| **30** | 98 | 99 | 101 | 103 | 104 | 106 | 107 | 109 | 110 | 112 | 113 | 114 |
| | 29 | 30 | 30 | 31 | 31 | 32 | 32 | 33 | 33 | 34 | 34 | 34 |
| **35** | 112 | 113 | 115 | 116 | 117 | 119 | 120 | 121 | 123 | 124 | 125 | 126 |
| | 34 | 34 | 34 | 35 | 35 | 36 | 36 | 36 | 37 | 37 | 38 | 38 |
| **40** | 124 | 125 | 126 | 127 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 |
| | 37 | 37 | 38 | 38 | 39 | 39 | 39 | 40 | 40 | 40 | 41 | 41 |
| **45** | 134 | 135 | 136 | 137 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 145 |
| | 40 | 41 | 41 | 41 | 42 | 42 | 42 | 42 | 43 | 43 | 43 | 44 |
| **50** | 144 | 145 | 146 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 153 |
| | 43 | 43 | 44 | 44 | 44 | 45 | 45 | 45 | 45 | 46 | 46 | 46 |
| **55** | 152 | 153 | 154 | 155 | 155 | 156 | 157 | 158 | 159 | 160 | 160 | 161 |
| | 46 | 46 | 46 | 46 | 47 | 47 | 47 | 47 | 48 | 48 | 48 | 48 |
| **60** | 160 | 160 | 161 | 162 | 163 | 164 | 164 | 165 | 166 | 167 | 167 | 168 |
| | 48 | 48 | 48 | 49 | 49 | 49 | 49 | 50 | 50 | 50 | 50 | 50 |
| **65** | 167 | 167 | 168 | 169 | 170 | 170 | 171 | 172 | 172 | 173 | 174 | 174 |
| | 50 | 50 | 50 | 51 | 51 | 51 | 51 | 52 | 52 | 52 | 52 | 52 |
| **70** | 173 | 174 | 174 | 175 | 176 | 176 | 177 | 178 | 178 | 179 | 180 | 180 |

Printouts are for information only!



| GROUND BRAKE COOLING TIME (min) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ENERGY** | **OAT (°C)** | | | | | | | | | | | |
| **(MJ)** | **-50** | **-40** | **-30** | **-20** | **-10** | **0** | **10** | **20** | **30** | **40** | **50** | **55** |
| | 52 | 52 | 52 | 53 | 53 | 53 | 53 | 53 | 54 | 54 | 54 | 54 |
| **75** | 179 | 180 | 180 | 181 | 182 | 182 | 183 | 183 | 184 | 185 | 185 | 186 |
| | 54 | 54 | 54 | 54 | 54 | 55 | 55 | 55 | 55 | 55 | 56 | 56 |
| **80** | 185 | 185 | 186 | 186 | 187 | 188 | 188 | 189 | 189 | 190 | 190 | 191 |
| | 55 | 56 | 56 | 56 | 56 | 56 | 56 | 57 | 57 | 57 | 57 | 57 |
| **85** | 190 | 190 | 191 | 191 | 192 | 193 | 193 | 194 | 194 | 195 | 195 | 196 |
| | 57 | 57 | 57 | 57 | 58 | 58 | 58 | 58 | 58 | 58 | 59 | 59 |
| **90** | 195 | 195 | 196 | 196 | 197 | 197 | 198 | 198 | 199 | 199 | 200 | 200 |
| | 58 | 59 | 59 | 59 | 59 | 59 | 59 | 60 | 60 | 60 | 60 | 60 |
| **95** | 199 | 200 | 200 | 201 | 201 | 202 | 202 | 203 | 203 | 204 | 204 | 205 |
| | 60 | 60 | 60 | 60 | 60 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| **100** | 204 | 204 | 205 | 205 | 206 | 206 | 207 | 207 | 208 | 208 | 208 | 209 |
| | 61 | 61 | 61 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 63 | 63 |
| **105** | 208 | 208 | 209 | 209 | 210 | 210 | 211 | 211 | 212 | 212 | 212 | 213 |
| | 62 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 64 | 64 | 64 |
| **110** | 212 | 212 | 213 | 213 | 214 | 214 | 215 | 215 | 215 | 216 | 216 | 216 |
| | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 65 | 65 | 65 | 65 |
| **115** | 216 | 216 | 217 | 217 | 217 | 218 | 218 | 219 | 219 | 219 | 220 | 220 |
| | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 66 | 66 | 66 | 66 | 66 |
| **120** | 219 | 220 | 220 | 221 | 221 | 221 | 222 | 222 | 222 | 223 | 223 | 223 |
| | 66 | 66 | 66 | 66 | 66 | 66 | 67 | 67 | 67 | 67 | 67 | 67 |
| **A321** | Messier/Goodrich - 03.01.05 - F476021.txt | | | | | | | | | | | |

**AFTER ENGINE START**

- **In the case of a false BRAKES HOT alert displayed on the EWD:**

  EMER CANC pb. . . . . Press

  *Note: In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.*

| *CAUTION* | *The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.* |
|---|---|

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| | |
|---|---|
| **32-07-01A**<br>**32-07-01B** | **Brakes Temperature Indication on the WHEEL SD page** |

Ident.: 9-MO-32-07-00004981.0000400 / 14 DEC 2022
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

## 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 :

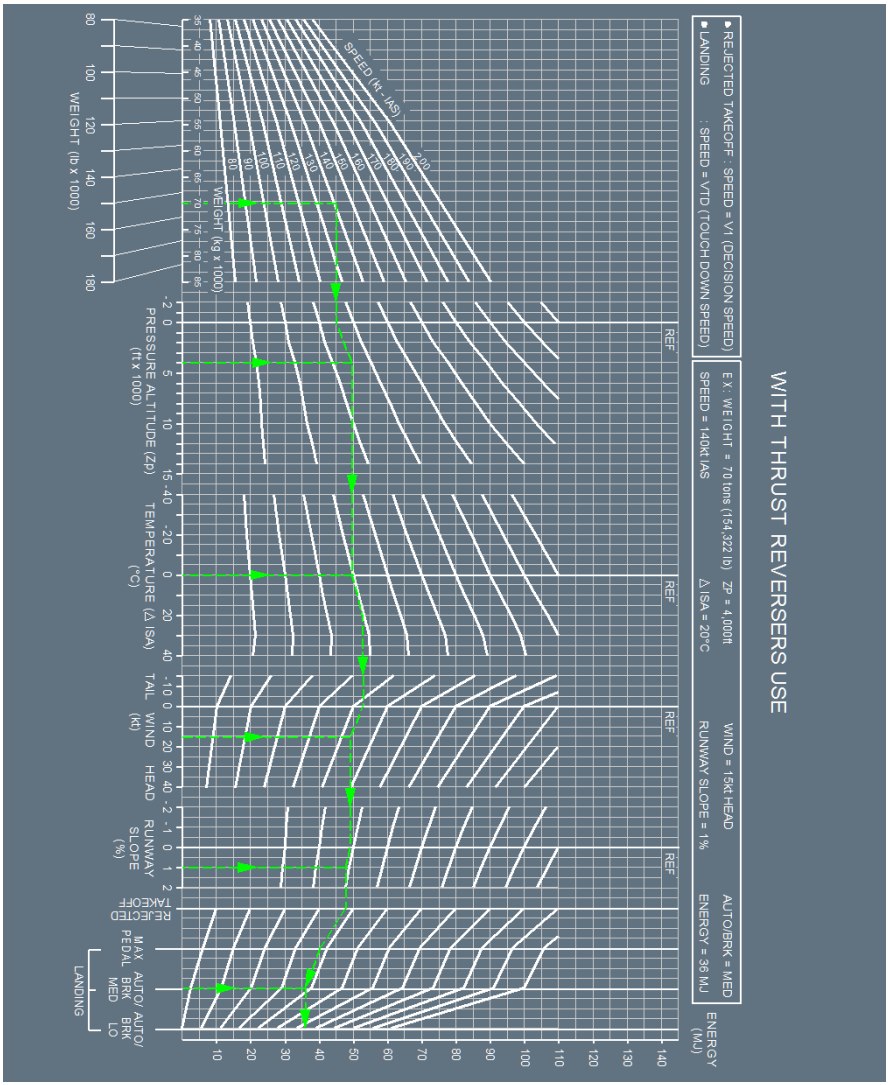
– Enter with the aircraft landing weight, and
– Enter with the touch down speed in kt IAS if the autobrake was selected and applied or with the manual braking speed in kt IAS in the other cases.
– Apply airport pressure altitude, temperature, wind and runway slope corrections.
– Correct for brake setting 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 %.*

Printouts are for information only!



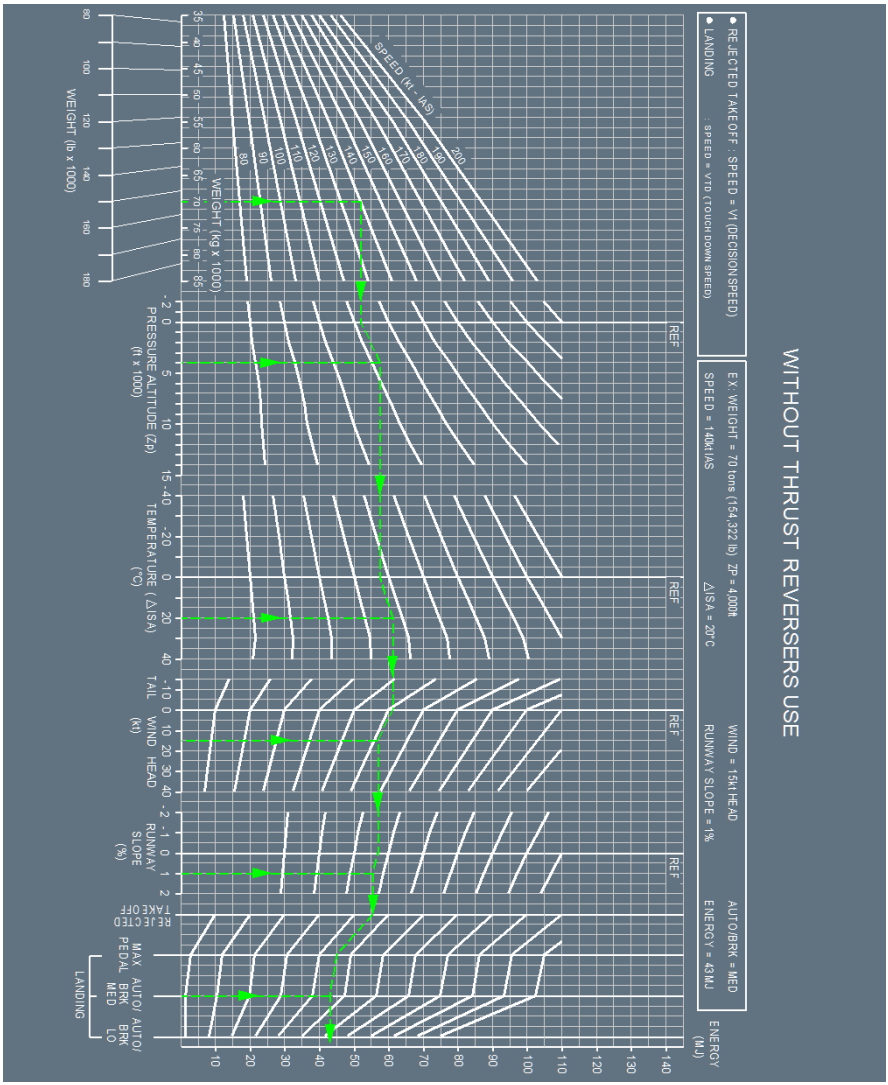
Brake Energy with Thrust Reverser Use



Printouts are for information only!



Brake Energy without Thrust Reverser Use



Printouts are for information only!



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

Printouts are for information only!



Enter the following table with the energy and the OAT to determine the ground brake cooling time.

| GROUND BRAKE COOLING TIME (min) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **ENERGY** | **OAT (°C)** | | | | | | | | | | | |
| **(MJ)** | **-50** | **-40** | **-30** | **-20** | **-10** | **0** | **10** | **20** | **30** | **40** | **50** | **55** |
| **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **10** | 0 | 0 | 0 | 4 | 9 | 14 | 19 | 23 | 27 | 31 | 35 | 37 |
| | 0 | 0 | 0 | 1 | 3 | 4 | 6 | 7 | 8 | 9 | 10 | 11 |
| **15** | 31 | 35 | 38 | 42 | 45 | 48 | 51 | 54 | 57 | 60 | 62 | 64 |
| | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 19 |
| **20** | 59 | 62 | 65 | 67 | 70 | 72 | 74 | 77 | 79 | 81 | 83 | 84 |
| | 18 | 19 | 19 | 20 | 21 | 22 | 22 | 23 | 24 | 24 | 25 | 25 |
| **25** | 81 | 83 | 85 | 87 | 89 | 91 | 92 | 94 | 96 | 98 | 99 | 100 |
| | 24 | 25 | 25 | 26 | 27 | 27 | 28 | 28 | 29 | 29 | 30 | 30 |
| **30** | 98 | 99 | 101 | 103 | 104 | 106 | 107 | 109 | 110 | 112 | 113 | 114 |
| | 29 | 30 | 30 | 31 | 31 | 32 | 32 | 33 | 33 | 34 | 34 | 34 |
| **35** | 112 | 113 | 115 | 116 | 117 | 119 | 120 | 121 | 123 | 124 | 125 | 126 |
| | 34 | 34 | 34 | 35 | 35 | 36 | 36 | 36 | 37 | 37 | 38 | 38 |
| **40** | 124 | 125 | 126 | 127 | 129 | 130 | 131 | 132 | 133 | 134 | 135 | 136 |
| | 37 | 37 | 38 | 38 | 39 | 39 | 39 | 40 | 40 | 40 | 41 | 41 |
| **45** | 134 | 135 | 136 | 137 | 139 | 140 | 141 | 142 | 143 | 144 | 145 | 145 |
| | 40 | 41 | 41 | 41 | 42 | 42 | 42 | 42 | 43 | 43 | 43 | 44 |
| **50** | 144 | 145 | 146 | 146 | 147 | 148 | 149 | 150 | 151 | 152 | 153 | 153 |
| | 43 | 43 | 44 | 44 | 44 | 45 | 45 | 45 | 45 | 46 | 46 | 46 |
| **55** | 152 | 153 | 154 | 155 | 155 | 156 | 157 | 158 | 159 | 160 | 160 | 161 |
| | 46 | 46 | 46 | 46 | 47 | 47 | 47 | 47 | 48 | 48 | 48 | 48 |
| **60** | 160 | 160 | 161 | 162 | 163 | 164 | 164 | 165 | 166 | 167 | 167 | 168 |
| | 48 | 48 | 48 | 49 | 49 | 49 | 49 | 50 | 50 | 50 | 50 | 50 |
| **65** | 167 | 167 | 168 | 169 | 170 | 170 | 171 | 172 | 172 | 173 | 174 | 174 |
| | 50 | 50 | 50 | 51 | 51 | 51 | 51 | 52 | 52 | 52 | 52 | 52 |
| **70** | 173 | 174 | 174 | 175 | 176 | 176 | 177 | 178 | 178 | 179 | 180 | 180 |
| | 52 | 52 | 52 | 53 | 53 | 53 | 53 | 53 | 54 | 54 | 54 | 54 |

Printouts are for information only!



| GROUND BRAKE COOLING TIME (min) | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ENERGY | OAT (°C) | | | | | | | | | | | |
| (MJ) | -50 | -40 | -30 | -20 | -10 | 0 | 10 | 20 | 30 | 40 | 50 | 55 |
| 75 | 179 | 180 | 180 | 181 | 182 | 182 | 183 | 183 | 184 | 185 | 185 | 186 |
| | 54 | 54 | 54 | 54 | 54 | 55 | 55 | 55 | 55 | 55 | 56 | 56 |
| 80 | 185 | 185 | 186 | 186 | 187 | 188 | 188 | 189 | 189 | 190 | 190 | 191 |
| | 55 | 56 | 56 | 56 | 56 | 56 | 56 | 57 | 57 | 57 | 57 | 57 |
| 85 | 190 | 190 | 191 | 191 | 192 | 193 | 193 | 194 | 194 | 195 | 195 | 196 |
| | 57 | 57 | 57 | 57 | 58 | 58 | 58 | 58 | 58 | 58 | 59 | 59 |
| 90 | 195 | 195 | 196 | 196 | 197 | 197 | 198 | 198 | 199 | 199 | 200 | 200 |
| | 58 | 59 | 59 | 59 | 59 | 59 | 59 | 60 | 60 | 60 | 60 | 60 |
| 95 | 199 | 200 | 200 | 201 | 201 | 202 | 202 | 203 | 203 | 204 | 204 | 205 |
| | 60 | 60 | 60 | 60 | 60 | 61 | 61 | 61 | 61 | 61 | 61 | 61 |
| 100 | 204 | 204 | 205 | 205 | 206 | 206 | 207 | 207 | 208 | 208 | 208 | 209 |
| | 61 | 61 | 61 | 62 | 62 | 62 | 62 | 62 | 62 | 62 | 63 | 63 |
| 105 | 208 | 208 | 209 | 209 | 210 | 210 | 211 | 211 | 212 | 212 | 212 | 213 |
| | 62 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 63 | 64 | 64 | 64 |
| 110 | 212 | 212 | 213 | 213 | 214 | 214 | 215 | 215 | 215 | 216 | 216 | 216 |
| | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 65 | 65 | 65 | 65 |
| 115 | 216 | 216 | 217 | 217 | 217 | 218 | 218 | 219 | 219 | 219 | 220 | 220 |
| | 65 | 65 | 65 | 65 | 65 | 65 | 65 | 66 | 66 | 66 | 66 | 66 |
| 120 | 219 | 220 | 220 | 221 | 221 | 221 | 222 | 222 | 222 | 223 | 223 | 223 |
| | 66 | 66 | 66 | 66 | 66 | 66 | 67 | 67 | 67 | 67 | 67 | 67 |
| A319 | Messier/Goodrich - 03.01.05 - F476021.txt | | | | | | | | | | | |

## AFTER ENGINE START

- **In the case of a false BRAKES HOT alert displayed on the EWD:**

  EMER CANC pb. . . . . Press

  *Note: In the case of a false BRAKES HOT alert due to a faulty BTMU or a faulty BSCU, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line in the T.O MEMO. Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.*

| CAUTION | *The T.O CONFIG TEST pb must be maintained pressed to check that there is no alert.* |
|---|---|

Printouts are for information only!



| 32-07-03A | L/G Doors Position Indication on the WHEEL SD page |
|---|---|

Ident.: 9-MO-32-07-00004982.0000001 / 28 JUN 2022
**Applicable to: ALL**

**IN FLIGHT**

MAX SPEED. . . . . 250 kt or M 0.60

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| 32-09-01C | BRAKES-N/WS MINOR FAULT **Alert (Alternate braking checked operative)** |
|---|---|

Ident.: 9-MO-32-09-00004983.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## 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

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| 32-31-01A | Landing Gear Control and Interface Unit (LGCIU) |
|---|---|

Ident.: 9-MO-32-31-00004984.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**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.

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| SYSTEMS | CONSEQUENCES | PROCEDURE |
|---|---|---|
| **AVNCS VENT (on ground)** | • The system remains in closed circuit configuration.<br>• The ground cooling system ⋖ is inoperative. | • Time limitations on ground for ELEC PWR supply:<br>– OAT ≤ 43 °C: No Limitation<br>– 44 °C ≤ OAT ≤ 52 °C: 3 h<br>– OAT ≥ 53 °C: 30 min<br>• Check that the air conditioning system is operative. |
| **HYD (on ground)** | The PTU runs after the first engine start until the second engine is started. | |
| | The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off. | |
| **TPIS** ⋖ | The WHEEL TYRE LO PR alert threshold is set to flight level. | |
| **ATC 2 (on ground)** | The ATC 2 is not inhibited. | On ground, set the ATC selector to SYS 1. |
| **LIGHTS** | The strobe lights ⋖ are not inhibited on ground when set to AUTO. | On ground, set the STROBE sw to OFF. |
| | On ground, with flaps retracted, logo lights do not come on. | |
| | The taxi light , the runway turn-off light , and the takeoff light are inoperative on ground and in flight. | |
| **ELEC (on ground)** | When only the APU generator or the GPU supplies the aircraft, the main galleys are not supplied. | |
| **ENG 2 (on ground)** | The FADEC supply is continuously on. | |
| | The automatic start abort is inoperative. | Use the MAN START procedure. *Refer to 2-SUP-ENG Manual Engine Start - Procedure* |
| | ENG 2 START FAULT alert associated with HUNG START subtitle may trigger during manual ENG 2 start. | The flight crew may attempt another manual engine start using the following procedure: |

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| SYSTEMS | CONSEQUENCES | PROCEDURE |
|---|---|---|
| | | • **Before ENG 2 start, PUSH the following C/Bs:**<br>– HYDRAULIC/LGCIU/SYS2 (121VU Q35) C/B<br>– LGCIU/BAT SPLY/SYS2 (121VU R33) C/B<br>■ **If ENG 2 start is successful, PULL the following C/Bs:**<br>– HYDRAULIC/LGCIU/SYS2 (121VU Q35) C/B<br>– LGCIU/BAT SPLY/SYS2 (121VU R33) C/B<br>■ **If ENG 2 start is not successful:**<br>Report the "no start condition" to maintenance for appropriate action. |
| | The minimum idle is inoperative when slats/flaps are extended. | *Refer to OpsProc Minimum Idle on Ground* |
| | When FLX TO is selected, MCT thrust is set. | Use the TOGA for takeoff. |
| | The thrust reverser is inoperative. | *Refer to OpsProc Thrust Reverser* |
| | The BUMP function ⧏ is inoperative. | Do not use the BUMP function. |
| **SLATS (on ground)** | The slats are slow from 1 to 0. | |
| **AIR COND (on ground)** | Both air conditioning packs ram air inlet do not close. | |
| **WING A ICE (on ground)** | On ground, when set to ON, the WING A ICE valve do not close at the end of the test sequence (30 s).<br>The WING A.ICE OPEN ON GND alert will be displayed on the EWD. | |
| **ADIRU and AVNCS VENT alert** | The horn and the light are inoperative. | |
| **WATER SERVICING (on ground)** | The preselect water servicing is inoperative. | |
| **CARGO DOOR (FWD and AFT)** | Only the manual control is operative. | |

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| SYSTEMS | CONSEQUENCES | PROCEDURE |
|---|---|---|
| **RECORDERS (on ground)** | The CVR test and the CVR erase functions are inoperative.<br>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.<br>• The L/G LGCIU 2 FAULT alert is diplayed on the EWD. | |
| **FTIS ⋖** | FTIS ⋖ is inoperative. | |
| **NAV PRED W/S System ⋖** | The Predictive Windshear Detection System ⋖ is inoperative. | |

**IN FLIGHT**

- **In the case of loss of the LGCIU 1:**

  AP and FD are lost.

  Maximum landing capability is CAT 1.

| 32-31-01A | Landing Gear Control and Interface Unit (LGCIU) |
|---|---|

Ident.: 9-MO-32-31-00004984.0000200 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.

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| SYSTEMS | CONSEQUENCES | PROCEDURE |
|---|---|---|
| **AVNCS VENT (on ground)** | • The system remains in closed circuit configuration.<br>• The ground cooling system ⋘ is inoperative. | • Time limitations on ground for ELEC PWR supply:<br>– OAT ≤ 43 °C: No Limitation<br>– 44 °C ≤ OAT ≤ 52 °C: 3 h<br>– OAT ≥ 53 °C: 30 min<br>• Check that the air conditioning system is operative. |
| **HYD (on ground)** | The PTU runs after the first engine start until the second engine is started. | |
| | The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off. | |
| **TPIS ⋘** | The WHEEL TYRE LO PR alert threshold is set to flight level. | |
| **ATC 2 (on ground)** | The ATC 2 is not inhibited. | On ground, set the ATC selector to SYS 1. |
| **LIGHTS** | The strobe lights ⋘ are not inhibited on ground when set to AUTO. | On ground, set the STROBE sw to OFF. |
| | On ground, with flaps retracted, logo lights do not come on. | |
| | The taxi light , the runway turn-off light , and the takeoff light are inoperative on ground and in flight. | |
| **ELEC (on ground)** | When only the APU generator or the GPU supplies the aircraft, the main galleys are not supplied. | |
| **ENG 2 (on ground)** | The FADEC supply is continuously on. | |
| | The automatic start abort is inoperative. | Use the MAN START procedure. *Refer to 2-SUP-ENG Manual Engine Start - Procedure* |
| | The minimum idle is inoperative when slats/flaps are extended. | *Refer to OpsProc Minimum Idle on Ground* |
| | When FLX TO is selected, MCT thrust is set. | Use the TOGA for takeoff. |
| | The thrust reverser is inoperative. | *Refer to OpsProc Thrust Reverser* |
| | The BUMP function ⋘ is inoperative. | Do not use the BUMP function. |
| **SLATS (on ground)** | The slats are slow from 1 to 0. | |

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| SYSTEMS | CONSEQUENCES | PROCEDURE |
|---|---|---|
| **AIR COND (on ground)** | Both air conditioning packs ram air inlet do not close. | |
| **WING A ICE (on ground)** | On ground, when set to ON, the WING A ICE valve do not close at the end of the test sequence (30 s).<br>The WING A.ICE OPEN ON GND alert will be displayed on the EWD. | |
| **ADIRU and AVNCS VENT alert** | The horn and the light are inoperative. | |
| **WATER SERVICING (on ground)** | The preselect water servicing is inoperative. | |
| **CARGO DOOR (FWD and AFT)** | Only the manual control is operative. | |
| **RECORDERS (on ground)** | The CVR test and the CVR erase functions are inoperative.<br>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.<br>• The L/G LGCIU 2 FAULT alert is diplayed on the EWD. | |
| **FTIS ⋖** | FTIS ⋖ is inoperative. | |
| **NAV PRED W/S System ⋖** | The Predictive Windshear Detection System ⋖ is inoperative. | |

**IN FLIGHT**

- **In the case of loss of the LGCIU 1:**

  AP and FD are lost.

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Maximum landing capability is CAT 1.

| 32-31-02A | Landing Gear Retracting System |
|---|---|

Ident.: 9-MO-32-31-00004985.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to PRO-NOR-SUP-LG_DN FLIGHT WITH GEAR DOWN* and determine the associated performance penalties with the EFB calculation tool.

Note: *In the LH EFB PERF takeoff and landing applications, this corresponds to the MEL item "LANDING GEAR POSITION EXTENDED". In the EFB PERF in-flight application, this corresponds to the NON STD CONF "L/G DISPATCH WITH GEAR DOWN".*

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| 32-32-02A | LGCIU 2 RHL/G Shock Absorber Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004986.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| **PITOTS (on ground)** | The F/O pitot is set to high heating level when the EXT PWR pb is set to OFF. | Keep the EXT PWR pb set to ON until the engine start. |
| **AVNCS VENT (on ground)** | • The system remains in the closed circuit configuration.<br>• The ground cooling system ⏿ is inoperative. | • Time limitations on ground for ELEC PWR supply:<br>– OAT ≤ 43 °C: No limitation<br>– OAT = 52 °C: 3 h<br>– OAT = 61 °C: 30 min<br>• Check that the air conditioning system is operative. |
| **ADIRU and AVNCS VENT alert (on ground)** | The horn and the light are inoperative. | |
| **HYD alerts (on ground)** | The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off. | |
| **WING A/ICE (on ground)** | The wing anti-ice is not inhibited. | On ground, do not set the WING ANTI ICE pb-sw to ON for more that 30 s. If required, set it to ON just before takeoff. |
| **TPIS ⏿ (on ground)** | The WHEEL TYRE LO PR alert threshold is set to flight level. | |
| **ATC 2 (on ground)** | The ATC 2 is not inhibited. | On ground, set the ATC selector to SYS 1. |
| **LIGHTS (on ground)** | The strobe lights ⏿ are not inhibited. | On ground, set the STROBE sw to OFF. |
| | On ground, with flaps retracted, the logo lights do not come on. | |
| **ELEC (on ground)** | When only the APU generator or GPU supplies the aircraft, the main galleys are not supplied. | |
| **ENG 2 (on ground)** | The FADEC supply is continuously on. | |
| | The automatic start abort is inoperative. | Use the MAN START procedure. *Refer to 2-SUP-ENG Manual Engine Start - Procedure* |

Printouts are for information only!



| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| | The minimum idle is inoperative. | *Refer to OpsProc Minimum Idle on Ground* |
| | When FLX TO is selected, MCT thrust is set. | Use the TOGA for takeoff. |
| | The thrust Reverser is inoperative. | *Refer to OpsProc Thrust Reverser* |
| | The BUMP function ⏪ is inoperative. | Do not use the BUMP function. |
| **SLATS (on ground)** | The slats are slow from 1 to 0. | |
| **CARGO DOOR (on ground)** | Only the manual control is operative. | |
| **AIR COND (on ground)** | The air conditioning pack 2 ram air inlet does not close. | |
| **WATER SERVICING (on ground)** | The preselect water servicing is inoperative. | |
| **AIRSTAIRS ⏪ (on ground)** | The airstairs cannot be extended. | |
| **RECORDERS (on ground)** | The CVR test and the CVR erase functions are inoperative.<br>The CVR and the DFDR do not stop after engine shutdown. | |
| **ECAM (in flight and on ground)** | • On the WHEEL SD page , the landing gear position indications associated with the LGCIU 2 are displayed XX.<br>• The L/G LGCIU 2 FAULT alert is displayed on the EWD. | |

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| 32-32-03A | LGCIU 2 LHL/G Shock Absorber Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004987.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| **PITOTS (on ground)** | The CAPT pitot is set to the high heating level when the EXT PWR pb is set to OFF. | Keep the EXT PWR pb set to ON until engine start. |
| **AVNCSVENT (on ground)** | • The system remains in the closed circuit configuration<br>• The ground cooling system ◁ is inoperative. | • Time limitations on ground for ELEC PWR supply:<br>– OAT ≤ 42 °C: No limitation<br>– OAT = 53 °C: 3 h<br>– OAT = 61 °C: 30 min<br>• Check that the air conditioning system is operative. |
| **ADIRU and AVNCSVENT alert (on ground)** | The horn and the light are inoperative. | |
| **HYD alerts (on ground)** | The BLUE ELEC PUMP FAULT light and the YELLOW ENG 2 PUMP FAULT light come on when engines are off. | |
| **TPIS ◁ (on ground)** | The WHEEL TYRE LO PR alert threshold is set to flight level. | |
| **LIGHTS (on ground)** | The strobe lights ◁ are not inhibited. | On ground, set the STROBE sw to OFF. |
| | On ground, with flaps retracted, the logo lights do not come on. | |
| **ELEC (on ground)** | When only the APU generator or GPU supplies the aircraft, the main galleys are not supplied. | |
| **ENG 2 (on ground)** | The FADEC supply is continuously on. | |
| | The automatic start abort is inoperative. | Use the MAN START procedure. *Refer to 2-SUP-ENG Manual Engine Start - Procedure* |
| | The minimum idle is inoperative. | *Refer to OpsProc Minimum Idle on Ground* |
| | When FLX TO selected, MCT thrust is set. | Use the TOGA for takeoff. |
| | The thrust reverser is inoperative. | *Refer to OpsProc Thrust Reverser* |
| | The BUMP function ◁ is inoperative. | Do not use the BUMP function. |
| **SLATS** | The slats are slow from 1 to 0. | |

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| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| **(on ground)** | | |
| **AIR COND**<br>**(on ground)** | The air conditioning pack 1 ram air inlet does not close. | |
| **CARGO DOOR** | Only the manual control is operative. | |
| **WATER SERVIC-ING**<br>**(on ground)** | The preselect water servicing is inoperative. | |
| **RECORDERS**<br>**(on ground)** | The CVR test and the CVR erase functions are inoperative.<br>The CVR and the DFDR do not stop after engine shutdown. | |
| **ECAM**<br>**(in flight and on ground)** | • On the WHEEL SD page , the landing gear position indications associated with the LGCIU 2 are displayed XX.<br>• The L/G LGCIU 2 FAULT alert is displayed on the EWD. | |

## 32-32-04A — LGCIU 2 Nose L/G Shock Absorber Proximity Detector

Ident.: 9-MO-32-32-00004988.0000001 / 28 JUN 2022
**Applicable to: ALL**

### GENERAL INFORMATION

| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| **PITOTS**<br>**(on ground)** | The STBY pitot is set to the high heating level when the EXT PWR pb is set to OFF.<br>If displayed, disregard the ANTI ICE CAPT(F/O) PITOT alert on the EWD when EXT PWR pb is set to OFF. | Keep the EXT PWR pb set to ON until the engine start. |
| **HYD**<br>**(on ground)** | The PTU runs after the first engine start until the second engine is started. | |
| **ENG 2**<br>**(on ground)** | The minimum idle is inoperative when slats/flaps are extended. | |
| **ECAM**<br>**(in flight and on ground)** | For WHEEL SD page and ECAM alert *Refer to OpsProc LGCIU 2 LH L/G Shock Absorber Proximity Detector* "ECAM" line. | |

Printouts are for information only!



| 32-32-05A | LGCIU 2 RHL/G Down Lock Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004989.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| **ENG 2 (on ground)** | REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page . | The REVERSER 2 is still operative. |
| | The minimum idle is inoperative when slats/flaps are extended. | |
| **ECAM (in flight and on ground)** | • On the WHEEL SD page , the landing gear position indications associated with the LGCIU 2 are displayed XX.<br>• The L/G LGCIU 2 FAULT alert is displayed on the EWD. | |

| 32-32-06A | LGCIU 2 LHL/G Down Lock Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004990.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| **BRAKES** | The brakes cooling ⧏ is inoperative. | |
| **ENG 2 (on ground)** | REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page . | The REVERSER 2 is still operative. |
| | The minimum idle is inoperative when slats/flaps are extended. | |
| **ECAM (in flight and on ground)** | • On the WHEEL SD page , the landing gear position indications associated with the LGCIU 2 are displayed XX.<br>• The L/G LGCIU 2 FAULT alert is displayed on the EWD. | |

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| 32-32-07A | LGCIU 2 Nose L/G Down Lock Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004991.0000001 / 23 FEB 2023
**Applicable to: ALL**

## GENERAL INFORMATION

| SYSTEMS | CONSEQUENCES |
|---|---|
| **WBS ⋖ (in flight and on ground)** | The WBS ⋖ is inoperative. |
| **LIGHTS (in flight and on ground)** | The Taxi light and the takeoff light are inoperative. |
| **ECAM (in flight and on ground)** | For WHEEL SD page and ECAM alert *Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line. |

| 32-32-08A | LGCIU 2 RH L/G Up Lock Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004992.0000001 / 23 FEB 2023
**Applicable to: ALL**

## GENERAL INFORMATION

| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| **ENG 2 (on ground)** | REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page . | The thrust Reverser 2 is still operative. |
| | The minimum idle on ground is inoperative when slats/flaps are extended. | |
| **ECAM (in flight and on ground)** | For WHEEL SD page and ECAM alert *Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line. | |

Printouts are for information only!



| 32-32-09A | LGCIU 2 LH L/G Up Lock Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004993.0000001 / 23 FEB 2023
**Applicable to: ALL**

**GENERAL INFORMATION**

| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| **ENG 2 (on ground)** | REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page . | The thrust Reverser 2 is still operative. |
| | The minimum idle on ground is inoperative when slats/flaps are extended. | |
| **ECAM (in flight and on ground)** | For WHEEL SD page and ECAM alert *Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line. | |

| 32-32-10A | LGCIU 2 Nose L/G Up Lock Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004994.0000001 / 23 FEB 2023
**Applicable to: ALL**

**GENERAL INFORMATION**

| SYSTEMS | CONSEQUENCES | PROCEDURES |
|---|---|---|
| **ENG 2 (on ground)** | REVERSER 2 is displayed in the INOP SYS column on the STATUS SD page . | The thrust Reverser 2 is still operative. |
| | The minimum idle on ground is inoperative when slats/flaps are extended. | |
| **ECAM (in flight and on ground)** | For WHEEL SD page and ECAM alert *Refer to OpsProc Landing Gear Control and Interface Unit (LGCIU)* "ECAM" line. | |

| 32-32-11A | LGCIU 2 RHL/G Doors Open Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004995.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc LGCIU 2 RH L/G Up Lock Proximity Detector*

| 32-32-12A | LGCIU 2 LHL/G Doors Open Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004996.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc LGCIU 2 LH L/G Up Lock Proximity Detector*

Printouts are for information only!



| 32-32-13A | LGCIU 2 Nose L/G Doors Open Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004997.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc LGCIU 2 Nose L/G Up Lock Proximity Detector*

| 32-32-14A | LGCIU 2 RHL/G Doors Closed Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004998.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc LGCIU 2 RH L/G Up Lock Proximity Detector*

| 32-32-15A | LGCIU 2 LHL/G Doors Closed Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00004999.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc LGCIU 2 LH L/G Up Lock Proximity Detector*

| 32-32-16A | LGCIU 2 Nose L/G Doors Closed Proximity Detector |
|---|---|

Ident.: 9-MO-32-32-00005000.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc LGCIU 2 Nose L/G Up Lock Proximity Detector*

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| 32-33-01A | Landing Gear Gravity Extension System |
|---|---|

Ident.: 9-MO-32-33-00005001.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to PRO-NOR-SUP-LG_DN FLIGHT WITH GEAR DOWN* and determine the associated performance penalties with the EFB calculation tool.

Note: *In the LH EFB PERF takeoff and landing applications, this corresponds to the MEL item "LANDING GEAR POSITION EXTENDED". In the EFB PERF in-flight application, this corresponds to the NON STD CONF "L/G DISPATCH WITH GEAR DOWN".*

Printouts are for information only!



| 32-42-01A | Main Wheel Brake (One Brake Inop) |
|---|---|

Ident.: 9-MO-32-42-00005002.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 3 Single.

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

Note: *In the LH 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-32-42-00005003.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc Main Wheel Brake (One Brake Inop)*

| 32-42-05A | AUTO/BRK Function |
|---|---|

Ident.: 9-MO-32-42-00005004.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 3 SINGLE.

**BEFORE TAKEOFF**

When T.O MEMO is displayed on the EWD, disregard the line:

AUTO BRK. . . . . MAX (blue)

Printouts are for information only!



| 32-42-06C | Tachometer |
|---|---|

Ident.: 9-MO-32-42-00005005.0000001 / 28 JUN 2022
**Criteria: If BSCU Std. installed L4.10 (information given by trouble shooting)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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 TOPA/LAPA performance calculation.

*Note: In the LH 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 .

Printouts are for information only!



| 32-44-02A | ACCU PRESS Indicator (with BRAKES Pressure Indicator Operative) |
|---|---|

Ident.: 9-MO-32-44-00005006.0000001 / 28 JUN 2022
**Applicable to: ALL**

## DURING COCKPIT PREPARATION

- YELLOW ENG 2 PUMP pb-sw. . . . . OFF
- YELLOW ELEC PUMP pb-sw. . . . . Off
- Move a side stick in pitch and roll until the yellow system pressure indication on the HYD SD page indicates 0.
- PARK BRK handle. . . . . ON
- BRAKES pressure. . . . . CHECK

*On both BRAKES pressure indicators, check that the BRAKES indication is in the upper part of the white zone (around 2500 PSI). If required use the electric pump on the yellow hydraulic system to recharge the brake accumulators.*

| WARNING | *Yellow and green hydraulics systems are pressurized from yellow electric pump. Get ground crew clearance before using the electric pump.* |
|---|---|

- Restore normal settings.

| 32-44-02B | ACCU PRESS Indicator (with WHEEL SD page) |
|---|---|

Ident.: 9-MO-32-44-00005007.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## 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.

Printouts are for information only!



| 32-47-01A | Brake Temperature Monitoring Unit (BTMU) |
|---|---|

Ident.: 9-MO-32-47-00005008.0000001 / 14 DEC 2022
**Applicable to: ALL**

**DURING PRELIMINARY COCKPIT PREPARATION**

HYDRAULIC/BRK/TEMP/DET/UNIT (121VU M37) C/B. . . . . PULL

Determine brake cooling time (*Refer to OpsProc Brakes Temperature Indication on the WHEEL SD page*).

Printouts are for information only!



| 32-48-01B | Brake Fan System (partially available) |
|---|---|

Ident.: 9-MO-32-48-00005009.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND**

- **To deactivate the Brake Fans 1 and 2, apply:**

  HYDRAULIC/BRK FAN/WHEELS/1 AND 2 (121VU L32) C/B. . . . . PULL

- **To deactivate the Brake Fans 3 and 4, apply:**

  HYDRAULIC/BRK FAN/WHEELS/3 AND 4 (121VU L35) C/B. . . . . PULL

Printouts are for information only!



| 32-51-02A | Rudder PEDALS DISC pb |
|---|---|

Ident.: 9-MO-32-51-00005011.0000001 / 28 JUN 2022
**Applicable to: ALL**

The purpose of the procedure is to explain how to perform the flight control check with one or both PEDALS DISC pb failed in the released position.

## GENERAL INFORMATION

- **When the disconnection is not possible on one side:**

  The flight control check can be performed on the operative side.

- **When the disconnection is not possible on both sides:**

  The flight control check must be performed while aircraft is stopped.

  *Note: it is not necessary to set the A/SKID & N/W STRG sw to OFF.*

| 32-51-03A | NWS Electrical Deactivation Box (towing mode is not available when the lever is in the TOWING position) |
|---|---|

Ident.: 9-MO-32-51-00005012.0000001 / 28 JUN 2022
**Applicable to: ALL**

## BEFORE PUSHBACK

A/SKID & N/W STRG selector. . . . . OFF

## AFTER PUSHBACK

A/SKID & N/W STRG selector. . . . . ON

| 32-51-03B | NWS Electrical Deactivation Box (NWS Electrical Deactivation Box de-activated) |
|---|---|

Ident.: 9-MO-32-51-00005013.0000001 / 28 JUN 2022
**Applicable to: ALL**

## DURING COCKPIT PREPARATION

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

  Check that the WHEEL N/W STRG FAULT or WHEEL N.W STEER FAULT alert is not displayed anymore on the EWD.

  If the ECAM alert is still displayed, consider the nosewheel steering inoperative. *Refer to 9-MI-32-51-01 Nose Wheel Steering Control System*.

## BEFORE PUSHBACK

A/SKID & N/W STRG selector. . . . . OFF

Printouts are for information only!



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-32-51-00005014.0000001 / 28 JUN 2022
**Applicable to: ALL**

**BEFORE PUSHBACK**

The parking brake setting must be verbally confirmed between the flight crew and the ground personnel.

Printouts are for information only!



## SIGNS OVERHEAD PANEL

| 33-01-02-02A | AUTO Function of SEAT BELTS SIGN sw |
|---|---|

Ident.: 9-MO-33-01-02-00005017.0000001 / 14 SEP 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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-33-01-02-00005018.0000001 / 14 SEP 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**ON GROUND OR IN FLIGHT**

Set the NO SMOKING sw ON as required.

Printouts are for information only!



## SIGNS OVERHEAD PANEL

| 33-01-02-04A | AUTO Function of RETURN TO SEAT selector ⏪ |
|---|---|

Ident.: 9-MO-33-01-02-00005019.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**DURING COCKPIT PREPARATION**

RETURN TO SEAT selector. . . . . ON

**AFTER TAKEOFF**

RETURN TO SEAT selector. . . . . As required

**DURING APPROACH**

RETURN TO SEAT selector. . . . . ON

| 33-01-02-05A | AUTO Function of DON OXYGEN MASK selector |
|---|---|

Ident.: 9-MO-33-01-02-00005020.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**ON GROUND OR IN FLIGHT**

Set the DON OXYGEN MASK selector ON as required.

Printouts are for information only!



| 33-20-01A | Cabin General Illumination |
|---|---|

Ident.: 9-MO-33-20-00005021.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

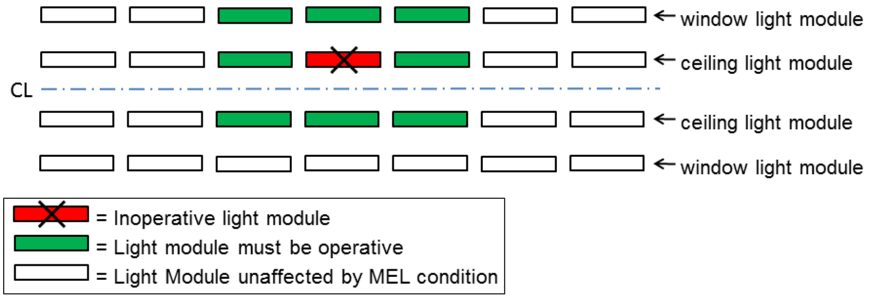
## GENERAL INFORMATION

- **For aircraft equipped with photoluminescent Floor Path Marking System ⋖:**

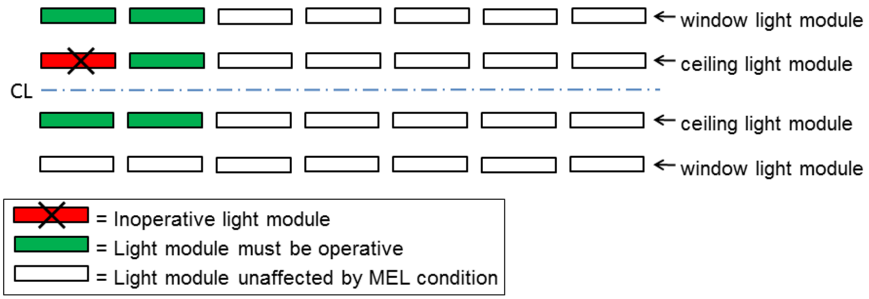
  To ensure the correct charge of the photoluminescent Floor Path Marking System ⋖, a minimum of 50 % of the cabin lighting at 50 % of brightness is required.

### CEILING MODULE AFFECTED

Example inoperative ceiling light module




Example inoperative ceiling light module

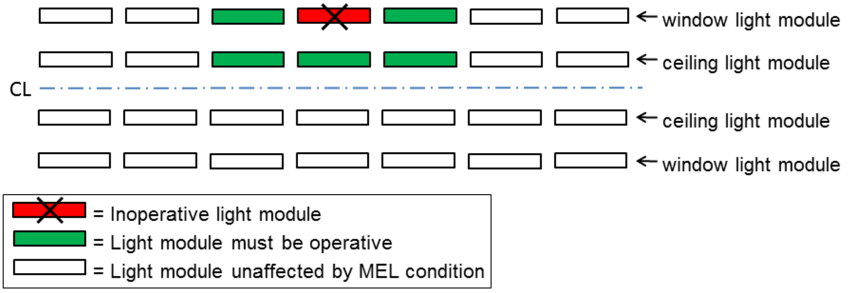


Printouts are for information only!

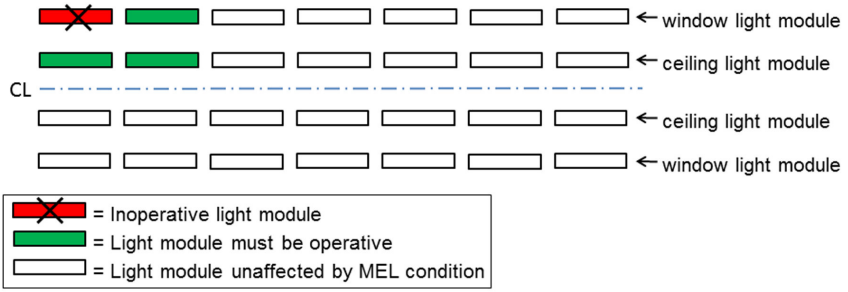


WINDOW (SIDEWALL) MODULE AFFECTED

Example inoperative window (sidewall) light module




Example inoperative window (sidewall) light module




| 33-20-03A | Lavatory Sign (Return to seat) |
|---|---|

Ident.: 9-MO-33-20-00005022.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.*

Printouts are for information only!



| 33-20-03A | Lavatory Sign (RETURN TO SEAT / DON OXYGEN MASK) |
|---|---|

Ident.: 9-MO-33-20-00005023.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**DURING COCKPIT PREPARATION**

Check that the passenger address function is operative in the lavatory with the door closed.

Printouts are for information only!



| 33-40-04A | Landing light Extension/Retraction System |
|---|---|

Ident.: 9-MO-33-40-00005024.0000001 / 28 JUN 2022
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

The fuel consumption is increased by 1 % per landing light extended.

| 33-40-08A | Beacon light |
|---|---|

Ident.: 9-MO-33-40-00005025.0000001 / 15 DEC 2023
**Applicable to: ALL**

## BEFORE ENGINE START

- **If the lower beacon light is inoperative,**
  and
  **If this light is used to alert the ground personnel of the engine start:**

  The ground to cockpit contact shall be established by interphone or hand signal to alert the ground personnel of the engine start.

## PARKING

- **If the lower beacon light is inoperative,**
  and
  **If this light is used to alert the ground personnel of the engine spool down:**

  The ground to cockpit contact shall be established by interphone or hand signal to alert the ground personnel when all engines have spooled down.

Printouts are for information only!



## ADIRS OVERHEAD PANEL

| 34-01-01-31A | ADR pb-sw |
|---|---|

Ident.: 9-MO-34-01-01-00005027.0000001 / 28 JUN 2022
**Applicable to: ALL**

**IN FLIGHT**

If needed, the associated ADR can be set to OFF through the associated mode selector.

*Note:*

- ***If the ADR is set to OFF:***

  *The associated IR is also set to OFF.*

  *The F/CTL* MAINTENANCE *message is displayed on the STATUS SD page .*

| 34-01-01-32A | IR pb-sw |
|---|---|

Ident.: 9-MO-34-01-01-00005028.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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-34-01-01-00005029.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Printouts are for information only!



| 34-05-06A | Vertical Speed in Inertial Mode Indication on the PFD |
|---|---|

Ident.: 9-MO-34-05-00005030.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

| 34-05-07A | Other Air Data Related Indications on the PFD |
|---|---|

Ident.: 9-MO-34-05-00005031.0000001 / 28 JUN 2022
**Applicable to: ALL**

**GENERAL INFORMATION**

For F, S, Green Dot or VAPP determination, use LAPA.

For VFE or VLE determination, refer to the corresponding placard in the cockpit.

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

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

  RNPAPCH operations are not permitted.

| 34-05-08A | Attitude Indication on the PFD |
|---|---|

Ident.: 9-MO-34-05-00005032.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 1.

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

  RNPAPCH operations are not permitted.

| 34-05-09A | Heading Indication On the PFD |
|---|---|

Ident.: 9-MO-34-05-00005033.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Printouts are for information only!



| 34-06-01A | Ground Speed Indication on the ND |
|---|---|

Ident.: 9-MO-34-06-00005034.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **If indication is inoperative on one side:**

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

- **If indication is inoperative on both sides:**

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNPAPCH operations are not permitted.

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

| 34-06-02A | True Air Speed Indication on the ND |
|---|---|

Ident.: 9-MO-34-06-00005035.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **If indication is inoperative on one side:**

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

- **If indication is inoperative on both sides:**

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNPAPCH operations are not permitted.

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Printouts are for information only!



| 34-06-03A | Wind Indication on the ND |
|---|---|

Ident.: 9-MO-34-06-00005036.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **If indication is inoperative on one side:**

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

- **If indication is inoperative on both sides:**

  RNAV 10 operations are not permitted.

  RNAV 5 operations are not permitted.

  RNAV 1 / RNAV 2 operations are not permitted.

  RNP 4 operations are not permitted.

  RNP 2 operations are not permitted.

  RNP 1 operations are not permitted.

  RNPAPCH operations are not permitted.

  For aircraft with the RNPAR capability, RNPAR operations are not permitted.

| 34-06-04A | Heading Indication on the ND |
|---|---|

Ident.: 9-MO-34-06-00005037.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

| 34-06-05A | Position (Aircraft Symbol) Indication on the ND |
|---|---|

Ident.: 9-MO-34-06-00005038.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

RNAV 10 operations are not permitted.

RNAV 5 operations are not permitted.

RNAV 1 / RNAV 2 operations are not permitted.

RNP 4 operations are not permitted.

RNP 2 operations are not permitted.

RNP 1 operations are not permitted.

RNPAPCH operations are not permitted.

Printouts are for information only!



For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Printouts are for information only!



| 34-10-02B | ADR 2 |
|---|---|

Ident.: 9-MO-34-10-00005039.0000100 / 31 AUG 2023
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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

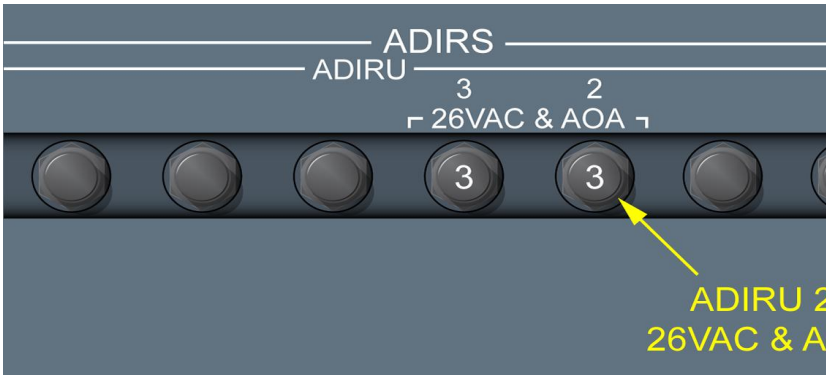
*The F/CTL MAINTENANCE message and SFCS MAINTENANCE message are displayed on the STATUS SD page .*

- **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.

Printouts are for information only!



*Note: When the ADR 2 pb-sw is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 pb-sw is set to OFF.*

| 34-10-02B | ADR 2 |
|---|---|

Ident.: 9-MO-34-10-00005039.0000200 / 31 AUG 2023
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

## 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

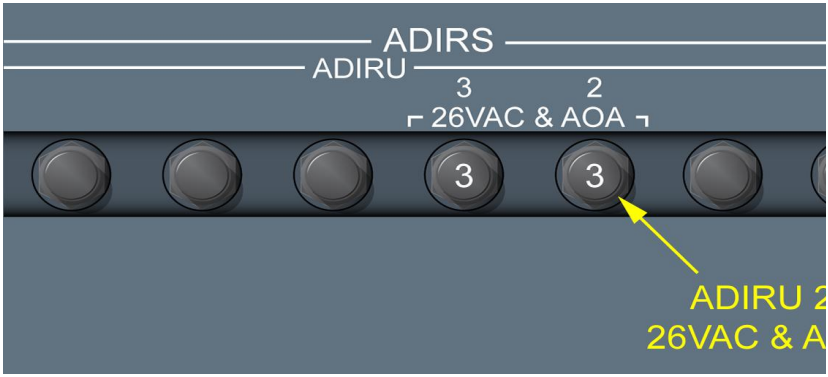
*The F/CTL MAINTENANCE and the SFCS MAINTENANCE message are displayed on the STATUS SD page .*

- **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.

Printouts are for information only!



– 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-34-10-00005040.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

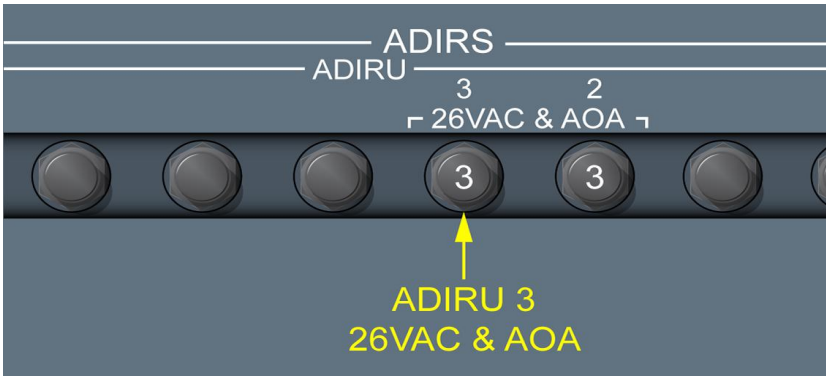
ADR 3 pb-sw. . . . . OFF

*The F/CTL MAINTENANCE message is displayed on the STATUS SD page .*

- **If the ADR 3 pb OFF light does not come ON, or the IR 3 is also inoperative:**

  Set the IR 3 Mode selector to OFF. MMEL item 34-10-06/07 is also applied. *Refer to 9-MI-34-10-06 IR 3 (for aircraft without Honeywell 10 MCU ADIRU)* or *Refer to 9-MI-34-10-07 IR 3 (for aircraft with Honeywell 10 MCU ADIRU)*.

ADIRU 3 (26VAC & AOA) C/B. . . . . Pull
*The ADIRU 3 (26VAC & AOA) C/B is located in the 121VU, N line, ADIRS/ADIRU/3/26VAC &AOA.*



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## 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.

| | |
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| **34-10-04B**<br>**34-10-04C** | **IR 1 (only NAV mode of IR 1 inoperative)** |

Ident.: 9-MO-34-10-00005041.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## 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**<br>**34-10-04C** | **IR 1 (only NAV mode of IR 1 inoperative)** |

Ident.: 9-MO-34-10-00005041.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

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

Maximum landing capability is CAT 3 SINGLE.

## DURING COCKPIT PREPARATION

- ATT HDG SWITCHING selector. . . . . CAPT 3
- IR 1 mode selector. . . . . ATT
- The heading must be entered through the CDU keyboard for the IR 1 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).
- ATC/XPDR. . . . . .SYS 2

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| 34-10-05B | IR 2 (IR 2 totally inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005042.0000100 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIQW) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIQW**

**FLIGHT PREPARATION/LIMITATIONS**

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

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

– IR 2 mode selector. . . . . OFF

*Note:* 1. *ADR 2 is consequently set to OFF.*
2. *The F/CTL* MAINTENANCE *message and SFCS* MAINTENANCE *message are displayed on the STATUS SD page .*

– ATT HDG SWITCHING selector. . . . . .F/O 3
– AIR DATA SWITCHING selector. . . . . F/O 3
– ATC/XPDR. . . . . .SYS 1

**FOR TAKEOFF**

Takeoff in CONF 1+F is not permitted.

*Note: When the ADR 2 is set to OFF, and if the aircraft is in CONF 1+F, the SFCS n°2 Flap channel is unable to crosscheck the airspeed coming from the ADR 1 with the ADR 2 airspeed coming from the SFCS n°2 Slat channel. This may lead to an uncommanded flap retraction during the takeoff. As a consequence, takeoff in CONF 1+F is not permitted when the ADR 2 is set to OFF.*

| 34-10-05B | IR 2 (IR 2 totally inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005042.0000200 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS) / A321 (-AIRN)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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

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– 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-34-10-00005042.0000300 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**FLIGHT PREPARATION/LIMITATIONS**

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

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

IR 2 pb-sw. . . . . OFF

*The F/CTL* MAINTENANCE *message is displayed on the STATUS SD page .*

- **If the IR 2 pb OFF light does not come ON, or the ADR 2 is also inoperative:**

  Set the IR 2 Mode selector to OFF. MMEL item 34-10-02 is also applied. *Refer to 9-MI-34-10-02 ADR 2*.

– ATT HDG SWITCHING selector. . . . . .F/O 3
– AIR DATA SWITCHING selector. . . . . F/O 3
– ATC/XPDR. . . . . .SYS 1

| 34-10-05C | IR 2 (only NAV mode of IR 2 inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005043.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**FLIGHT PREPARATION/LIMITATIONS**

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

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

– ATT HDG SWITCHING selector. . . . . .F/O 3
– IR 2 mode selector. . . . . ATT
– The heading must be entered through the MCDU keyboard for the IR 2 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

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– ATC/XPDR. . . . . .SYS 1

| 34-10-05C | IR 2 (only NAV mode of IR 2 inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005043.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**FLIGHT PREPARATION/LIMITATIONS**

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

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

– ATT HDG SWITCHING selector. . . . . .F/O 3
– IR 2 mode selector. . . . . ATT
– The heading must be entered through the CDU keyboard for the IR 2 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).
– ATC/XPDR. . . . . .SYS 1

| 34-10-06A | IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005044.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**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*.

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| 34-10-06A | IR 3 (for aircraft without Honeywell 10 MCU ADIRU with IR 3 totally inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005044.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**FLIGHT PREPARATION/LIMITATIONS**

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

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

IR 3 mode selector. . . . . .OFF

*Note:* 1. *The ADR 3 is consequently set to OFF.*
2. *The F/CTL* MAINTENANCE *message is displayed on the STATUS SD page .*

| 34-10-06B | IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005045.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**FLIGHT PREPARATION/LIMITATIONS**

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

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

– IR 3 mode selector. . . . . ATT

*The F/CTL* MAINTENANCE message is displayed on the *STATUS SD page* .

– The heading must be entered through the CDU keyboard for the IR 3 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

| 34-10-06B | IR 3 (for aircraft without Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005045.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**FLIGHT PREPARATION/LIMITATIONS**

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

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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-34-10-00005046.0000100 / 28 JUN 2022
**Criteria: A320 (-AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZA**

**GENERAL INFORMATION**

For aircraft fitted with Honeywell 10 MCU ADIRU, disregard the characteristic speeds (VIs, F, S, Green Dot) displayed on the PFD. For characteristic speeds (VIs, F, S, Green Dot) determination, *Refer to 4-4-1 Operating Speeds*. The “CHECK GW” (or “CHECK WEIGHT”) message may be displayed on the MCDU.

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

IR 3 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-34-10-00005046.0000200 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**GENERAL INFORMATION**

For aircraft fitted with Honeywell 10 MCU ADIRU, disregard the characteristic speeds (VIs, F, S, Green Dot) displayed on the PFD. For characteristic speeds (VIs, F, S, Green Dot) determination, *Refer to 4-4-1 Operating Speeds*. The “CHECK GW” (or “CHECK WEIGHT”) message may be displayed on the MCDU.

Printouts are for information only!



**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

IR 3 mode selector. . . . . .OFF

*Note:* 1. *The ADR 3 is consequently set to OFF.*
2. *The F/CTL* MAINTENANCE *message is displayed on the* STATUS *SD page .*

| 34-10-07A | IR 3 (for aircraft with Honeywell 10 MCU ADIRU with IR 3 totally inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005046.0000300 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**GENERAL INFORMATION**

For aircraft fitted with Honeywell 10 MCU ADIRU, disregard the characteristic speeds (VIs, F, S, Green Dot) displayed on the PFD. For characteristic speeds (VIs, F, S, Green Dot) determination, *Refer to 4-4-1 Operating Speeds*. The “CHECK GW” (or “CHECK WEIGHT”) message may be displayed on the MCDU.

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

| 34-10-07B | IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005047.0000100 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**FLIGHT PREPARATION/LIMITATIONS**

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

Maximum landing capability is CAT 3 SINGLE.

**DURING COCKPIT PREPARATION**

– IR 3 mode selector. . . . . ATT

*The F/CTL* MAINTENANCE *is displayed on the* STATUS *SD page .*

– The heading must be entered through the CDU keyboard for the IR 3 and has to be frequently reset (*Refer to 3-NAV [QRH] IR ALIGNMENT IN ATT MODE*).

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| 34-10-07B | IR 3 (for aircraft with Honeywell 10 MCU ADIRU with only NAV mode of IR 3 inoperative) |
|---|---|

Ident.: 9-MO-34-10-00005047.0000200 / 28 JUN 2022
**Criteria: A320 (-AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIZA**

## 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*).

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| 34-11-02A | CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 1 |
|---|---|

Ident.: 9-MO-34-11-00005048.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc Permanent Data Indications on the SD*

| 34-11-03A | CAPT Total Air Temperature (TAT) Sensor Element Connected to the ADR 3 |
|---|---|

Ident.: 9-MO-34-11-00005049.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

Check that the TAT is displayed on the SD permanent data.

| 34-11-04A | F/O Total Air Temperature (TAT) Sensor Element Connected to the ADR 2 |
|---|---|

Ident.: 9-MO-34-11-00005050.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc Permanent Data Indications on the SD*

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| 34-13-02A | BKUP SPD/ALT pb-sw (One inoperative) |
|---|---|

Ident.: 9-MO-34-13-00005051.0000001 / 14 JUN 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

- **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-34-13-00005052.0000001 / 14 JUN 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

- **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-34-13-00005053.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

- **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.*

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| 34-21-03A | Standby IAS Indicator |
|---|---|

Ident.: 9-MO-34-21-00005054.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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

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| 34-22-01B | Standby Compass Indicator |
|---|---|

Ident.: 9-MO-34-22-00005055.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

Check of the ATT HDG, PFD/ND, and EIS DMC switching:

– ATT HDG SWITCHING selector. . . . . CAPT 3
– Check that the display is normal on the CAPT PFD and the CAPT ND.
– ATT HDG SWITCHING selector. . . . . .F/O 3
– Check that the display is normal on the F/O PFD and the F/O ND.
– ATT HDG SWITCHING selector. . . . . .NORM
– EIS DMC SWITCHING selector. . . . . CAPT 3
– Check that the display is normal on the CAPT PFD and the CAPT ND.
– EIS DMC SWITCHING selector. . . . . F/O 3
– Check that the display is normal on the F/O PFD and the F/O ND.
– EIS DMC SWITCHING selector. . . . . NORM
– CAPT PFD/ND XFR pb. . . . . Press
– Check that the CAPT PFD and the CAPT ND images are exchanged.
– CAPT PFD/ND XFR pb. . . . . Press
– F/O PFD/ND XFR pb. . . . . .Press
– Check that the F/O PFD and the F/O ND images are exchanged.
– F/O PFD/ND XFR pb. . . . . .Press

| 34-22-03B | Standby Horizon Indicator |
|---|---|

Ident.: 9-MO-34-22-00005056.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 1.

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| 34-23-04B | ISIS Attitude Indication |
|---|---|

Ident.: 9-MO-34-23-00005057.0000001 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 1.

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| | |
|---|---|
| **34-30-04A**<br>**34-30-04B** | **Instrument Landing System (ILS) (ILS 1 or ILS 2 inoperative)** |

Ident.: 9-MO-34-30-00005059.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is ILSCAT 1.

| | |
|---|---|
| **34-30-06A** | **FLS** |

Ident.: 9-MO-34-30-00009236.0000001 / 14 JUN 2023
**Criteria: A320 (-AIJN)**
**Applicable to: D-AIJN**

**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.

Printouts are for information only!



| 34-40-02A | Predictive GPWS Functions |
|---|---|

Ident.: 9-MO-34-40-00005061.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

For aircraft with the RNPAR capability, RNPAR operations are not permitted.

**DURING COCKPIT PREPARATION**

TERR pb-sw. . . . . .OFF

| 34-40-03A | Radio Altimeter Automatic Callout |
|---|---|

Ident.: 9-MO-34-40-00005062.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

Maximum landing capability is CAT 2 without autoland.

| 34-40-04A | Radio Altimeter System |
|---|---|

Ident.: 9-MO-34-40-00005063.0000100 / 14 JUN 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

Printouts are for information only!



**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-34-40-00005063.0000200 / 14 JUN 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**FLIGHT PREPARATION/LIMITATIONS**

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

Maximum landing capability is CAT 2.

The F/CTL MAINTENANCE message is displayed on the STATUS SD page .

**DURING COCKPIT PREPARATION**

- **If RA 1 is inoperative:**

  COM NAV/RAD ALTM/1 (121VU K11) C/B. . . . . Pull

- **If RA 2 is inoperative:**

  COM NAV/RAD ALTM/2 (121VU K12) C/B. . . . . Pull

**DURING APPROACH**

During an ILS (or MLS, or GLS) approach with AP engaged, the flight crew must closely monitor all primary flight parameters and FMA indications. An early/untimely FLARE and THR IDLE mode engagement may occur in the case of an erroneous RA height indication from the remaining RA.

In the event of an early/untimely FLARE and THR IDLE mode engagement:

– Perform a go-around (thrust levers set to TOGA), or

– Disconnect AP, set both FDs to OFF and continue the approach using raw data or external visual references.

Printouts are for information only!



| **34-40-06A**<br>**34-40-06B** | **Weather Radar System** |
|---|---|

Ident.: 9-MO-34-40-00005065.0000001 / 28 JUN 2022
**Applicable to: ALL**

## FLIGHT PREPARATION/LIMITATIONS

Observe OM-A for Company Policy for Use of Weather Radar.

| **34-40-08A** | **GPWS - G/S pb-sw** |
|---|---|

Ident.: 9-MO-34-40-00005066.0000004 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA, -AIRN)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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-34-40-00005066.0000005 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (-AIJH to -AIJN, -AIZA) / A321 (-AEUC to -AEUJ)**
**Applicable to: D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

## 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.*

Printouts are for information only!



| 34-50-01A | ATC |
|---|---|

Ident.: 9-MO-34-50-00005067.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

ATC. . . . . SYS (operative side)

| 34-50-09A<br>34-50-09B | Global Positioning System (GPS) ⩤ (No ADS-B out capability) |
|---|---|

Ident.: 9-MO-34-50-00012592.0000001 / 15 DEC 2023
**Criteria: A320 (-AIQS)**
**Applicable to: D-AIQS**

**FLIGHT PREPARATION/LIMITATIONS**

- **If one GPS is inoperative:**

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

- **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.

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

| 34-50-09D<br>34-50-09F | Global Positioning System (GPS) ⩤ (ADS-B OUT function DO260 or DO260B compliant) |
|---|---|

Ident.: 9-MO-34-50-00012594.0000001 / 15 DEC 2023
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**FLIGHT PREPARATION/LIMITATIONS**

- **If one GPS is inoperative:**

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

Printouts are for information only!



- **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.

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

| 34-50-10B | ADS-B OUT Function (Required for the intended route out of Single European Sky) |
|---|---|

Ident.: 9-MO-34-50-00005073.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION**

1. Operations in the Single European Sky are not permitted.
2. The following countries belongs to the Single European Sky (SES) and ADS-B OUT is required:
   – Austria, Belgium, Bosnia & Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Poland, Portugal, United Kingdom.
3. Alternate routing, procedure and permission must be obtained from the Air Navigation Service Provider(s), if required.

| 34-50-10C | ADS-B OUT Function (Required for the intended route in Single European Sky) |
|---|---|

Ident.: 9-MO-34-50-00005074.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (all ex. -AIQS) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQW, D-AIRN, D-AIZA**

**FLIGHT PREPARATION**

1. The following countries belongs to the Single European Sky (SES) and ADS-B OUT is required:
   – Austria, Belgium, Bosnia & Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Norway, Romania, Slovak Republic, Slovenia, Spain, Sweden, Switzerland, Poland, Portugal, United Kingdom.

Printouts are for information only!



2. Alternate routing, procedure and permission must be obtained from the Air Navigation Service Provider(s), if required.

Printouts are for information only!



| 35-07-01A | Crew OXY High Pressure Indication on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-35-07-00005075.0000001 / 28 JUN 2022
**Applicable to: ALL**

## DURING COCKPIT PREPARATION

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

  Check that the oxygen pressure is sufficient for the intended flight. *Refer to 1-OXY Minimum Flight Crew Oxygen Pressure*.

| 35-07-02A | Crew Oxygen REGUL LO PR Indication on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-35-07-00005076.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## GENERAL INFORMATION

On the DOOR/OXY SD page , disregard the REGUL LO PR indication and the associated OXY indication.

| 35-07-02A | Crew Oxygen REGUL 1(2)(1+2) LO PR Indication on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-35-07-00005076.0000002 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## GENERAL INFORMATION

On the DOOR/OXY SD page , disregard the REGUL 1(2)(1+2) LO PR indication and the associated OXY indication.

Printouts are for information only!



| 35-10-03A | Exterior Crew Oxygen Overpressure Indicator Disc (Green Disc) |
|---|---|

Ident.: 9-MO-35-10-00005077.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

Before the first flight of each day, check that the oxygen pressure does not decrease:

On the DOOR/OXY SD page , check the OXY pressure indication twice.

*A 15 min interval must be applied between both checks.*

Printouts are for information only!



| 35-20-04A | Galley Oxygen Unit (cabin attendant oxygen unit available near the galley) |
|---|---|

Ident.: 9-MO-35-20-00005078.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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-35-20-00005079.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

Printouts are for information only!



| 35-20-06A | Buzzer |
|---|---|

Ident.: 9-MO-35-20-00005080.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

## FLIGHT PREPARATION/LIMITATIONS

Check that the passenger address function is operative in the lavatory with the door closed.

Printouts are for information only!



| 35-30-01A | Portable Oxygen Unit (non-required units inoperative or missing) |
|---|---|

Ident.: 9-MO-35-30-00005081.0000100 / 15 DEC 2023
**Criteria: A319**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

## CABIN CREW PROCEDURE

The cockpit crew briefs the cabin crews before flight:

- Ensure that the required distribution of the oxygen units is maintained (one portable oxygen unit must be available at each cabin crew station), and
- Inform the cabin crew on the location of the operative oxygen units.

Note: *One unit (bottle and passenger oxygen mask) for each required Cabin Attendant (Minimum Crew) must be in fully operational condition for first aid oxygen application.*

*Required Portable Oxygen Units: 3*

Note: *A portable oxygen bottle is operational if the minimum bottle pressure is not less than 1 600 psi (used or unused),Refer to Portable Oxygen Bottles*

| 35-30-01A | Portable Oxygen Unit (non-required units inoperative or missing) |
|---|---|

Ident.: 9-MO-35-30-00005081.0000200 / 15 DEC 2023
**Criteria: A320 / A321 (-AIRN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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*

Printouts are for information only!



| | |
|---|---|
| **35-30-01B**<br>**35-30-04B** | **Portable Oxygen Units (partially filled)** |

Ident.: 9-MO-35-30-00005082.0000001 / 28 JUN 2022
**Applicable to: ALL**

## CABIN CREW PROCEDURE

- Inform the cabin crew on the location and filling status of the portable oxygen unit.
- Affected unit(s) must be placarded, stowed in its associated mounting and CAs must be briefed accordingly.

*Refer to Portable Oxygen Bottles*

## DETERMINATION OF SUFFICIENT OXYGEN QUANTITY

Partially filled Portable Oxygen Units can be used by CAs (minimum cabin crew) in the unlikely event of an emergency descent where a safe altitude cannot be reached in one step (intermediate level off).

*Note: The normal oxygen supply for the CAs is the fixed oxygen system, while seated at there stations.*

If the CAs must do their duties in the passenger compartment during an intermediate level off, a Portable Oxygen Unit can be used for the following periods:

| Pressure [PSI] | Max. flight time in intermediate level [min] – (1) (2) |
|---|---|
| 1 500 | 60 |
| 1 250 | 50 |
| 1 000 | 40 |
| 750 | 30 |
| 500 | 20 |
| 250 | 10 |

*(1) Flowrate 4 ltr/min (HI) shall be used.*

*(2) Oxygen flowtime based on: 310 ltr at 1 850 PSI and 21°C*

For the calculation of the maximum flight time in levels between 14 000 ft and 10 000 ft, the following shall be taken into account:

– Grossweight
– OAT
– Wind components

The lowest pressure of the affected unit(s) leads to the maximum flight time according the table above.

Printouts are for information only!



| | |
|---|---|
| **36-09-01A**<br>**36-09-01E** | AIR APU BLEED LEAK **Alert (APU bleed check valve replaced by a blanking cap or checked operative)** |

Ident.: 9-MO-36-09-00005083.0000002 / 28 JUN 2022
**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**<br>**36-09-01C**<br>**36-09-01D** | AIR APU BLEED LEAK **Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)** |

Ident.: 9-MO-36-09-00005084.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**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.

Printouts are for information only!



**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**<br>**36-09-01C**<br>**36-09-01D** | AIR APU BLEED LEAK **Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)** |

Ident.: 9-MO-36-09-00005084.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

**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

Printouts are for information only!



**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**<br>**36-09-01C**<br>**36-09-01D** | AIR APU BLEED LEAK **Alert (ENG 1 BLEED pb-sw OFF and X BLEED selector SHUT)** |

Ident.: 9-MO-36-09-00005084.0000300 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.

Printouts are for information only!



| | |
|---|---|
| **36-11-01A**<br>**36-11-01E**<br>**36-11-01C**<br>**36-11-01G** | **Engine Bleed Air Supply System (non-ETOPS flights)** |

Ident.: 9-MO-36-11-00007071.0000001 / 23 FEB 2023
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

## AFTER ENGINE START

– 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

## 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. |

Printouts are for information only!



**DURING DESCENT**

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

  *Note:* *For more information* *Refer to 12-70-95 Reduction of stall margin during descent*

| | |
|---|---|
| **36-11-01A**<br>**36-11-01E**<br>**36-11-01C**<br>**36-11-01G** | **Engine Bleed Air Supply System (non-ETOPS flights)** |

Ident.: 9-MO-36-11-00007071.0000002 / 23 FEB 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.

**AFTER ENGINE START**

– 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

**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

Printouts are for information only!



## 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. |
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| **36-11-01A**<br>**36-11-01E**<br>**36-11-01C**<br>**36-11-01G** | **Engine Bleed Air Supply System (non-ETOPS flights)** |

Ident.: 9-MO-36-11-00007071.0000003 / 23 FEB 2023
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

## FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

- **If the cargo heating ⫷ is switched off:**

  *Note:* *Consider possible restrictions for loading of livestock and/or temperature sensitive cargo. Inform Ground Handling.*

## AFTER ENGINE START

– ENG BLEED (AFFECTED) pb-sw. . . . . OFF
– X BLEED rotary selector. . . . . OPEN

- **If both PACKs are operative:**
  - **If Wing Anti-Ice is not required:**

    ECON FLOW pb-sw. . . . . ON

    *The ECON FLOW pb-sw must be set to ON due to precooler performance.*

    AFT CARGO HOT AIR ⫷ pb-sw. . . . . OFF
  - **If Wing Anti-Ice is required:**

    PACK (AFFECTED) pb-sw. . . . . OFF
- **If one PACK is inoperative:**

  ECON FLOW pb-sw. . . . . OFF

Printouts are for information only!



**FOR TAKEOFF**

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

**AFTER TAKEOFF**

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . .Off

**IN FLIGHT**

- **If Wing Anti-Ice is required and both PACKs are operative:**

  PACK (affected side) pb-sw. . . . . OFF

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

| | |
|---|---|
| **CAUTION** | Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01. |

| | |
|---|---|
| **36-11-01A**<br>**36-11-01E**<br>**36-11-01C**<br>**36-11-01G** | **Engine Bleed Air Supply System (non-ETOPS flights)** |

Ident.: 9-MO-36-11-00007071.0000004 / 23 FEB 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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.

**AFTER ENGINE START**

ENG BLEED (AFFECTED) pb-sw. . . . . OFF

- **If both PACKs are operative:**

  PACK (AFFECTED) 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

Printouts are for information only!



- **If takeoff was performed with PACKs OFF and both packs operative:**

  PACK (non-affected) pb-sw. . . . . On

  Disregard AIR PACK 1(2) OFF alert for the PACK intentionally kept off.

**IN FLIGHT**

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

| CAUTION | Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01. |
|---|---|

- **In the case of failure of the opposite PACK:**

  PACK (AFFECTED) pb-sw. . . . . .ON

| | |
|---|---|
| **36-11-01B**<br>**36-11-01F**<br>**36-11-01D**<br>**36-11-01H** | **Engine Bleed Air Supply System (ETOPS flights)** |

Ident.: 9-MO-36-11-00005087.0000100 / 23 FEB 2023
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**FLIGHT PREPARATION/LIMITATIONS**

APU fuel consumption with the APU ON (APUGEN OFF and APU BLEED OFF):

| | APU ON (IDLE) | | | | | | |
|---|---|---|---|---|---|---|---|
| **FL** | GND | 100 | 200 | 315 | 354 | 370 | 390 |
| **KG/H** | 80 | 60 | 42 | 28 | 24 | 22 | 20 |
| **LB/H** | 176 | 132 | 93 | 62 | 53 | 49 | 44 |

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

- **If the cargo heating ⧏ is switched off:**

  *Note: Consider possible restrictions for loading of livestock and/or temperature sensitive cargo. Inform Ground Handling.*

**AFTER ENGINE START**

– ENG BLEED (AFFECTED) pb-sw. . . . . OFF
– X BLEED rotary selector. . . . . OPEN

Printouts are for information only!



- **If both PACKs are operative:**
  - **If Wing Anti-Ice is not required:**

    ECON FLOW pb-sw. . . . . ON

    *The ECON FLOW pb-sw must be set to ON due to precooler performance.*

    AFT CARGO HOT AIR ⫷ pb-sw. . . . . OFF
  - **If Wing Anti-Ice is required:**

    PACK (AFFECTED) pb-sw. . . . . OFF
- **If one PACK is inoperative:**

  ECON FLOW pb-sw. . . . . OFF

**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. |
|---|---|

Printouts are for information only!



| | |
|---|---|
| **36-11-01B**<br>**36-11-01F**<br>**36-11-01D**<br>**36-11-01H** | **Engine Bleed Air Supply System (ETOPS flights)** |

Ident.: 9-MO-36-11-00005087.0000200 / 23 FEB 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## 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.

## AFTER ENGINE START

ENG BLEED (AFFECTED) pb-sw. . . . . OFF

- **If both PACKs are operative:**

  PACK (AFFECTED) 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.

Printouts are for information only!



## IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

| CAUTION | Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01. |
|---|---|

- **In the case of failure of the opposite PACK:**

  PACK (AFFECTED) pb-sw. . . . . .ON

| | |
|---|---|
| **36-11-01B**<br>**36-11-01F**<br>**36-11-01D**<br>**36-11-01H** | **Engine Bleed Air Supply System (ETOPS flights)** |

Ident.: 9-MO-36-11-00005087.0000300 / 23 FEB 2023
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

APU fuel consumption with the APU ON (APUGEN OFF and APU BLEED OFF):

| | **APU ON (IDLE)** | | | | | | |
|---|---|---|---|---|---|---|---|
| **FL** | GND | 100 | 200 | 315 | 354 | 370 | 390 |
| **KG/H** | 80 | 60 | 42 | 28 | 24 | 22 | 20 |
| **LB/H** | 176 | 132 | 93 | 62 | 53 | 49 | 44 |

The flight crew should take into account the severity of forecast icing conditions. The wing anti-ice will be lost if the remaining engine bleed air supply system becomes inoperative.

## AFTER ENGINE START

– 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

Printouts are for information only!



## BEFORE TAKEOFF

APU MASTER SW pb-sw. . . . . ON

APU START pb-sw. . . . . ON

## FOR TAKEOFF

Set at least one air conditioning pack to off, or use the APU bleed air supply system.

## AFTER TAKEOFF

- **If the APU has been used to supply the air conditioning during the takeoff:**

  APU BLEED pb-sw. . . . . .Off

## IN FLIGHT

- **If Wing Anti-Ice is required and both PACKs are operative:**

  PACK (affected side) pb-sw. . . . . OFF

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

| | |
|---|---|
| **CAUTION** | Reset ENG BLEED pb-sw as requested by ECAM procedure even if the ENG BLEED pb-sw is placarded inoperative as per MEL 36-11-01. |

## DURING DESCENT

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

| | |
|---|---|
| **36-11-01B**<br>**36-11-01F**<br>**36-11-01D**<br>**36-11-01H** | **Engine Bleed Air Supply System (ETOPS flights)** |

Ident.: 9-MO-36-11-00005087.0000400 / 23 FEB 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## 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 |

Printouts are for information only!



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.

**AFTER ENGINE START**

– 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

**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. |
|---|---|

Printouts are for information only!



| 36-11-06B | Engine Bleed IP Check Valve |
|---|---|

Ident.: 9-MO-36-11-00005088.0000100 / 23 FEB 2023
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. At low power settings, the wing anti-ice will be lost if the opposite engine bleed air supply system becomes inoperative.

## DURING TAXI

When the engines operate in idle thrust:

– ENG (affected side) BLEED pb-sw. . . . . OFF
– X BLEED selector. . . . . OPEN

- **If wing anti-ice is required:**

  One PACK pb-sw. . . . . OFF

## BEFORE TAKEOFF AND UNTIL DESCENT

Just before applying takeoff thrust

– ENG (affected side) BLEED pb-sw. . . . . On
– X BLEED selector. . . . . AUTO

- **If one PACK has been selected OFF during TAXI:**

  PACK pb-sw. . . . . ON

## BEFORE DESCENT AND UNTIL LANDING

When the engines operate in idle thrust:

– ENG (affected side) BLEED pb-sw. . . . . OFF
– X BLEED selector. . . . . OPEN

- **If wing anti-ice is required:**

  One PACK pb-sw. . . . . OFF

## 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.*

Printouts are for information only!



| 36-11-06B | Engine Bleed IP Check Valve |
|---|---|

Ident.: 9-MO-36-11-00005088.0000200 / 23 FEB 2023
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. At low power settings, the wing anti-ice will be lost if the opposite engine bleed air supply system becomes inoperative.

## DURING TAXI

When the engines operate in idle thrust:

- ENG (affected side) BLEED pb-sw. . . . . OFF
- X BLEED selector. . . . . OPEN
- 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

| 36-11-06B | Engine Bleed IP Check Valve |
|---|---|

Ident.: 9-MO-36-11-00005088.0000300 / 23 FEB 2023
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

The flight crew should take into account the severity of forecast icing conditions. At low power settings, the wing anti-ice will be lost if the opposite engine bleed air supply system becomes inoperative.

## DURING TAXI

When the engines operate in idle thrust:

- ENG (affected side) BLEED pb-sw. . . . . OFF
- X BLEED selector. . . . . OPEN

Printouts are for information only!



- **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

| 36-11-07B | Engine Bleed HP Valve |
|---|---|

Ident.: 9-MO-36-11-00005089.0000001 / 28 JUN 2022
**Applicable to: ALL**

*Refer to OpsProc Engine Bleed IP Check Valve*

| 36-11-08C<br>36-11-08D<br>36-11-08E | Bleed Monitoring Computer (BMC) |
|---|---|

Ident.: 9-MO-36-11-00005090.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**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

**BEFORE ENGINE START**

X BLEED selector. . . . . OPEN

Printouts are for information only!



APU BLEED pb-sw. . . . . .AS RQRD
*Note: The use of the APU bleed air supply system is permitted for Main Engine Start.*

**AFTER ENGINE START**

X BLEED selector. . . . . SHUT

- **If the BMC 1 is affected:**

  APU BLEED pb-sw. . . . . .OFF

**IN FLIGHT**

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the 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**<br>**36-11-08D**<br>**36-11-08E** | **Bleed Monitoring Computer (BMC)** |

Ident.: 9-MO-36-11-00005090.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

**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

Printouts are for information only!



- **If the BMC 1 is affected:**

  APU BLEED pb-sw. . . . . .OFF

**BEFORE ENGINE START**

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD
*Note: The use of the APU bleed air supply system is permitted for Main Engine Start.*

**AFTER ENGINE START**

X BLEED selector. . . . . SHUT

- **If the BMC 1 is affected:**

  APU BLEED pb-sw. . . . . .OFF

**IN FLIGHT**

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

| | |
|---|---|
| **36-11-08C**<br>**36-11-08D**<br>**36-11-08E** | **Bleed Monitoring Computer (BMC)** |

Ident.: 9-MO-36-11-00005090.0000300 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

**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

**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

Printouts are for information only!



- **If the BMC 1 is affected:**

  APU BLEED pb-sw. . . . . .OFF

**IN FLIGHT**

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

Printouts are for information only!



| 36-12-01A | APU Bleed Air Supply System |
|---|---|

Ident.: 9-MO-36-12-00005091.0000001 / 28 JUN 2022
**Applicable to: ALL**

## 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*.

| 36-12-02A | APU Bleed Valve (Deactivated in the closed position) |
|---|---|

Ident.: 9-MO-36-12-00005092.0000001 / 14 SEP 2022
**Applicable to: ALL**

## GENERAL INFORMATION

No APU bleed air will be available for Main Engine Start (MES) or air conditioning. *Refer to 2-SUP-ENG Engine Start with an Air Start Unit*.

On the APU SD page and BLEED SD page , disregard the position of the APU bleed air valve.

| 36-12-02B<br>36-12-02C | APU Bleed Valve (Inoperative in the open position) |
|---|---|

Ident.: 9-MO-36-12-00005093.0000001 / 23 FEB 2023
**Applicable to: ALL**

## GENERAL INFORMATION

APU bleed air will be available for Main Engine Start (MES) or air conditioning only on GROUND.

## ON GROUND

To prevent the ECAM alert AIR APU BLEED FAULT from triggering, the APU BLEED pb-sw must be selected in accordance with the APU state:

- **When the APU runs:**

  APU BLEED pb-sw. . . . . ON

- **When the APU shuts down:**

  APU BLEED pb-sw. . . . . .OFF

## BEFORE TAKEOFF

APU BLEED pb-sw. . . . . OFF

APU MASTER pb-sw. . . . . OFF

Printouts are for information only!



| 36-12-04A | Automatic control of the X Bleed Valve |
|---|---|

Ident.: 9-MO-36-12-00005094.0000001 / 28 JUN 2022
**Applicable to: ALL**

## GENERAL INFORMATION

When the APU BLEED pb-sw is ON, or for engine start:

- X BLEED selector. . . . . OPEN
- Select SHUT in all other cases.

## DURING COCKPIT PREPARATION

Check of the manual control of the X BLEED valve:

- X BLEED selector. . . . . OPEN
- On the BLEED SD page, check that the cross bleed valve is indicated open.
- X BLEED selector. . . . . SHUT
- On the BLEED SD page, check that the cross bleed valve is indicated closed.
- X BLEED selector. . . . . .AS RQRD

| 36-12-05A | Manual Control of the X Bleed Valve |
|---|---|

Ident.: 9-MO-36-12-00005095.0000001 / 28 JUN 2022
**Applicable to: ALL**

## 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.

Printouts are for information only!



| | |
|---|---|
| **36-22-01B**<br>**36-22-01C**<br>**36-22-01D** | **Pylon Leak Detection System** |

Ident.: 9-MO-36-22-00005096.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## DURING COCKPIT PREPARATION

ENG (affected side) BLEED pb-sw. . . . . OFF

PACK (affected side) pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

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

  APU BLEED pb-sw. . . . . .OFF

## BEFORE ENGINE START

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD
*Note: The use of the APU bleed air supply system is permitted for Main Engine Start.*

## AFTER ENGINE START

X BLEED selector. . . . . SHUT

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

  APU BLEED pb-sw. . . . . .OFF

## IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the 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

Printouts are for information only!



| | |
|---|---|
| **36-22-01B**<br>**36-22-01C**<br>**36-22-01D** | **Pylon Leak Detection System** |

Ident.: 9-MO-36-22-00005096.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

## 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

## BEFORE ENGINE START

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD
*Note: The use of the APU bleed air supply system is permitted for Main Engine Start.*

## AFTER ENGINE START

X BLEED selector. . . . . SHUT

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

  APU BLEED pb-sw. . . . . .OFF

## IN FLIGHT

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

Printouts are for information only!



| | |
|---|---|
| **36-22-01B**<br>**36-22-01C**<br>**36-22-01D** | **Pylon Leak Detection System** |

Ident.: 9-MO-36-22-00005096.0000300 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW) / A321 (-AEUA)**
**Applicable to: D-AEUA, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

**DURING COCKPIT PREPARATION**

ENG (affected side) BLEED pb-sw. . . . . OFF

PACK (affected side) pb-sw. . . . . OFF

X BLEED selector. . . . . SHUT

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

  APU BLEED pb-sw. . . . . .OFF

**BEFORE ENGINE START**

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD
*Note: The use of the APU bleed air supply system is permitted for Main Engine Start.*

**AFTER ENGINE START**

X BLEED selector. . . . . SHUT

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

  APU BLEED pb-sw. . . . . .OFF

**IN FLIGHT**

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

| | |
|---|---|
| **36-22-03B**<br>**36-22-03C**<br>**36-22-03D** | **APU Leak Detection Loop** |

Ident.: 9-MO-36-22-00005097.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**DURING COCKPIT PREPARATION**

ENG 1 BLEED pb-sw. . . . . OFF

PACK 1 pb-sw. . . . . OFF

Printouts are for information only!



X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

**BEFORE ENGINE START**

X BLEED selector. . . . . OPEN

APU BLEED pb-sw. . . . . .AS RQRD

*Note: The use of the APU bleed air supply system is permitted for Main Engine Start.*

**AFTER ENGINE START**

X BLEED selector. . . . . SHUT

APU BLEED pb-sw. . . . . OFF

**IN FLIGHT**

- **In the case of failure of the remaining engine bleed air supply system, or in the case of failure of the associated engine:**

  Apply the AIR ENG 1+2 BLEED FAULT ECAM procedure.

**DURING DESCENT**

- **At 10000 ft, if engine anti-ice (side with ENG BLEED pb-sw OFF) is available:**

  ANTI ICE ENG (side with ENG BLEED pb-sw OFF) pb-sw. . . . . ON

| | |
|---|---|
| **36-22-03B**<br>**36-22-03C**<br>**36-22-03D** | **APU Leak Detection Loop** |

Ident.: 9-MO-36-22-00005097.0000200 / 28 JUN 2022
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

**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

Printouts are for information only!



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**<br>**36-22-03C**<br>**36-22-03D** | **APU Leak Detection Loop** |

Ident.: 9-MO-36-22-00005097.0000300 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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

Printouts are for information only!



**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.

Printouts are for information only!



## AIRCRAFT EFB SYSTEM FUNCTIONALITY

| 46-11-02-01A | EFB Flight Crew Application |
|---|---|

Ident.: 9-MO-46-11-02-00005104.0000001 / 28 JUN 2022
**Applicable to: ALL**

Check that all documents and information required for a flight according to OM-A 8.9.3 *Refer to OM-A/8.9b.3 Minimum Dispatch Policy* are available on the flightdeck.

| 46-11-02-03B | Data Transfer (Between both Aircraft EFBs) |
|---|---|

Ident.: 9-MO-46-11-02-00005105.0000001 / 28 JUN 2022
**Applicable to: ALL**

Check validity of data (charts, manuals, etc) on CM1 Aircraft EFB before the first flight. Observe OM-A 8.9 *Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB*.

| 46-11-02-04A | Aircraft EFB IP Connectivity on Ground |
|---|---|

Ident.: 9-MO-46-11-02-00005106.0000001 / 15 DEC 2023
**Applicable to: ALL**

Please proceed according OM-A 8.9 Electronic Flight Bag. *Refer to OM-A/8.9a ELECTRONIC FLIGHT BAG (EFB) - Windows EFB*or *Refer to OM-A/8.9b ELECTRONIC FLIGHT BAG (EFB) - iPad EFB*.

| 46-11-02-05A<br>46-11-02-05B | Aircraft EFB Update |
|---|---|

Ident.: 9-MO-46-11-02-00005107.0000001 / 28 JUN 2022
**Applicable to: ALL**

Check validity of data (charts, manuals, etc) on both Aircraft EFB before the first flight. Observe OM-A 8.9.3*Refer to OM-A/8.9b.3 Minimum Dispatch Policy*.

| 46-11-02-08A<br>46-11-02-08B | eTLB Software ⏪ |
|---|---|

Ident.: 9-MO-46-11-02-00005108.0000001 / 28 JUN 2022
**Applicable to: ALL**

Use eTLB fallback procedures according PeOM: *Refer to Offline Procedures*.

| 46-11-02-08C | eTLB Software ⏪ |
|---|---|

Ident.: 9-MO-46-11-02-00005109.0000001 / 28 JUN 2022
**Applicable to: ALL**

Actual Paper-HIL must be on board and be used for assessment of technical status.

Printouts are for information only!



| 46-21-01A | Air Traffic Service Unit (procedures do not require ATC datalink) |
|---|---|

Ident.: 9-MO-46-21-00007083.0000001 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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-46-21-00007084.0000001 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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.

Printouts are for information only!



| 46-21-02B | Datalink Control and Display Unit (DCDU) ⩤ (procedures do not require ATC datalink) |
|---|---|

Ident.: 9-MO-46-21-00007085.0000001 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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-46-21-00007086.0000001 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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.

Printouts are for information only!



| | |
|---|---|
| **46-21-03B**<br>**46-21-03C** | **ATC MSG pb ⩤** |

Ident.: 9-MO-46-21-00007087.0000001 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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-46-21-00007088.0000001 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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.

Printouts are for information only!



| 46-21-04B | ATC Datalink ⩤ (procedures require ATC datalink) |
|---|---|

Ident.: 9-MO-46-21-00007089.0000001 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**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-46-21-00007090.0000001 / 14 SEP 2022
**Criteria: A319 (-AIBK to -AIBQ) / A320 (all ex. -AIQS) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIQW, D-AIZA**

**GENERAL INFORMATION**

Alternate procedures must be established by the commander and used due to unavailability of the AOC application.

Printouts are for information only!



| | |
|---|---|
| **49-10-01A**<br>**49-10-01B**<br>**49-10-01C** | **Power Plant (APU)** |

Ident.: 9-MO-49-10-00005118.0000001 / 28 JUN 2022
**Applicable to: ALL**

**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*.

Printouts are for information only!



## CKPT DOOR CONT OVERHEAD PANEL

| 52-01-01-01A | CHAN (1, 2) LEDs on the CKPT DOOR CONT Overhead Panel |
|---|---|

Ident.: 9-MO-52-01-01-00005119.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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-52-01-01-00005120.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**DURING COCKPIT PREPARATION**

– ANN LT selector. . . . . .TEST
– Check that the associated OPEN/FAULT light of the cockpit door comes on.

Printouts are for information only!



| 52-07-01A | **Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light operative)** |
|---|---|

Ident.: 9-MO-52-07-00005121.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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<br>52-07-01C<br>52-07-01D | **Cabin Door Permanently Indicated Open on the DOOR/OXY SD page (SLIDE ARMED light may be permanently illuminated)** |
|---|---|

Ident.: 9-MO-52-07-00005122.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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 .*

Printouts are for information only!



**BEFORE TAKEOFF**

| CAUTION | The T.O CONFIG pb must be maintained pressed to check that there is no alert. |
|---|---|

– T.O CONFIG pb. . . . . Press

*In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.*

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

| | |
|---|---|
| **52-07-02A**<br>**52-07-02B** | **Cabin Door Permanently Indicated Closed on the DOOR/OXY SD page** |

Ident.: 9-MO-52-07-00005123.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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**<br>**52-07-03B**<br>**52-07-03C**<br>**52-07-03D** | **Cabin Overwing Exit Permanently Indicated Open on the DOOR/OXY SD page** |

Ident.: 9-MO-52-07-00005124.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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.

Printouts are for information only!



| 52-07-04A<br>52-07-04B | Cabin Overwing Exit Permanently Indicated Closed on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-52-07-00005125.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## GENERAL INFORMATION

Indications on the PTP or the FAP ⏮ may be affected.

| 52-07-05A | Cargo Door Indication on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-52-07-00005126.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## GENERAL INFORMATION

If the cargo doors are affected, the time recorded in the ACARS movement report may be wrong.

- **If cargo indication is inoperative due to a proximity switch failure:**

  The relevant cargo heating is inhibited.

  Note: *Consider possible restrictions for loading of livestock and/or temperature sensitive cargo. Inform Ground Handling.*

## AFTER ENGINE START

- **In the case of false door alert:**

  EMER CANC pb. . . . . Press
  Note: *the limitation* MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page .*

## BEFORE TAKEOFF

| CAUTION | The T.O CONFIG pb must be maintained pressed to check that there is no alert. |
|---|---|

– T.O CONFIG pb. . . . . Press

*In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.*

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

Printouts are for information only!



| 52-07-06A | Avionics Compartment Access Door Indication on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-52-07-00005127.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.

Printouts are for information only!



| 52-07-01B | Crew Entry Door Permanently Indicated Open on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-52-07-00005128.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**AFTER ENGINE START**

- **In the case of false door alert:**

  EMER CANC pb. . . . . Press
  *Note: the limitation* MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page .*

**BEFORE TAKEOFF**

| CAUTION | The T.O CONFIG pb must be maintained pressed to check that there is no alert. |
|---|---|

– T.O CONFIG pb. . . . . Press

*In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.*

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

| 52-07-07A | Main Deck Cargo Door Indications on the DOOR/OXY SD page |
|---|---|

Ident.: 9-MO-52-07-00005129.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

**DURING COCKPIT PREPARATION**

The following alert will be displayed/inhibited on the EWD according to the associated logic:

- DOOR MD CARGO

**AFTER ENGINE START**

- **In the case of false door alert:**

  EMER CANC pb. . . . . Press
  *Note: the limitation* MAX FL : 100/MEA-MORA *remains displayed on the STATUS SD page .*

**BEFORE TAKEOFF**

| CAUTION | The T.O CONFIG pb must be maintained pressed to check that there is no alert. |
|---|---|

– T.O CONFIG pb. . . . . Press

*In the T.O MEMO, the "T.O CONFIG NORMAL" line will not replace the "T.O CONFIG . . TEST" line.*

– Consider normal configuration for takeoff provided that no alert was displayed during the T.O CONFIG TEST.

Printouts are for information only!



| 52-10-01A | Cabin Door |
|---|---|

Ident.: 9-MO-52-10-00005130.0000100 / 14 MAY 2024
**Criteria: A319 (-AILB to -AILY)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY**

## CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

## FLIGHT PREPARATION/LIMITATIONS

### PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   *Note: Use table Zone Capacity and cabin drawing below for actual seat version.*

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   *Note: Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.*

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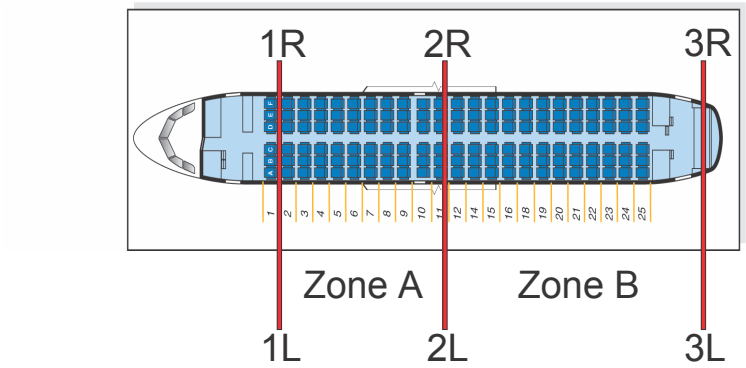


A319 138(CM)

**Zone Capacity**

| Zone A | Zone B | Total |
|---|---|---|
| 54 | 84 | 138 |

*Note:* – *Zone A: Row 1 to 9*
– *Zone B: Row 10 to 25*




**Maximum Permitted Zone Capacity**

| | Door 1 inop | Door 2 inop (Overwing) | Door 3 inop |
|---|---|---|---|
| Zone A | 26 | 41 | 54 |
| Zone B | 54 | 41 | 26 |
| Total Zone A+B | 80 | 82 | 80 |
| Rows to be blocked | Row 1 | Row 9 to 11 | Row 25 |

**Passenger Reduction In Individual Zones**

| | | | |
|---|---|---|---|
| Zone A | 28 | 13 | 0 |
| Zone B | 30 | 43 | 58 |
| Total Zone A+B | 58 | 56 | 58 |

Printouts are for information only!



| 52-10-01A | Cabin Door |
|---|---|

Ident.: 9-MO-52-10-00005130.0000200 / 14 MAY 2024
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

## FLIGHT PREPARATION/LIMITATIONS

### PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   Note: *Use table Zone Capacity and cabin drawing below for actual seat version.*

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   Note: *Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.*

Printouts are for information only!

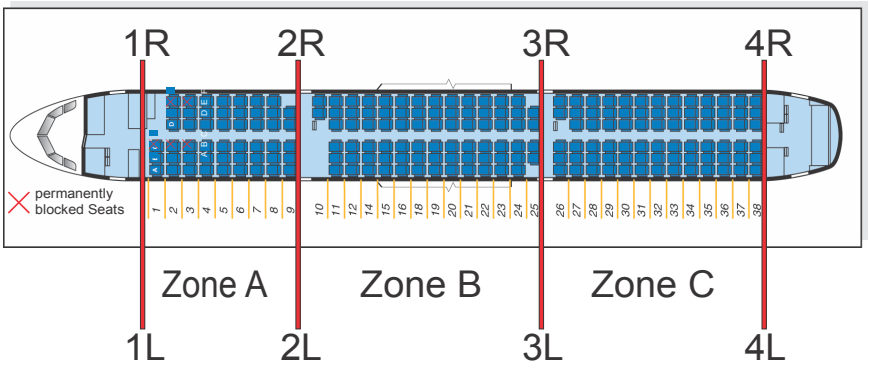


A321 200(CM)

### Zone Capacity

| Zone A | Zone B | Zone C | Total |
|---|---|---|---|
| 45 | 78 | 77 | 200 |

*Note:*
- *Zone A: Row 1 to 9*
- *Zone B: Row 10 to 25*
- *Zone C: Row 26 to 38*




### Maximum Permitted Zone Capacity

| | Door 1 inop | Door 2 inop | Door 3 inop | Door 4 inop |
|---|---|---|---|---|
| Zone A | 33 | 41 | 45 | 45 |
| Zone B | 67 | 41 | 33 | 78 |
| Zone C | 45 | 69 | 41 | 22 |
| Total Zone A+B+C | 145 | 151 | 119 | 145 |
| Rows to be blocked | Row 1 | Row 9 to 10 | Row 25 to 26 | Row 38 |

### Passenger Reduction In Individual Zones

| | | | | |
|---|---|---|---|---|
| Zone A | 12 | 4 | 0 | 0 |
| Zone B | 11 | 37 | 45 | 0 |
| Zone C | 32 | 8 | 36 | 55 |
| Total Zone A+B+C | 55 | 49 | 81 | 55 |

Printouts are for information only!



| 52-10-01A | Cabin Door |
|---|---|

Ident.: 9-MO-52-10-00005130.0000300 / 14 MAY 2024
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

## FLIGHT PREPARATION/LIMITATIONS

### PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   *Note: Use table Zone Capacity and cabin drawing below for actual seat version.*

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   *Note: Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.*

Printouts are for information only!

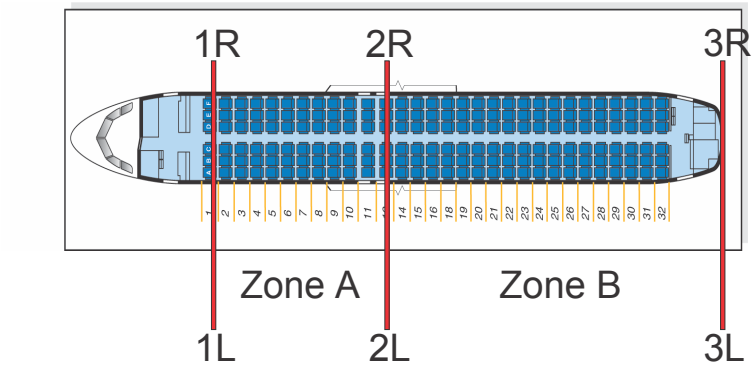


A320 180(CM)

**Zone Capacity**

| Zone A | Zone B | Total |
|---|---|---|
| 60 | 120 | 180 |

*Note:* – *Zone A: Row 1 to 10*
– *Zone B: Row 11 to 32*




**Maximum Permitted Zone Capacity**

| | Door 1 | Door 2 (Overwing) | | Door 3 |
|---|---|---|---|---|
| | inop | one inop | two inop | inop |
| Zone A | 48 | 60 | 41 | 60 |
| Zone B | 62 | 85 | 41 | 48 |
| Total Zone A+B | 110 | 145 | 82 | 108 |
| Rows to be blocked | Row 1 | Row 10 to 14 | Row 10 to 14 | Row 32 |

**Passenger Reduction In Individual Zones**

| | | | | |
|---|---|---|---|---|
| Zone A | 12 | 0 | 19 | 0 |
| Zone B | 58 | 35 | 79 | 72 |
| Total Zone A+B | 70 | 35 | 98 | 72 |

Printouts are for information only!



| 52-10-01A | Cabin Door |
|---|---|

Ident.: 9-MO-52-10-00005130.0000400 / 14 MAY 2024
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

## CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

## FLIGHT PREPARATION/LIMITATIONS

### PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   *Note: Use table Zone Capacity and cabin drawing below for actual seat version.*

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   *Note: Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.*

Printouts are for information only!

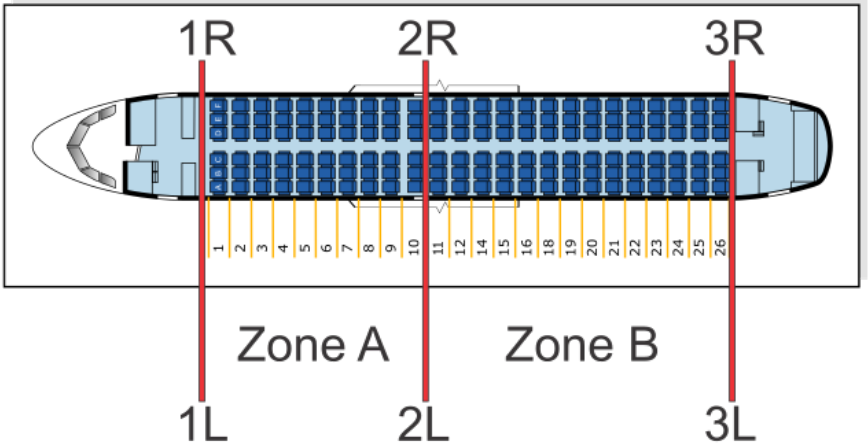


A319 144(CM)

**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 |

Printouts are for information only!



| 52-10-01A | Cabin Door |
|---|---|

Ident.: 9-MO-52-10-00005130.0000500 / 14 MAY 2024
**Criteria: A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AIQS, D-AIQW, D-AIZA**

## CABIN CREW PROCEDURE

- All crewmembers are briefed on the location and condition of the affected exit, passenger distribution and modified cabin safety procedures
- The affected exit, escape paths, and blocked seating layout are checked before each takeoff and landing
- All the concerned passengers are informed that an exit is inoperative and displays an appropriate placard.

## FLIGHT PREPARATION/LIMITATIONS

### PASSENGER REDUCTION CALCULATION WITH ONE EXIT INOPERATIVE

Following methodology must be used to calculate the reduced number of passengers and their distribution in the cabin when one exit is inoperative:

1. Determine actual passenger distribution in individual zones.

   Note: *Use table Zone Capacity and cabin drawing below for actual seat version.*

2. Reduce the number of passengers in the individual zones so that the maximum permitted zone capacity is not exceeded.

   Note: *Use following tables below: Maximum Permitted Zone Capacity and Passenger Reduction in individual zones.*

Printouts are for information only!

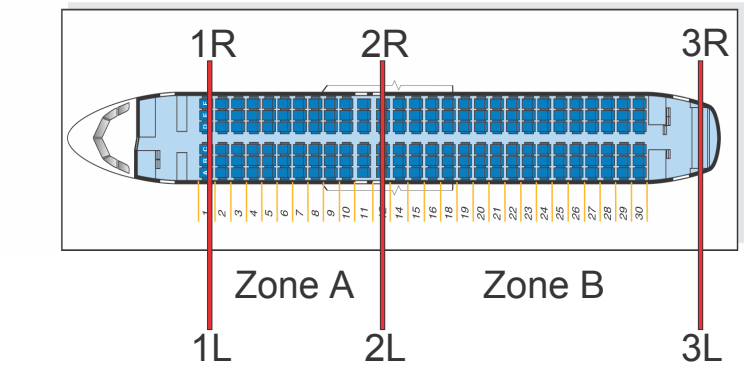


A320 168(CM)

**Zone Capacity**

| Zone A | Zone B | Total |
|---|---|---|
| 60 | 108 | 168 |

*Note:* – *Zone A: Row 1 to 10*
– *Zone B: Row 11 to 30*




**Maximum Permitted Zone Capacity**

| | Door 1 | Door 2 (Overwing) | | Door 3 |
|---|---|---|---|---|
| | inop | one inop | two inop | inop |
| Zone A | 48 | 60 | 41 | 60 |
| Zone B | 62 | 85 | 41 | 48 |
| Total Zone A+B | 110 | 145 | 82 | 108 |
| Rows to be blocked | Row 1 | Row 10 to 14 | Row 10 to 14 | Row 30 |

**Passenger Reduction In Individual Zones**

| | | | | |
|---|---|---|---|---|
| Zone A | 12 | 0 | 19 | 0 |
| Zone B | 46 | 23 | 67 | 60 |
| Total Zone A+B | 58 | 23 | 86 | 60 |

Printouts are for information only!



| 52-10-02A | Cabin Overwing Exit |
|---|---|

Ident.: 9-MO-52-10-00005131.0000001 / 28 JUN 2022
**Criteria: A319 / A320**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

*Refer to OpsProc Cabin Door*

| 52-10-06A | Cabin Door DOOR PRESS LOW Message on the PTP STATUS Page ⩤ |
|---|---|

Ident.: 9-MO-52-10-00005132.0000100 / 14 SEP 2022
**Criteria: A319 / A320 (-AIQS, -AIQW)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW**

**BEFORE PASSENGER BOARDING**

| CAUTION | • **Before opening the door:**<br>Ensure that the door is in disarmed position. |
|---|---|

Printouts are for information only!



- **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.

Printouts are for information only!



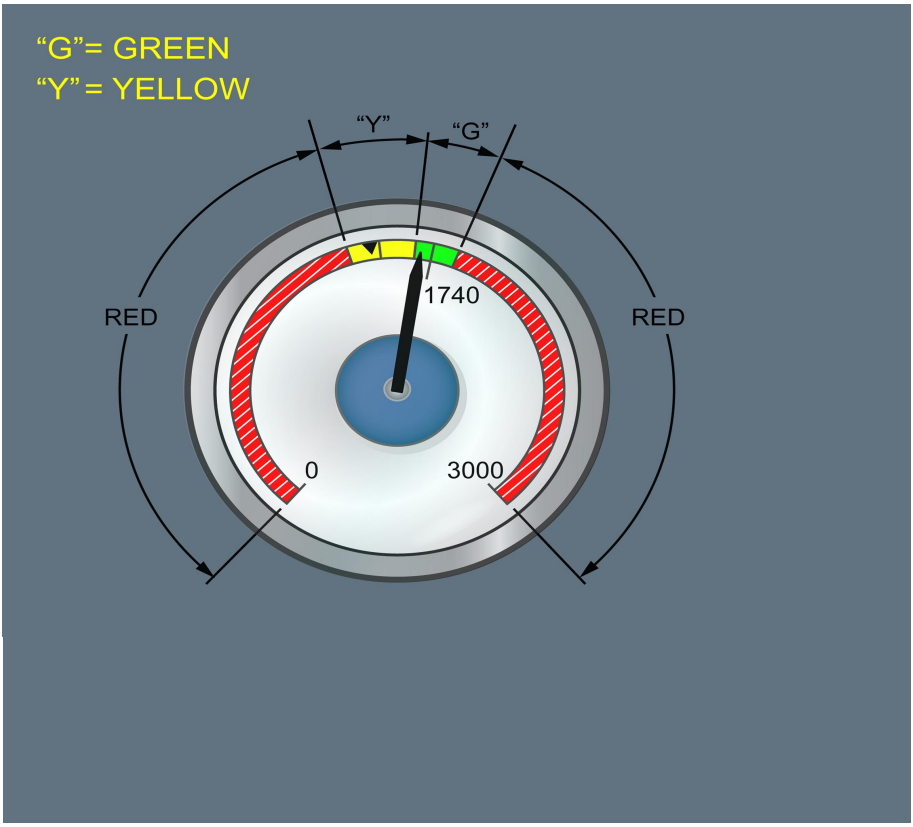
- **If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:**

  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.

Printouts are for information only!



- **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-52-10-00005132.0000200 / 14 SEP 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**BEFORE PASSENGER BOARDING**

| CAUTION | • **Before opening the door:**<br>Ensure that the door is in disarmed position. |
|---|---|

Printouts are for information only!



- **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.

Printouts are for information only!



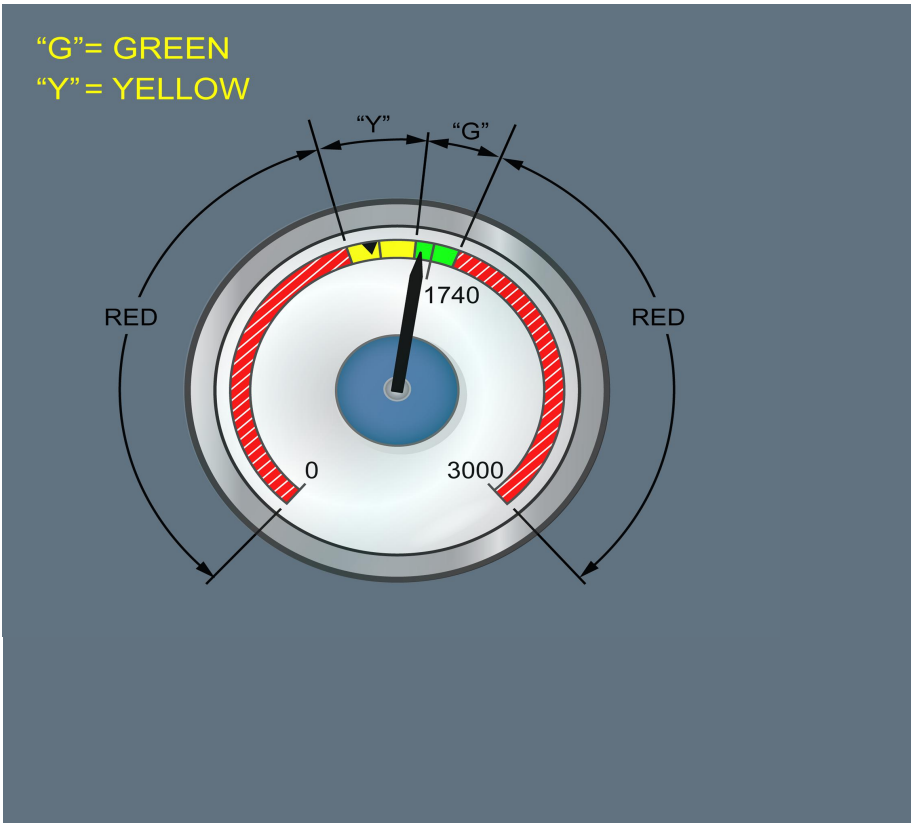
- **If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:**

  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.

Printouts are for information only!



- **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-52-10-00005133.0000001 / 14 SEP 2022
**Criteria: A320 (-AIJH to -AIJN, -AIZA)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIZA**

**BEFORE PASSENGER BOARDING**

| CAUTION | • **Before opening the door:**<br>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:

Printouts are for information only!



- **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.

Printouts are for information only!



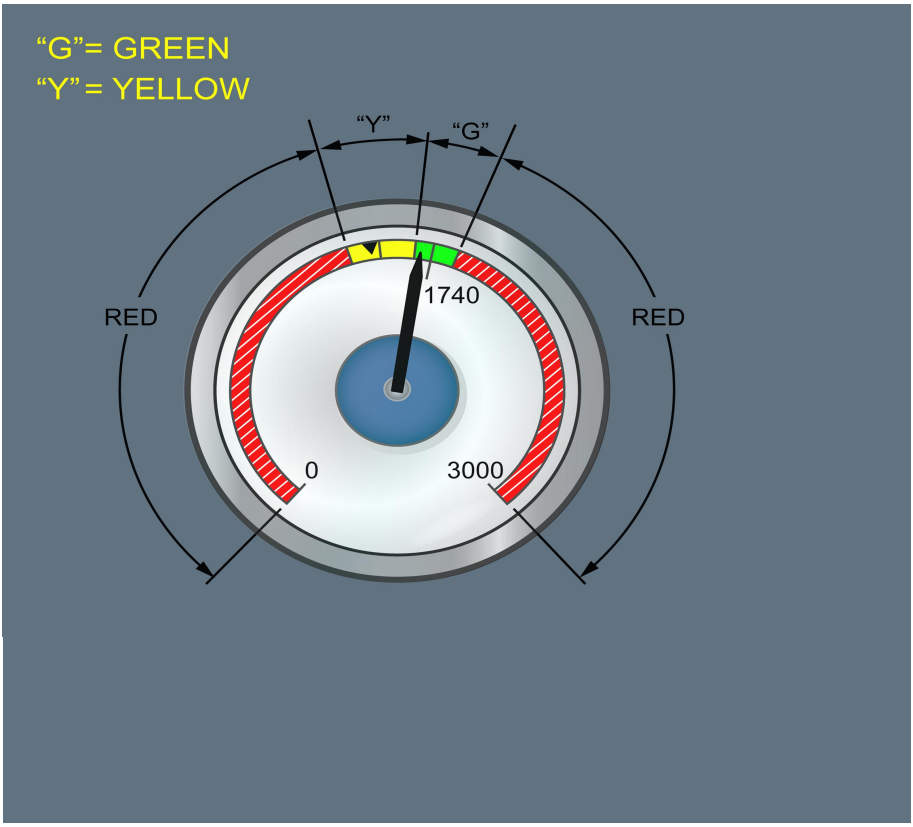
- **If the pressure value shown on the pressure gauge is not in line with the value on the table for the ambient temperature:**

  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.

Printouts are for information only!



- **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*

Printouts are for information only!



| 52-10-08A | CABIN PRESSURE light (on Cabin Doors) |
|---|---|

Ident.: 9-MO-52-10-00005134.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.

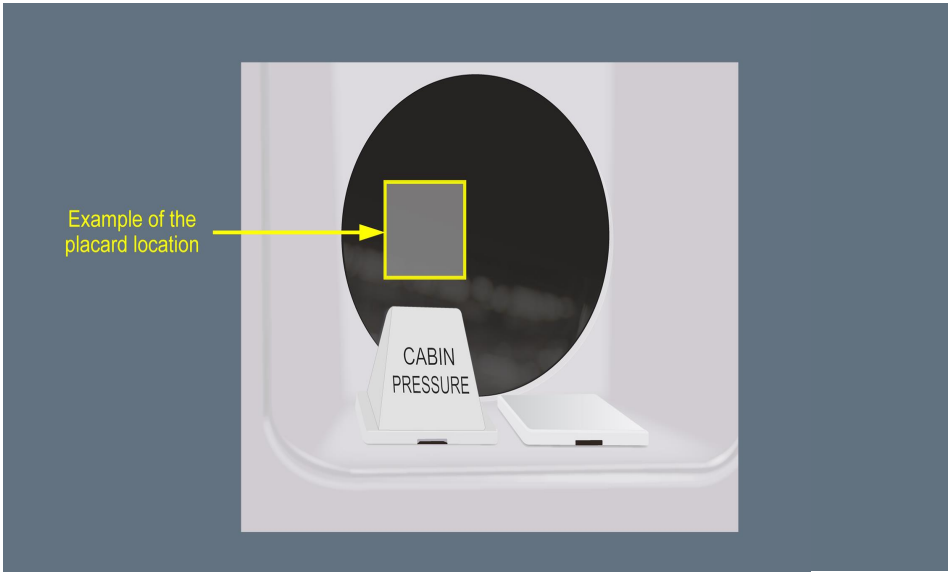
Example of the placard location



Printouts are for information only!



Observation window




**ON GROUND**

In order to prevent an inadvertent pressurization of the aircraft when the aircraft is ventilated with an external air source, ground procedures must strictly be applied.

**AFTER LANDING**

Coordination between the flight crew and the cabin crew must be made to ensure safe opening of any cabin door.

Coordination between the flight crew and the ground personnel must be made to ensure safe opening of any cabin door from the outside.

Before the cabin crew opens the cabin door, the flight crew must confirm the absence of residual differential pressure:

– PACK 1 pb-sw. . . . . OFF
– PACK 2 pb-sw. . . . . OFF

On the CAB PRESS SD page check:

– ΔP = 0.0 PSI
– Outflow valve position is fully open

| | |
|---|---|
| **WARNING** | DO NOT OPEN any cabin door if all the above conditions are not fulfilled.<br>Residual pressure remains. |

Printouts are for information only!



Once the above conditions are fulfilled:

– The flight crew can order the cabin crew to open the cabin doors.

Printouts are for information only!



| 52-10-10A | Door Residual Differential Pressure Detection |
|---|---|

Ident.: 9-MO-52-10-00005137.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.

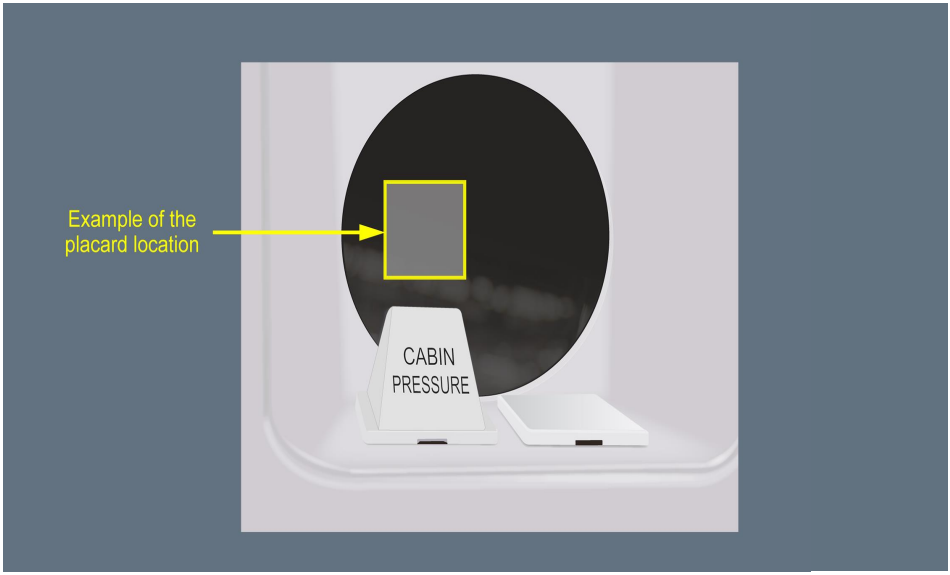
Example of the placard location



Printouts are for information only!



Observation window




**ON GROUND**

In order to prevent an inadvertent pressurization of the aircraft when the aircraft is ventilated with an external air source, ground procedures must strictly be applied.

**AFTER LANDING**

Coordination between the flight crew and the cabin crew must be made to ensure safe opening of any cabin door.

Coordination between the flight crew and the ground personnel must be made to ensure safe opening of any cabin door from the outside.

Before the cabin crew opens the cabin door, the flight crew must confirm the absence of residual differential pressure:

– PACK 1 pb-sw. . . . . OFF
– PACK 2 pb-sw. . . . . OFF

On the CAB PRESS SD page check:

– ΔP = 0.0 PSI
– Outflow valve position is fully open

| | |
|---|---|
| **WARNING** | DO NOT OPEN any cabin door if all the above conditions are not fulfilled.<br>Residual pressure remains. |

Printouts are for information only!



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.

Printouts are for information only!



| | |
|---|---|
| **52-30-03A**<br>**52-30-03B** | **Cargo Door Electrical Control** |

Ident.: 9-MO-52-30-00005138.0000001 / 28 JUN 2022
**Applicable to: ALL**

**DURING COCKPIT PREPARATION**

DOORS/CARGO (122VU T12) C/B. . . . . Pull

| | |
|---|---|
| **52-30-07A** | **Cargo Door Open/Locked Indicator light** |

Ident.: 9-MO-52-30-00005139.0000001 / 28 JUN 2022
**Applicable to: ALL**

**ON GROUND**

- **When the Cargo Door Open/Locked Indicator light is inoperative, it is necessary to inform the ground personnel:**
  - To visually check that the affected cargo door is in the fully open position, with no downward movement after releasing the lever of the manual selector valve.
  - To visually check that the lever of the manual selector valve stays in the neutral position.

Printouts are for information only!



| 52-51-03A | CDLS Buzzer |
|---|---|

Ident.: 9-MO-52-51-00005141.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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-52-51-00005142.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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-52-51-00005143.0000001 / 15 DEC 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

Printouts are for information only!



| 52-51-08C | Cockpit Door Latch Mechanism (Mechanical Latches) |
|---|---|

Ident.: 9-MO-52-51-00009073.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## GENERAL INFORMATION

When one or more door latches are inoperative in engaged/locked position, the flight crew cannot open the cockpit door via the handle from the cockpit side.

In order to unlock the cockpit door, the flight crew has to open the cockpit door by using the COCKPIT DOOR sw that is located on the COCKPIT DOOR panel (central pedestal).

| 52-51-09B | Cockpit Door Handle (including bellcranks linkage) |
|---|---|

Ident.: 9-MO-52-51-00009074.0000001 / 23 FEB 2023
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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).

Printouts are for information only!



| | |
|---|---|
| **52-53-02A**<br>**52-53-02B** | **COCKPIT DOOR OPEN light** |

Ident.: 9-MO-52-53-00005144.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**ON GROUND AND IN FLIGHT**

Check that the cockpit door is closed and locked.

| | |
|---|---|
| **52-53-04A**<br>**52-53-04B** | **UNLOCK Function of the COCKPIT DOOR sw** |

Ident.: 9-MO-52-53-00005145.0000001 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AIRN)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**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.

Printouts are for information only!



| 52-71-01A | Closed 1, Closed 2 and Latched & Locked Proximity Switches |
|---|---|

Ident.: 9-MO-52-71-00005146.0000001 / 28 JUN 2022
**Criteria: A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ**

## GENERAL INFORMATION

- **If one or more door proximity switches are inoperative:**

  The below deactivation procedure of the door proximity switches (door override procedure) can be performed.

  Any reopening of an overridden door will cause to apply again the complete door override procedure.

  The door override function will be reset at the end of the flight and must be repeated before each flight.

## BEFORE ENGINE START

- **Before applying the following deactivation procedure of door proximity switches (door override procedure):**

  Read the logbook and make sure that there are no defective visual door indicators.

- **If there is a defective visual indicator associated with the door having the inoperative proximity switch:**

  Aircraft dispatch is not permitted.

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**PERFORM THESE PROCEDURES**

STEP 1

– Close, latch and lock the main deck cargo door.

STEP 2

– On the DOOR/OXY SD page, confirm MDCD is displayed in the open position (with amber indication).
– To confirm the amber indication on the DOOR/OXY SD page, reopen and close again the main deck cargo door.

STEP 3

– Open the main deck cargo door.

STEP 4

– Confirm that the main deck cargo door is unlocked by a visual check of the locking indication flags fitted on the door.
– WAIT AT LEAST 30 s.
– Close, latch and immediately fully lock the main deck cargo door.
– Confirm that the main deck cargo door is closed and fully locked.
– Check that the door is flushed with the outer contour.
– Check that each locking indicator is flushed with the outer contour.
– Check that the Vent Door is flushed with the MDCD contour.

STEP 5

DOOR SW OVRD pb-sw. . . . . OVRD

*Check that the DOOR SW OVRD light comes on (blue)*

STEP 6

On the DOOR/OXY SD page, check that the main deck cargo door is displayed closed.

- **If the DOOR SW OVRD light does not come on (blue):**

  The door override procedure is not validated and the aircraft dispatch is not permitted.

Printouts are for information only!



| | |
|---|---|
| **56-10-01A**<br>**56-10-01B** | **Front Windshield** |

Ident.: 9-MO-56-10-00005147.0000001 / 28 JUN 2022
**Applicable to: ALL**

**FLIGHT PREPARATION/LIMITATIONS**

- **When PF side is affected:**

  Maximum landing capability is CAT 1

- **When PM side is affected:**

  Maximum landing capability is not affected and is still CAT 3 DUAL.

Printouts are for information only!



| 71-09-01A | ENG 1(2) FAN COWL NOT CLSD **Alert** |
|---|---|

Ident.: 9-MO-71-09-00005148.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## 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.

Printouts are for information only!



| 73-20-04A | EPR Control Mode |
|---|---|

Ident.: 9-MO-73-20-00005149.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## GENERAL INFORMATION

The autothrust function is inoperative.

α floor is not available.

β target is not available.

Bump ⩤ is inoperative.

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note: In the LH 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-73-20-00005150.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## GENERAL INFORMATION

Continuous ignition is permanently on.

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note: In the LH EFB PERF applications, this corresponds to the MEL item "GROUND IDLE INOPERATIVE (ALL ENGINES)".*

Printouts are for information only!



| 73-20-05A | Minimum Idle on Ground |
|---|---|

Ident.: 9-MO-73-20-00005150.0000200 / 28 JUN 2022
**Criteria: A319 / A320 / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note:* *In the LH EFB PERF applications, this corresponds to the MEL item "GROUND IDLE INOPERATIVE (ALL ENGINES)".*

Printouts are for information only!



| 74-07-01A | Selected Igniter Indication on the ENGINE SD page |
|---|---|

Ident.: 9-MO-74-07-00005151.0000001 / 28 JUN 2022
**Applicable to: ALL**

**AFTER ENGINE START**

- **If engine 1 is affected:**
  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PULL
  - ENGINE/IGN/ENG 1/ SYS A BAT (121VU P39) C/B. . . . . PULL
  - ENGINE/IGN/ENG 1/ SYS B (121VU P41) C/B. . . . . PULL
- **If engine 2 is affected:**
  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PULL
  - ENGINE/IGN/ENG 2/ SYS A BAT (121VU P40) C/B. . . . . PULL
  - ENGINE/IGN/ENG 2/ SYS B (121VU P42) C/B. . . . . PULL

On the EWD, check that the ENG 1(2) A+B IGN FAULT alert is displayed.

- **If engine 1 is affected:**
  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PUSH
  - ENGINE/IGN/ENG 1/ SYS A BAT (121VU P39) C/B. . . . . PUSH
  - ENGINE/IGN/ENG 1/ SYS B (121VU P41) C/B. . . . . PUSH
- **If engine 2 is affected:**
  - ENGINE/1 AND 2/IGN/SYS A (49VU A03) C/B. . . . . PUSH
  - ENGINE/IGN/ENG 2/ SYS A BAT (121VU P40) C/B. . . . . PUSH
  - ENGINE/IGN/ENG 2/ SYS B (121VU P42) C/B. . . . . PUSH

Printouts are for information only!



| 74-31-01A | Ignition System A |
|---|---|

Ident.: 9-MO-74-31-00005152.0000100 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## 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-74-31-00005152.0000200 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

## BEFORE ENGINE START

On ground, if the FADEC selects the Ignition System A during an automatic start, the engine fails to start and the ENG 1(2) START FAULT IGNITION FAULT alert appears on the EWD.

To prevent a possible start abort with the triggering of the ENG 1(2) START FAULT IGNITION FAULT alert, perform a manual engine start. *Refer to 2-SUP-ENG Manual Engine Start - Procedure*.

| 74-31-01A | Ignition System A |
|---|---|

Ident.: 9-MO-74-31-00005152.0000300 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## 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

Printouts are for information only!



- **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-74-31-00005153.0000100 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**BEFORE ENGINE START**

On ground, if the FADEC selects the Ignition System B during an automatic start, the engine fails to start and the ENG 1(2) START FAULT IGNITION FAULT alert appears on the EWD.

To prevent a possible start abort with the triggering of the ENG 1(2) START FAULT IGNITION FAULT alert, perform a manual engine start. *Refer to 2-SUP-ENG Manual Engine Start - Procedure*.

| 74-31-02A | Ignition System B |
|---|---|

Ident.: 9-MO-74-31-00005153.0000200 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**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-74-31-00005153.0000300 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321 (-AEUA to -AEUJ)**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

**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:

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- **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.

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| 75-24-01A | Turbine Active Clearance Control Valve |
|---|---|

Ident.: 9-MO-75-24-00005154.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

## 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.*

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| 77-09-01A | ENG TYPE DISAGREE **Alert** |
|---|---|

Ident.: 9-MO-77-09-00005155.0000001 / 28 JUN 2022
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, 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.

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| 78-09-01A | ENG 1(2) REVERSER CTL FAULT **Alert** |
|---|---|

Ident.: 9-MO-78-09-00005156.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

*Refer to OpsProc Thrust Reverser*

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| 78-30-01A | Thrust Reverser |
|---|---|

Ident.: 9-MO-78-30-00005157.0000100 / 15 DEC 2023
**Criteria: A319 (-AILB to -AILY) / A320 (-AIQS, -AIQW, -AIZA)**
**Applicable to: D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIZA**

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

Note: *In the LH EFB PERF applications:*
– *this correspond 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.

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| 78-30-01A | Thrust Reverser |
|---|---|

Ident.: 9-MO-78-30-00005157.0000200 / 15 DEC 2023
**Criteria: A320 (-AIJH to -AIJN) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN, D-AIRN**

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note:* *In the LH EFB PERF applications:*
– *this correspond to the MEL item "ONE or BOTH REVERSER INOPERATIVE".*

## DURING COCKPIT PREPARATION

- **After application of the maintenance procedure**
  and
  **When the FADEC have power:**

  Check that the ENG (AFFECTED SIDE) REV INHIBITED alert is displayed on the EWD.

## FOR TAKEOFF

**During the takeoff briefing, the flight crew must review:**

– The status of the thrust reversers, and

– The use of the thrust reversers

## REJECTED TAKEOFF

Ensure that both engine thrust levers are set to IDLE detent, then:

- **If one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

- **If both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

## DURING APPROACH

**During the approach briefing, the flight crew must review:**

– The status of the thrust reversers, and

– The use of the thrust reversers

## FOR LANDING

Before the touchdown, ensure that both engine thrust levers are set to IDLE detent for the flare.

- **After touchdown, if one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

  For automatic roll-out with one thrust reverser inoperative, *Refer to 1-AFS-20 Automatic Landing - Rollout*.

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- **After touchdown, if both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

| 78-30-01A | Thrust Reverser |
|---|---|

Ident.: 9-MO-78-30-00005157.0000300 / 15 DEC 2023
**Criteria: A319 (-AIBK to -AIBQ)**
**Applicable to: D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ**

## FLIGHT PREPARATION/LIMITATIONS

Take Off and Landing Performance are applied by TOPA/LAPA performance calculation.

*Note:* *In the LH EFB PERF applications:*
– *this correspond 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.

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- **After touchdown, if one thrust reverser is inoperative:**

  Use both thrust levers when applying reverse thrust.

- **After touchdown, if both thrust reversers are inoperative:**

  Do not move the thrust levers to reverse.

| 78-30-04B | Thrust Reverser Door Tertiary Lock |
|---|---|

Ident.: 9-MO-78-30-00005158.0000001 / 28 JUN 2022
**Criteria: A320 (-AIJH to -AIJN)**
**Applicable to: D-AIJH, D-AIJI, D-AIJJ, D-AIJM, D-AIJN**

**DURING COCKPIT PREPARATION**

Disregard the ENG 1(2) REV MINOR FAULT alert that is displayed on the EWD after the maintenance task.

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| **79-09-01A** | ENG 1(2) OIL LO PR **Alert** |
|---|---|

Ident.: 9-MO-79-09-00005159.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

**AFTER ENGINE START**

- **If both engines are affected:**

  RCDR GND CTL pb-sw. . . . . CHECK ON

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| 79-20-01A | Air Cooled Oil Cooler (ACOC) Modulating Valve |
|---|---|

Ident.: 9-MO-79-20-00005160.0000001 / 28 JUN 2022
**Criteria: A321 (-AIRN)**
**Applicable to: D-AIRN**

**BEFORE TAKEOFF**

On the FUEL SD page , check that the fuel temperature in the inner tank is above -20 °C.

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| 80-11-01A | Start Valve |
|---|---|

Ident.: 9-MO-80-11-00005161.0000001 / 28 JUN 2022
**Criteria: A319 / A320 (-AIQS, -AIQW, -AIZA) / A321**
**Applicable to: D-AEUA, D-AEUC, D-AEUI, D-AEUJ, D-AIBK, D-AIBL, D-AIBM, D-AIBN, D-AIBP, D-AIBQ, D-AILB, D-AILP, D-AILS, D-AILT, D-AILW, D-AILX, D-AILY, D-AIQS, D-AIQW, D-AIRN, D-AIZA**

## 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.