

# U.S. Department of Transportation Federal Aviation Administration Washington, D.C.

## **Master Minimum Equipment List (MMEL)**

Revision: 26b Date: 11/22/2016

## Airbus A318/A319/A320/A321

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## MASTER MINIMUM EQUIPMENT LIST Date: 11.

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#### A318/A319/A320/A321

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#### MASTER MINIMUM EQUIPMENT LIST

#### A318/A319/A320/A321

#### Highlights of Change

EFFECTIVE ABOVE DATE, the A318/A319/A320/A321 Master Minimum Equipment List has been revised.

#### ATA 27 FLIGHT CONTROLS

• Item 51-01 1): Revised to add the proviso "The OAT is below ISA+35 degrees C", for all A319neo/A320neo/A321neo.

#### **ATA 32 LANDING GEAR**

• Item 31-01 Revised to add the proviso "The OAT is below ISA+35 degrees C", for all A319neo/A320neo/A321neo.

#### ATA 73 ENGINE FUEL AND CONTROL

Item 20-11: Revised to update wording for all A319neo/A320neo/A321neo.

#### **ATA 79 ENGINE OIL**

- Item 33-02: Revised to clarify applicability to IAE and CFM56 engines.
- Item 35-02: Revised to extend applicability of existing relief for PW 1100G Engines to CFM LEAP-1A Engines.
- Item 35-03: Revised to extend applicability of existing relief for PW 1100G Engines to CFM LEAP-1A Engines.
- Item 35-04: Revised to extend applicability of existing relief for PW 1100G Engines to CFM LEAP-1A Engines.
- Item 35-05: Revised to extend applicability of existing relief for PW 1100G Engines to CFM LEAP-1A Engines.

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### MASTER MINIMUM EQUIPMENT LIST Date: 11/22/2016

#### A318/A319/A320/A321

#### **Definitions**

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA MMEL Policy Letter PL-25, *Policy Concerning MMEL Definitions*, as found on the Flight Standards Information Management System (FSIMS) Web site.

FSIMS - Publications - MMEL Policy Letters

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## MASTER MINIMUM EQUIPMENT LIST Date: 11/22/2016

#### A318/A319/A320/A321

#### Preamble

For the Master Minimum Equipment List, Preamble addendum as used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, *MMEL and MEL Preamble*, as found on the Flight Standards Information Management System (FSIMS) Web site.

FSIMS - Publications - MMEL Policy Letters

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						4.	REMARKS OR EXCEPTIONS	
		ONDITIONING						
21-00	MA ME DIS EC	ASS II AINTENANCE ESSAGES SPLAYED ON EAM STATUS PAGE ECAM SYSTEM SPLAY						
	1)	Fault(s) Indicated by PACK 1 (2) (Without Mod. 30626)	С	-	-			
	2)	Fault(s) Indicated by ZONE CONT (Without Mod. 30626)	С	-	-			
***	3)	Fault(s) Indicated by AFT CRG HEAT	С	-	-			
	4)	Fault(s) Indicated by TEMP CTL 1(2) (with Mod. 30626)	С	-	-			
						NOTE	E: Dispatch with any of the abo maintenance status message displayed on ECAM is permi CFDS interrogation.	es

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	JENCE TILIM BERS			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
21 AI	R CONDITIONING				THE REAL PROPERTY OF THE PROPE
21-01	Cabin Fans	С	2	1	
21-02	CAB FAN p.b Switch				
	1) OFF Light	С	1	0	
23-01	Lavatory and Galley Extraction Fan				
	1) Aircraft Without Mod. 22561/ MP K2335	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Cabin duct temperatures are available on ECAM,</li> <li>b) Restrictions for an inoperative lavatory smoke detector system are applied, and</li> <li>c) GSM ON BOARD system (if installed by Mod. 36790/MP K10889) is deactivated.</li> </ul>
	2) Aircraft with Mod. 22561/MP K2335	C	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Cabin duct temperatures are available on ECAM, and</li> <li>b) GSM ON BOARD system (if installed by Mod. 36790/MP K10889) is deactivated.</li> </ul>

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A318,	A319, A320, A3	321		DATE: 09/07/2016 21-3
SYSTEM &	1.	2.	NUM	BER INSTALLED
SEQUENCE	ITEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
21 AIR CONDITION	NG			
26-01 Blower Fan	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Extract fan operates normally,</li> <li>b) BLOWER p.b switch is set to OVRD,</li> <li>c) Both packs are operative,</li> <li>d) VENT AVNCS SYS FAULT ECAM caution is not present, and</li> <li>e) FL 270 is not exceeded on airplanes with Mod. 20056.</li> </ul>
	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Extract fan operates normally,</li> <li>b) BLOWER p.b switch is set to OVRD,</li> <li>c) Both packs are operative,</li> <li>d) Air conditioning inlet valve is verified open prior to each flight, and</li> <li>e) FL 270 is not exceeded on airplanes with Mod. 20056.</li> </ul>
	C	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Extract fan operates normally,</li> <li>b) BLOWER p.b switch is set to OVRD,</li> <li>c) Both packs are operative,</li> <li>d) Air conditioning inlet valve is secured open,</li> <li>e) FL 270 is not exceeded on airplanes with Mod. 20056, and</li> <li>f) AEVC test is performed before each flight.</li> </ul> </li> </ul>

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NUMBERS			4.	REMARKS OR EXCEPTIONS	
21 AIR CONDITIONING					
26-02 Extract Fan C		0	a b c d	lay be inoperative provided:  Blower fan operates normal  EXTRACT p.b sw. is set at a low to be a low	OVRD, ECAM AT) and time wer on are nit ours ours

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SYSTEM & SEQUENCE	ITEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
21 AIR CONDITION	NING			
26-02 Extract Fan (Cont'd)				
	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Blower fan operates normally,</li> <li>b) EXTRACT p.b sw is set at OVRD,</li> <li>c) Both packs are operative,</li> <li>d) Air conditioning inlet valve is verified open prior to each flight, and</li> <li>e) Outside air temperature (OAT) and time on ground with electrical power on are limited as follow:</li> <li>OAT&lt;38 degrees C - No limit</li> <li>OAT 39-45 degrees C - 2 hours</li> <li>OAT 51-54 degrees C - 35 minutes.</li> </ul>
	C		0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Blower fan operates normally,</li> <li>b) EXTRACT p.b sw is set at OVRD,</li> <li>c) Both packs are operative,</li> <li>d) Air conditioning inlet valve is secured open,</li> <li>e) Outside air temperature (OAT) and time on ground with electrical power on are limited as follows: <ul> <li>OAT</li> <li>OAT</li> <li>OAT</li> <li>Segrees C – No limit</li> <li>OAT</li> <li>OAT</li> <li>Segrees C – 2 hours</li> <li>OAT</li> <li>Segrees C – 35 minutes, and</li> </ul> </li> <li>f) AEVC test is performed before each flight.</li> </ul></li></ul>

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	JENCE ITEM BERS			3.	NUMBER REQUIRED FOR DISPATCH
			_		4. REMARKS OR EXCEPTIONS
21 AI	R CONDITIONING				
26-03	Skin Exchanger Inlet Bypass Valve	С	1	0	<ul><li>(M)(O) May be inoperative provided:</li><li>a) Valve is secured closed, and</li><li>b) AEVC test is performed before each flight.</li></ul>
26-04	Skin Air Outlet Valve	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Internal flap is manually secured to open position,</li> <li>b) Extract valve (skin air outlet valve) is displayed in partially open position (amber or green) on ECAM CAB PRESS page,</li> <li>c) Both packs are operative,</li> <li>d) Skin exchanger isolation valve is secured open, and</li> <li>e) AEVC test is performed before each flight.</li> </ul> </li> </ul>
26-05	Skin Air Inlet Valve	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve is secured closed,</li> <li>b) Air conditioning inlet valve is verified open before each flight,</li> <li>c) Both packs are operative, and</li> <li>d) AEVC test is performed before each flight.</li> </ul>
		C	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve is secured closed,</li> <li>b) Air conditioning inlet valve is secured open,</li> <li>c) Both packs are operative, and</li> <li>d) AEVC test is performed before each flight.</li> </ul>

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SEQU NUME	JENCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
21 AII	R CONDITIONING				
26-06	Skin Exchanger Isolation Valve	С	1	0	(M)(O) May be inoperative in open position provided AEVC test is performed before each flight.
		С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve is secured open, and</li> <li>b) AEVC test is performed before each flight.</li> </ul>
26-07	Skin Exchanger Outlet Bypass Valve	С	1	0	
26-08	Air Conditioning Inlet Valve	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Valve is secured open,</li> <li>b) Both packs are operative, and</li> <li>c) AEVC test is performed before each flight.</li> </ul>
26-09	Ventilation Filters	C	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Blower and extract fans operate normally,</li> <li>b) EXTRACT p.b switch is set at OVRD,</li> <li>c) Both packs are operative, and</li> <li>d) VENT AVNCS SYS FAULT ECAM caution is not present.</li> </ul> (Continued)

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SEQUENCE NUMBERS			3.	NUMBI	ER REQUIRED FOR DISPA	TCH
				4.	REMARKS OR EXCEPTION	IS
21 AIR CONDITIONING						
6-09 Ventilation Filters (Cont'd)						
	С	1	0	a)		perate et at OVRD, and
	C	1	0	b) c) d)		perate et at OVRD, e is secured

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7	A318, A319, A32	0, A3	21		DATE: 09/07/2016 21-9
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NUMB	ERS				4. REMARKS OR EXCEPTIONS
21 AIR	CONDITIONING				
26-10	Avionic Equipment Ventilation Computer (AEVC)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Extract fan is verified to operate normally prior to each flight,</li> <li>b) BLOWER and EXTRACT p.b switches are set to OVRD,</li> <li>c) Air conditioning inlet valve and extract valve (skin air outlet valve) are verified in the proper position prior to each flight,</li> <li>d) Both packs are operative, and</li> <li>e) Skin air inlet valve is secured closed.</li> </ul>
26-11	BLOWER FAULT Caution on ECAM	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Blower fan is verified operative prior to each flight,</li> <li>b) VENT AVNCS SYS FAULT caution is available on ECAM, and</li> <li>c) EXTRACT FAULT caution is not present on ECAM.</li> </ul>
		С	1	0	May be inoperative provided blower fan is considered inoperative.
26-12	EXTRACT FAULT Caution on ECAM	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Extract fan is verified to operate normally before each flight,</li> <li>b) VENT AVNCS SYS FAULT caution is available on ECAM, and</li> <li>c) BLOWER FAULT caution is not present on ECAM.</li> </ul>
		С	1	0	May be inoperative provided extract fan is considered inoperative.

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	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
	R CONDITIONING								
26-13	BLOWER p.b Switch								
	1) FAULT Light	С	1	0					
26-14	EXTRACT p.b Switch								
	1) FAULT Light	С	1	0					
26-15	ECAM CAB PRESS Indications	С	2	0	INLET and EXTRACT indications may be inoperative.				
27-01	Avionics Equipment Ground Cooling System (Mod 20056/ MP P0073)	D	1	0	(M)(O) May be inoperative provided both associated skin valves are secured closed.				
28-01 ***	Forward Cargo Extraction Fan	D	1	0	(O) May be inoperative.				
28-02 ***	Forward Cargo Isolation Valves	D	2	0	(O) May be inoperative provided:  a) Both valves are closed, and  b) FWD ISOL VALVE FAULT Light operates normally.				
		D	2	0	(M) May be inoperative provided both valves are secured closed.				
28-03 ***	FWD ISOL VALVE Fault light	D	1	0					
28-04 ***	Aft Cargo Extraction Fan	D	1	0	(O) May be inoperative provided alternate procedures are established and used.				

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	JENCE ITEIVI			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
21 Ali	R CONDITIONING				
28-05	Aft Cargo Isolation Valves	D	2	0	(O) May be inoperative provided:  a) Both valves are closed, and b) AFT ISOL VALVE FAULT Light operates normally.
		D	2	0	(M) May be inoperative provided both valves are secured closed.
28-06 ***	Aft Cargo AFT ISOL VALVE Fault Light	D	1	0	
31-01	Automatic Cabin Pressure Control Systems (CPC, outflow valve AUTO channels)	С	2	0	(O) May be inoperative provided:         a) Flight is conducted in an unpressurized configuration, and         b) Extended overwater flight is prohibited.
	1) System 1	A	1	0	<ul> <li>(M)(O) Except for ER operations, may be inoperative provided: <ul> <li>a) CPC 1 is deactivated,</li> <li>b) Manual Mode is verified to operate normally,</li> <li>c) Cabin pressure indications are available on ECAM CAB PRESS Page in manual Mode,</li> <li>d) Both FCU channels operate normally,</li> <li>e) System 2 operates normally, and</li> <li>f) Repairs are made within 3 flight days.</li> </ul> </li> <li>(Continued)</li> </ul>

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SYST	EM &	1.	2.	NUM	BER INSTALLED
SEQI	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUM	BERS				4. REMARKS OR EXCEPTIONS
21 AI	R CONDITIONING				
31-01	Automatic Cabin Pressure Control Systems (CPC, outflow valve AUTO channels) (Cont'd)				
	2) System 2	С	1	0	<ul> <li>(M)(O)May be inoperative provided: <ul> <li>a) CPC 2 is deactivated,</li> <li>b) Manual Mode is verified to operate normally,</li> <li>c) Cabin pressure indications are available on ECAM CAB PRESS Page in manual Mode,</li> <li>d) Both FCU channels operate normally, and</li> <li>e) System 1 operates normally.</li> </ul> </li> </ul>
31-02	Manual Cabin Pressure Control Systems (Outflow valve MAN channel, MAN V/S CTL Sel)	С	1	0	(M) May be inoperative provided both auto cabin pressure control systems are verified to operate normally before each flight.
		С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Extended overwater flight is prohibited, and</li> <li>c) Avionics equipment ventilation system operates normally.</li> </ul>
31-03	Outflow valve				
	1) Auto Motor 2				Deleted, REV 20. Moved to items 21-31-01 and 21-31-02.

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SEQUE NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
21 AIR	CONDITIONING				
31-04	Safety Valves	С	2	1	<ul> <li>(M) May be inoperative closed provided:</li> <li>a) Both automatic cabin pressure control systems operate normally, and</li> <li>b) The three outflow valve motors operate normally.</li> </ul>
31-05	Landing Elevation Selection System				
	1) AUTO Function	С	1	0	(O) May be inoperative provided LDG ELEV is set to destination field elevation altitude.
31-06	MODE SEL FAULT Light	С	1	0	(O) May be inoperative provided SYS 1 and SYS 2 indications on ECAM CAB PRESS page are available.
31-07	Safety Valves Position Indication on ECAM CAB PRESS Page	С	1	0	(M) May be inoperative provided both safety valves are visually verified closed.
31-08	SAFETY VALVE OPEN Caution on ECAM	С	1	0	(M) May be inoperative provided both safety valves are visually verified closed.

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	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
21 AIF	R CONDITIONING				
43-01 ***	Fwd Cargo Compartment Heating System	С	1	0	(O) May be inoperative provided HOT AIR p.b sw is set at OFF and hot air pressure regulating valve is checked closed on ECAM.
		D	1	0	(M)(O) May be inoperative provided associated trim air valve is secured closed.
		С	1	0	(M)(O) May be inoperative provided the hot air pressure regulating valve is secured closed.
					NOTE: With hot air valve sw OFF, unequal passenger distribution may cause high temperature in the rear cabin.
43-02 ***	Aft Cargo Compartment Heating Systems	D	1	0	(O) Associated hot air pressure regulating valve or trim air valve may be inoperative provided:  a) Heating system is switched OFF, and b) Operative valve is verified closed on ECAM.
		D	1	0	(M)(O) Associated hot air pressure regulating valve and trim air valve may be inoperative provided one of these valves is secured closed.

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SEQL	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUME	DERO				4. REMARKS OR EXCEPTIONS
21 All	R CONDITIONING				
51-01	Pack Flow Control Valves				
	1) Aircraft without Mod. 30626/ MP K6443	С	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided:</li> <li>a) Valve is secured closed, and</li> <li>b) Associated air conditioning pack is considered inoperative.</li> </ul>
		С	2	0	<ul> <li>(M)(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Avionics equipment ventilation system operates normally,</li> <li>c) Outside air temperature (OAT) is less than 38 degrees C, and</li> <li>d) Both packs are switched OFF and both flow control valves are secured closed.</li> </ul> </li> </ul>
	2) Aircraft with Mod. 30626/MP K6443	C	2	1	Except for ER operations, one may be inoperative provided associated air conditioning pack is considered inoperative.  (Continued)

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	DEPARTMENT OF TRAN			NΝ	MASTER MINIMUM EQUIPMENT LIST
	ERAL AVIATION ADMINIS RAFT:	SIRAT	REVISION NO: 26a PAGE:		
AIRC	A318, A319, A3	320, A3			
				NII IN AE	DATE: 09/07/2016 21-16
	EM & ITEM	1.	2.		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
	BERS			٥.	4. REMARKS OR EXCEPTIONS
21 AI	R CONDITIONING				New and on Excell Hone
51-01	Pack Flow Control Valves (Cont'd)				
	2) Aircraft with Mod. 30626/ MP K6443 (Cont'd)				
		С	2	0	<ul> <li>(M)(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Avionics equipment ventilation system operates normally,</li> <li>c) Outside air temperature (OAT) is less than 38 degrees C, and</li> <li>d) Both packs are switched OFF and both flow control valves are secured closed.</li> </ul> </li> </ul>
51-02	Pack Flow Selections				
	1) A319/A320	С	3	1	LO and/or NORM may be inoperative.
	2) A321	С	2	1	ECON FLOW may be inoperative.
	3) A318	С	2	1	HI may be inoperative.
51-03	PACK p.b Switch				
	1) FAULT Lights	С	2	0	
	2) OFF Lights	С	2	0	

	DEPARTMENT OF TRANS RAL AVIATION ADMINIST			/ I N	MASTER MINIMUM EQUIPMENT LIST
	RAFT:				REVISION NO: 26a PAGE:
	A318, A319, A32	0, A3	21		DATE: 09/07/2016 21-17
SYST	ΈΜ <i>8</i> .	1.	2.	NUME	BER INSTALLED
SEQL	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUME	BERS				4. REMARKS OR EXCEPTIONS
21 All	R CONDITIONING				
51-06	Pack Flow Sensor (Aircraft with Mod. 30626)	С	2	1	(O) One may be inoperative provided the HOT AIR p.b switch is selected OFF.
					NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082) refer to Livestock Transportation Manual.
52-01	Packs	С	2	0	<ul> <li>(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Avionics equipment ventilation system operates normally, and</li> <li>c) Outside air temperature (OAT) is less than 38 degrees C.</li> </ul> </li> </ul>
	1) A319/A320 without Mod. 31283/MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/MP K6443 (Enhanced ECS)	C	2	1	Except for ER operations, one may be inoperative provided:  a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, and f) Avionics equipment ventilation system operates normally.  NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.  (Continued)

U.S. DEPARTMENT OF TRANSPORT FEDERAL AVIATION ADMINISTRATI		NΝ	MASTER MINIMUM EQUIPMENT LIS				
AIRCRAFT:	ON		REVISION NO: 26a PAGE:				
A318, A319, A320, A32	DATE: 09/07/2016 21-18						
SYSTEM & ITEM SEQUENCE	2.	2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH					
NUMBERS			4. REMARKS OR EXCEPTIONS				
21 AIR CONDITIONING							
52-01 Packs (Cont'd)							
2) A321 without C Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	2	1	Except for ER operations, one may be inoperative provided:  a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) ECON FLOW p.b. sw is selected OFF, and f) Avionics equipment ventilation system operates normally.  NOTE: Proviso d) does not apply if pack valve				
3) A319 with C Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	2	1	has been secured closed as per item 21-51-01.  Except for ER operations, one may be inoperative provided:  a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, and f) Avionics equipment ventilation system operates normally.  NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.  (Continued)				

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U.S. DEPARTMENT OF TRANSPOR		MASTER MINIMUM E	QUIPMENT LIST		
FEDERAL AVIATION ADMINISTRAT	ION				
AIRCRAFT:	REVISION NO: 26a	PAGE:			
A318, A319, A320, A3	321			DATE: 09/07/2016	21-19
SYSTEM & TEM	2.	NUME	BER IN	STALLED	
SEQUENCE TEM		3.	NUMB	ER REQUIRED FOR DISPAT	СН
NUMBERS			4.	REMARKS OR EXCEPTION	S
21 AIR CONDITIONING					
52-01 Packs (Cont'd)					
3) A319 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS) (Cont'd)					
C	2	1	inope a b c d e f)	<ul> <li>Pack valve is verified close BLEED page,</li> <li>PACK FLOW selector is se Avionics equipment ventila operates normally, and</li> </ul>	ow FL 370, JLT caution is t to OFF, ed on ECAM et to HI, tion system hally. f pack valve

U.S. DEPARTMENT OF TRANSPO	)RTATI	NC	
		JIN	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRA  AIRCRAFT:	ATION	REVISION NO: 26a PAGE:	
A318, A319, A320,	A321		
		NII IN AE	DATE: 09/07/2016 21-20
SYSTEM & ITEM	. 2.	<u> </u>	SER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING			4. REMARKS OR EXCEPTIONS
52-01 Packs		İ	
(Cont'd)			
4) A320 with C Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)		1	Except for ER operations, one may be inoperative provided:  a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) PACK FLOW selector is set to HI, and f) Avionics equipment ventilation system operates normally.  NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.  Except for ER operations, one may be
			inoperative provided:  a) COND ZONE REGUL FAULT caution is not displayed on ECAM, b) Affected pack p.b. sw is set to OFF, c) Pack valve is verified closed on ECAM BLEED page, d) PACK FLOW selector is set to HI, e) Avionics equipment ventilation system operates normally, and f) Speedbrakes operate normally.  NOTE: Proviso c) does not apply if pack valve has been secured closed as per item 21-51-01.  (Continued)

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		J1 <b>1</b>	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRA AIRCRAFT:	ATION	REVISION NO: 26a PAGE:	
A318, A319, A320, A	A321		
		NII IN AE	DATE: 09/07/2016 21-21
SYSTEM & ITEM SEQUENCE	. 2.		BER INSTALLED  NUMBER REQUIRED FOR DISPATCH
NUMBERS		3.	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING			4. KEWAKKS OK EXCEPTIONS
52-01 Packs			
(Cont'd)			
5) A321 with C Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and without Mod. 30626/ MP K6443 (Enhanced ECS)	2	1	Except for ER operations, one may be inoperative provided:  a) Airplane remains at or below FL 310, b) COND ZONE REGUL FAULT caution is not displayed on ECAM, c) Affected pack p.b. sw is set to OFF, d) Pack valve is verified closed on ECAM BLEED page, e) ECON FLOW p.b. sw is selected OFF, and f) Avionics equipment ventilation system operates normally.  NOTE: Proviso d) does not apply if pack valve has been secured closed as per item 21-51-01.
C	2	1	Except for ER operations, one may be inoperative provided:  a) COND ZONE REGUL FAULT caution is not displayed on ECAM, b) Affected pack p.b. sw is set to OFF, c) Pack valve is verified closed on ECAM BLEED page, d) ECON FLOW p.b. sw is selected OFF, e) Avionics equipment ventilation system operates normally, and f) Speedbrakes operate normally.  NOTE: Proviso c) does not apply if pack valve has been secured closed as per item 21-51-01.  (Continued)

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	EPARTMENT			MASTER MINIMUM EQUIPMENT LIST		
-	RAL AVIATIO	N ADMINIS	TRAT	ION	DEVICIONING. 00-	
AIRCR		3, A319, A32	20 A3	REVISION NO: 26a PAGE:		
Ī				1		DATE: 09/07/2016 21-22
SYSTE		ITEM	1.	2.	<del></del>	BER INSTALLED
SEQUI NUMB					3.	NUMBER REQUIRED FOR DISPATCH
24 AID	CONDITION	IINIC		-		4. REMARKS OR EXCEPTIONS
		iiiNG		ļ		
52-01	Packs (Cont'd)					
	6) A318		С	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) Airplane remains at or below FL 310,</li> <li>b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM,</li> <li>c) Affected pack p.b. sw is set to OFF,</li> <li>d) HI FLOW p.b. sw is set to ON,</li> <li>e) Avionics equipment ventilation system operates normally, and</li> <li>f) Pack flow control valve is secured closed.</li> </ul> </li> </ul>
			C	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) Airplane remains at or below FL 350,</li> <li>b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM,</li> <li>c) Affected pack p.b. sw is set to OFF,</li> <li>d) HI FLOW p.b. sw is set to ON,</li> <li>e) Avionics equipment ventilation system operates normally,</li> <li>f) Speedbrakes operate normally, and</li> <li>g) Pack flow control valve is secured closed.</li> </ul> </li> <li>(Continued)</li> </ul>

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U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT L  FEDERAL AVIATION ADMINISTRATION									
		STRAT	ION						
AIRC	RAFT: A318, A319, A	320 A3	REVISION NO: 26a PAGE:						
	A010, A019, A	520, A3			DATE: 09/07/2016 21-23				
SYST		1.	2.		BER INSTALLED				
SEQU NUME	JENCE			3.	NUMBER REQUIRED FOR DISPATCH				
24 ΔΙ	R CONDITIONING				4. REMARKS OR EXCEPTIONS				
52-01	Packs (Cont'd)								
	7) A319 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS)	С	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) Airplane remains at or below FL 310,</li> <li>b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM,</li> <li>c) Affected pack p.b. sw is set to OFF,</li> <li>d) PACK FLOW selector is set to HI,</li> <li>e) Avionics equipment ventilation system operates normally, and</li> <li>f) Pack flow control valve is secured closed.</li> </ul> </li> </ul>				
		C	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) Airplane remains at or below FL 370,</li> <li>b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM,</li> <li>c) Affected pack p.b. sw is set to OFF,</li> <li>d) PACK FLOW selector is set to HI,</li> <li>e) Avionics equipment ventilation system operates normally,</li> <li>f) Speedbrakes operate normally, and</li> <li>g) Pack flow control valve is secured closed.</li> </ul> </li> <li>(Continued)</li> </ul>				

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U.S. DEPA	RTMENT OF TRAN	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	AVIATION ADMINIS	STRAT			
AIRCRAFT		00 40	REVISION NO: 26a PAGE:		
	A318, A319, A3	20, A3	21		DATE: 09/07/2016 21-24
SYSTEM &	ITEN A	1.	2.	NUME	BER INSTALLED
SEQUENC NUMBERS				3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
21 AIR COI	NDITIONING				
	cks ont'd)				
8)	A320 with Mod. 31283/ MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) Airplane remains at or below FL 310,</li> <li>b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM,</li> <li>c) Affected pack p.b. sw is set to OFF,</li> <li>d) PACK FLOW selector is set to HI,</li> <li>e) Avionics equipment ventilation system operates normally, and</li> <li>f) Pack flow control valve is secured closed.</li> </ul> </li> </ul>
		C	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT cautions associated with the operative side are not displayed on ECAM,</li> <li>b) Affected pack p.b. sw is set to OFF,</li> <li>c) PACK FLOW selector is set to HI,</li> <li>d) Avionics equipment ventilation system operates normally,</li> <li>e) Speedbrakes operate normally, and</li> <li>f) Pack flow control valve is secured closed.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DEPA	RTMENT OF TRAN	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL	AVIATION ADMINIS	STRAT	ION		
AIRCRAFT		00 40	REVISION NO: 26a PAGE:		
	A318, A319, A3	20, A3	21		DATE: 09/07/2016 21-25
SYSTEM 8	, * ITENA	1.	2.	NUME	BER INSTALLED
SEQUENC NUMBERS				3.	NUMBER REQUIRED FOR DISPATCH
ı					4. REMARKS OR EXCEPTIONS
21 AIR CO	NDITIONING		ļ		
	acks ont'd)				
9)	A321 with Mod.31283/ MP P7125 (FWC H2-F1 Stnd) and with Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) Airplane remains at or below FL 310,</li> <li>b) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM,</li> <li>c) Affected pack p.b. sw is set to OFF,</li> <li>d) ECON FLOW p.b. sw is set to OFF,</li> <li>e) Avionics equipment ventilation system operates normally, and</li> <li>f) Pack flow control valve is secured closed.</li> </ul> </li> </ul>
		C	2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) AIR PACK 1(2) REGUL FAULT, AIR COND CTL 1(2)-A FAULT, and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM,</li> <li>b) Affected pack p.b. sw is set to OFF,</li> <li>c) ECON FLOW p.b. sw is set to OFF,</li> <li>d) Avionics equipment ventilation system operates normally,</li> <li>e) Speedbrakes operate normally, and</li> <li>f) Pack flow control valve is secured closed.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRA	ANSPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST			
FEDERAL AVIATION ADMIN	NISTRAT	ION		MASTER MINIMON EQUITMENT EIGT			
AIRCRAFT:		REVISION NO: 26a PAGE:					
A318, A319, A	A320, A3	DATE: 09/07/2016 21-26					
SYSTEM &	1.	2.	NUME	BER INSTALLED			
SEQUENCE ITEM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH			
NUMBERS				4. REMARKS OR EXCEPTIONS			
21 AIR CONDITIONING							
52-01 Packs (Cont'd)			İ				
10) Air Cycle Machine (ACM)	С	2	0	<ul> <li>(O) Except for ER operations, may be inoperative provided: <ul> <li>a) Flight is conducted in an unpressurized configuration,</li> <li>b) Avionics equipment ventilation system operates normally, and</li> <li>c) Outside air temperature (OAT) is less than 38 degrees C.</li> </ul> </li> </ul>			
a) A319, A320, A321 without Mod. 30626/ MP K6443 (Enhanced ECS)	t	2	1	<ul> <li>(O) One pack may be operated on heat exchanger cooling only provided: <ul> <li>a) Affected pack's compressor outlet temperature indication is available on ECAM BLEED page,</li> <li>b) TAT indication is available,</li> <li>c) Corresponding pack controller operates normally,</li> <li>d) Affected pack is not used until airborne,</li> <li>e) TAT is at or below 12 degrees C, and</li> <li>f) Avionics equipment ventilation system operates normally.</li> </ul> </li> <li>NOTE: FL 310 or below must be maintained if normal operating pack fails.</li> <li>(Continued)</li> </ul>			

	EPARTMENT OF TRAN RAL AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST				
AIRCF	RAFT:				REVISION NO: 26a PAGE:				
	A318, A319, A3	320, A3	21		DATE: 09/07/2016 21-27				
SYSTI		1.	2.	NUMBER INSTALLED					
SEQU NUMB	ENCE			3.	NUMBER REQUIRED FOR DISPATCH     REMARKS OR EXCEPTIONS				
21 AIR	CONDITIONING								
52-01	Packs (Cont'd)								
	10) Air Cycle Machine (ACM)								
	b) A318/A319/ A320/A321 with Mod. 30626/ MP K6443 (Enhanced ECS)	C	2	1	<ul> <li>(O) One pack may be operated on heat exchanger cooling only provided: <ul> <li>a) Affected pack's compressor outlet temperature indication is available on ECAM BLEED page,</li> <li>b) TAT indication is available,</li> <li>c) AIR COND CTL 1(2)-A FAULT and AIR COND CTL 1(2)-B FAULT cautions associated with the operative side are not displayed on ECAM,</li> <li>d) Affected pack is not used until airborne,</li> <li>e) TAT is at or below 12 degrees C, and</li> <li>f) Avionics equipment ventilation system operates normally.</li> </ul> </li> <li>NOTE: FL 310 or below must be maintained if normal operating pack fails.</li> </ul>				
52-02	Air Cond Pack Ram Air Inlet Flaps								
	1) Without Mod. 24371	С	2	0	(M) May be inoperative in the open position provided backlash is verified within limits.				
		С	2	0	(O) May be inoperative in the closed position provided the associated pack(s) is (are) not used.  (Continued)				

	DEPARTMENT OF TRAN RAL AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST				
AIRCF				REVISION NO: 26a PAGE:					
	A318, A319, A3	320, A3	321		DATE: 09/07/2016 21-28				
SYST	EM &	1.	2.	NUM	BER INSTALLED				
	IENCE ITEM			3. NUMBER REQUIRED FOR DISPATCH					
21 AIF	R CONDITIONING		_		4. REMARKS OR EXCEPTIONS				
52-02	Air Cond Pack Ram Air Inlet Flaps (Cont'd)								
	2) With Mod. 24371	С	2	0	(M) May be inoperative in the open position.				
		С	2	0	(O) May be inoperative in the closed position provided the associated pack(s) is (are) not used.				
52-03	Air Cond Pack Ram Air Outlet Flaps (Without Mod. 26249)	С	2	0	(M) May be inoperative in the open position provided backlash is verified within limits.				
		С	2	0	(O) May be inoperative in the closed position provided the associated pack(s) is (are) not used.				
55-01	Emergency Ram Air Inlet	С	1	0	(O) Except for ER operations and extended overwater flight, may be inoperative in the open position for unpressurized flight.				
55-02	ECAM Emergency RAM Air Inlet Indication (BLEED SD Page)	С	1	0	(M) May be inoperative provided Ram Air Inlet system is verified to operate normally.				
61-01	Pack Temperature Control Primary Channels (Without Mod. 30626)	С	2	1					
					NOTE: If the primary channel is failed, pack flow is fixed at the value reached at the time of failure. If primary and secondary channels are failed, the pack outlet temperature is controlled by the anti-ice valve to a nominal value of 15 degrees C.				

		RTMENT OF TRAN AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST				
AIRCF						REVISION NO: 26a PAGE:				
		A318, A319, A3	20, A3	DATE: 09/07/2016 21-29						
SYSTI	ΞM &	ITEM	1.	2.	2. NUMBER INSTALLED					
	SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
21 AIF	CON	NDITIONING				4. KEMAKKO OK EXCEL HONO				
61-02		rbine Bypass Ives	С	2	1					
63-01	Sys (A3 (W	ne Controller stem 319, A320, A321) ithout d. 30626)								
	1)	Primary Channel	С	1	0	May be inoperative provided:  a) HOT AIR p.b switch is selected OFF, and b) Hot air pressure regulating valve is verified closed on ECAM COND page.  NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.				
	2)	Secondary Channel	С	1	0	May be inoperative provided the minimum idle on ground function is considered inoperative.				
	3)	Primary and Secondary Channels	С	2	0	<ul> <li>(M) May be inoperative provided:         <ul> <li>a) Hot air pressure regulating valve is secured closed, and</li> <li>b) The minimum idle on ground function is considered inoperative.</li> </ul> </li> <li>NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.</li> </ul>				

U.S. DE	EPAR	TMENT OF TRANS	POR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDER	AL A	VIATION ADMINIST	RAT	ION		MASTER MINIMOM EQUIPMENT LIST
AIRCRAFT:						REVISION NO: 26a PAGE:
		A318, A319, A32	0, A3	21		DATE: 09/07/2016 21-30
SYSTE	м &		1.	2.	NUM	BER INSTALLED
SEQUE NUMBE	NCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
21 AIR	CON	DITIONING				
63-02		ckpit/Cabin Trim Valves				
	1)	Without Mod. 30626	С	3	0	<ul><li>(M)(O) May be inoperative provided:</li><li>a) Affected valve(s) is secured closed, and</li><li>b) Both pack controllers operate normally.</li></ul>
			С	3	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) HOT AIR p.b switch is selected OFF,</li> <li>b) Hot air pressure regulating valve is verified closed on ECAM COND page, and</li> <li>c) Both pack controllers operate normally.</li> </ul>
2) With N	With Mod. 30626	С	3	0	(O) May be inoperative provided associated valve(s) is confirmed closed on ECAM COND page before each flight.	
			С	3	0	(O) May be inoperative provided hot air pressure regulating valve is confirmed operative on ECAM COND page before each flight.
			С	3	0	May be inoperative provided the hot air pressure regulating valve is considered inoperative.
						NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082), refer to Livestock Transportation Manual.

NISTRAT	ION						
	1011						
	REVISION NO: 26a PAGE:						
A320, A3	DATE: 09/07/2016 21-31						
1.	2.	NUM	BER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH					
			4. REMARKS OR EXCEPTIONS				
С	1	0	May be inoperative in the closed position provided:  a) HOT AIR p.b switch is selected OFF, and b) Hot air pressure regulating valve is verified closed on ECAM COND page.				
С	1	0	(M) May be inoperative provided valve is secured closed.				
			NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082) refer to Livestock Transportation Manual.				
С	1	0	May be inoperative in the closed position provided:  a) HOT AIR p.b switch us selected OFF, and b) Hot air pressure regulating valve is verified closed on ECAM COND page.				
С	1	0	May be inoperative in the open position provided:  a) HOT AIR p.b switch is selected OFF, and b) All trim air valves are verified closed on ECAM COND page.				
С	1	0	<ul><li>(M) May be inoperative provided valve is secured closed.</li><li>NOTE: For aircraft equipped with forward cargo compartment heating (Mod. 20082) refer to Livestock Transportation Manual.</li></ul>				
	1. C C	C 1 C 1	1. 2. NUME 3.  C 1 0  C 1 0  C 1 0				

AIRCRAFT: A318, A319, A320, A321  SYSTEM & SEQUENCE NUMBERS  21 AIR CONDITIONING 63-04 HOT AIR p.b Switch 1) Fault Light C 1 0 May be inoperative provided zone duct temperatures are available on ECAM.  2) OFF Light C 1 0 All indications may be inoperative.  2) On CRUISE C - Cabin and cockpit zone indication may be inoperative.  3) On Bleed Page a) Pack Outlet C 2 0 Eypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature d) Pack Flow C 2 0 e) Pack Flow C 2 0 e) Pack Flow C 2 0 e) Pack Flow C 2 0 Eyage  4) On CAB PRESS C Pack 1 and 2 indications may be inoperative.  REVISION NO: 26a DATE: 09/07/2016 21-32  PAGE: DATE: 09/07/2016 21-32  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS   FEDER		MENT OF TRANS ATION ADMINIS <sup>-</sup>				MASTER MINIMUM EQUIPMENT LIST	
SYSTEM & SEQUENCE NUMBERS  21 AIR CONDITIONING 63-04 HOT AIR p.b Switch  1) Fault Light C 1 0 May be inoperative provided zone duct temperatures are available on ECAM.  2) OFF Light C 1 0 May be inoperative provided zone duct temperatures are available on ECAM.  2) OF Light C 1 0 All indications may be inoperative.  2) On CRUISE C - Cabin and cockpit zone indication may be inoperative.  3) On Bleed Page  a) Pack Outlet Temperature  b) Pack Turbine Bypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature  d) Pack Flow C 2 0 e) Pack Flow C 2 0 Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.	AIRCR	AFT:					REVISION NO: 26a PAGE:
SYSTEM & SEQUENCE NUMBERS  21 AIR CONDITIONING  63-04 HOT AIR p.b Switch  1) Fault Light C 1 0 May be inoperative provided zone duct temperatures are available on ECAM.  2) OFF Light C 1 0 May be inoperative provided zone duct temperatures are available on ECAM.  2) OF Light C 1 0 All indications may be inoperative.  2) On CRUISE C - Cabin and cockpit zone indication may be inoperative.  3) On Bleed Page  a) Pack Outlet C 2 0 Elypass Valve Position  c) Pack C Compressor Outlet Temperature  d) Pack Flow C 2 0 Elypass Flow C 2 0 Elypass Flow C Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.			A318, A319, A32	20, A3	321		DATE: 09/07/2016 21-32
SEQUENCE NUMBERS  21 AIR CONDITIONING  63-04 HOT AIR p.b Switch  1) Fault Light C 1 0 May be inoperative provided zone duct temperatures are available on ECAM.  2) OFF Light C 1 0 All indications may be inoperative.  2) On CRUISE C - Cabin and cockpit zone indication may be inoperative.  3) On Bleed Page  a) Pack Outlet C 2 0 Despress Valve Position  c) Pack Turbine Bypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature  d) Pack Flow C 2 0 Pack Flow C 2 0 Pack Flow Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.	SVSTE	NA Q		1.	2.	NUME	BER INSTALLED
4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS	SEQUE	NCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
63-04 HOT AIR p.b Switch  1) Fault Light	NUMBE	RS					4. REMARKS OR EXCEPTIONS
1) Fault Light C 1 0 May be inoperative provided zone duct temperatures are available on ECAM.  2) OFF Light C 1 0  63-05 ECAM Indication  1) On COND Page C - 0 All indications may be inoperative.  2) On CRUISE C - Cabin and cockpit zone indication may be inoperative.  3) On Bleed Page  a) Pack Outlet C 2 0 Temperature  b) Pack Turbine C Bypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature  d) Pack Flow C 2 0  e) Pack Flow C 2 0  All indications may be inoperative.	21 AIR	CONDI	TIONING				
temperatures are available on ECAM.  2) OFF Light	63-04	НОТ	AIR p.b Switch				
63-05 ECAM Indication  1) On COND Page C - 0 All indications may be inoperative.  2) On CRUISE C - Cabin and cockpit zone indication may be inoperative.  3) On Bleed Page  a) Pack Outlet C 2 0 Temperature  b) Pack Turbine Bypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature  d) Pack Flow C 2 0  e) Pack Flow C 2 0  e) Pack Flow C 2 0  Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.		1) F	Fault Light	С	1	0	
1) On COND Page C - 0 All indications may be inoperative.  2) On CRUISE C Cabin and cockpit zone indication may be inoperative.  3) On Bleed Page  a) Pack Outlet C 2 0 Temperature  b) Pack Turbine C Bypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature  d) Pack Flow C 2 0  e) Pack Flow C 2 0  e) Pack Flow C 2 0  All indications may be inoperative.		2) (	OFF Light	С	1	0	
2) On CRUISE C Cabin and cockpit zone indication may be inoperative.  3) On Bleed Page  a) Pack Outlet C 2 0 Temperature  b) Pack Turbine Bypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature  d) Pack Flow C 2 0  e) Pack Flow C 2 0  e) Pack Flow C 2 0  e) Pack Flow C 2 0  A) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.	63-05	ECA	M Indication				
page 3) On Bleed Page a) Pack Outlet C 2 0 Temperature b) Pack Turbine C 2 0 Bypass Valve Position c) Pack C 2 0 Compressor Outlet Temperature d) Pack Flow C 2 0 e) Pack Flow C 2 0 Control Valve Position 4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.		1) (	On COND Page	С	-	0	All indications may be inoperative.
a) Pack Outlet C 2 0  b) Pack Turbine C 2 0 Bypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature  d) Pack Flow C 2 0 e) Pack Flow C 2 0 Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.		,		С	-	-	
a) Pack Outlet C 2 0 b) Pack Turbine C 2 0 Bypass Valve Position c) Pack C 2 0 Compressor Outlet Temperature d) Pack Flow C 2 0 e) Pack Flow C 2 0 e) Pack Flow C 2 0 A) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.							
Temperature  b) Pack Turbine C Bypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature  d) Pack Flow C 2 0  e) Pack Flow C 2 0  Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.							
Bypass Valve Position  c) Pack C 2 0 Compressor Outlet Temperature  d) Pack Flow C 2 0 e) Pack Flow Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.		a)		С	2	0	
Compressor Outlet Temperature  d) Pack Flow C 2 0  e) Pack Flow C 2 0 Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.		b)	Bypass Valve	С	2	0	
e) Pack Flow C 2 0 Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.		c)	Compressor Outlet	С	2	0	
Control Valve Position  4) On CAB PRESS C - Pack 1 and 2 indications may be inoperative.		d)	) Pack Flow	С	2	0	
'		e)	Control Valve	С	2	0	
		,		С	-	-	Pack 1 and 2 indications may be inoperative.

AVIATION ADMINIST  A318, A319, A32  ITEM  ITEM  ITEM  ITEM  INDITIONING  r Conditioning ystem Controller ICSC) Vith Mod. 30626)  Channels COND CTL 1(2)-A(B)		21	<del></del>	REVISION NO: 26a PAGE: DATE: 09/07/2016 21-33  BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Except for ER operation, one on each side may be inoperative.  One on each side may be inoperative provided
ITEM  NDITIONING  r Conditioning ystem Controller (CSC) Vith Mod. 30626)  Channels COND	1. C	2.	3.	BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  Except for ER operation, one on each side may be inoperative.
NDITIONING  r Conditioning ystem Controller (CSC) Vith Mod. 30626)  Channels COND	С	4	3.	A. REMARKS OR EXCEPTIONS  Except for ER operation, one on each side may be inoperative.
r Conditioning ystem Controller CSC) Vith Mod. 30626) Channels COND			2	4. REMARKS OR EXCEPTIONS  Except for ER operation, one on each side may be inoperative.
r Conditioning ystem Controller (CSC) Vith Mod. 30626) Channels COND				Except for ER operation, one on each side may be inoperative.
ystem Controller (CSC) Vith Mod. 30626) Channels COND				be inoperative.
				be inoperative.
	С	4	2	One on each side may be inoperative provided
				AIR COND CTL 1-B FAULT is not displayed on ECAM E/WD.

1					
U.S. DE	EPARTMENT OF TRAN	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDER	RAL AVIATION ADMINIS	TRAT	ION		
AIRCR.					REVISION NO: 26a PAGE:
	A318, A319, A3	20, A3	21		DATE: 03/11/2016 22-1
SYSTE	M &	1.	2.	NUM	BER INSTALLED
SEQUE	ENCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE					4. REMARKS OR EXCEPTIONS
22 AUT	OFLIGHT				
10-01	Autopilot Systems	С	2	1	One may be inoperative provided approach minimums do not require its use.
		В	2	0	May be inoperative provided: <ul> <li>a) Approach minimums do not require their use,</li> <li>b) Enroute operations do not require their use, and</li> <li>c) Number of flight segments and segment duration is acceptable to flightcrew.</li> </ul> <li>NOTE: Any Mode which operates normally may</li>
10-02	Flight Director	С	2	0	be used.
10-02	Flight Director Systems	C	2		<ul> <li>(O) May be inoperative provided:</li> <li>a) Approach minimums do not require their use, and</li> <li>b) Alternate takeoff procedures are established and used.</li> </ul>
10-03	Take Over p.b Switch				
	AP Disconnect     Function	С	2	1	(O) One may be inoperative provided:  a) Autopilot is not utilized below 1,500 feet AGL, b) Priority function is verified to operate normally before each departure, and c) Approach minimums do not require the use of autopilot(s).  (Continued)

	EPARTMENT OF TRAN: AL AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST
AIRCR	AFT:				REVISION NO: 26a PAGE:
	A318, A319, A3	20, A3	21		DATE: 09/07/2016 22-2
SYSTE	M &	1.	2.	NUME	BER INSTALLED
SEQUE	SYSTEM & ITEM SEQUENCE IUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
22 AUT	OFLIGHT				4. REMARKS OR EXCEPTIONS
10-03	Take Over p.b Switch (Cont'd)				
	1) AP Disconnect Function (Cont'd)	В	2	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Autopilots are not engaged,</li> <li>b) Enroute operations do not require their use,</li> <li>c) Priority function verified to operate normally before each departure,</li> <li>d) Approach minimums do not require the use of autopilots, and</li> <li>e) Number of flight segments and segment duration is acceptable to flightcrew.</li> </ul> </li> </ul>
10-04	Autoland Lights	С	2	0	May be inoperative provided approach minimums do not require use of autoland.
10-05	AP Disengagement Warning System	В	1	0	May be inoperative provided both autopilots are not used.
10-06	Side Sticks and Rudder Locking Solenoids in AP Mode	C	3	1	Autopilot Disconnect Warning operates normally, and     b) Autoland is not used.  NOTE: If one of the locking solenoids is inoperative in the unlocked position, the affected side stick or pedals will move freely and the "hard point" will not be felt any longer by the pilots. This may result in an unintentional AP disconnection.

	EPARTMENT OF TRANS AL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCR		,			REVISION NO: 26a PAGE:
,	A318, A319, A32	0, A3	21		DATE: 09/07/2016 22-3
CVCTE	NA O	1.	2.	NUME	BER INSTALLED
SYSTE SEQUE NUMBI	ENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
22 4117	OFLICHT				4. REMARKS OR EXCEPTIONS
22 AU I	OFLIGHT			ļ	
10-07	Autopilot FMA Indications on PFD				Combined with Item 22-83-02.
10-08 ***	AP/FD TCAS mode (With MOD 152037/ MP P11363)	D	1	0	(O) May be inoperative.
30-01	Autothrust Function	С	1	0	(M) May be inoperative provided:     a) All thrust lever sensors are verified to operate normally, and     b) Approach minimums do not require its use.
					NOTE: Alpha floor is not available with autothrust function inoperative.
30-02	Autothrust Instinctive Disconnect Switches	С	2	1	(O) One may be inoperative provided ability to disconnect A/THR by means of the remaining Instinctive Disconnect p.b and by the FCU A/THR p.b is verified prior to each departure.
30-03	Autothrust Disengagement Warning System	С	1	0	(O) May be inoperative provided:     a) Autothrust is disconnected and is considered inoperative, and     b) Approach minimums do not require its use.
					NOTE: Alpha floor is not available.
63-01	Yaw Dampers				
	1) System 1	С	1	0	(M) May be inoperative provided:  a) System 1 is deactivated,  b) System 2 is operative, and  c) Approach minimums do not require its use.
	2) System 2	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) System 2 is deactivated in the case of actuator leakage,</li> <li>b) System 1 is operative, and</li> <li>c) Approach minimums do not require its use.</li> </ul>

FEDER	AL AVIATION ADMINIS	TRAT	ION			MASTER MINIMUM	EQUIPMENTL
AIRCR	AFT:					REVISION NO: 26a	PAGE:
	A318, A319, A32	20, A3	21			DATE: 09/07/2016	22-4
SYSTE	M &	1.	2.	NUME	BER IN	STALLED	•
SEQUE NUMBI	INCE ITEM			3.	NUMBI	ER REQUIRED FOR DISP	ATCH
					4.	REMARKS OR EXCEPTIO	NS
	OFLIGHT						
66-01	Flight Augmentation Computers (FAC)						
	1) FAC 2	С	1	0	a)	ay be inoperative provided: Both FCU channels oper ELAC, SEC, ADIRS, SFO LGCIU systems operate Approach minimums do use.	rate normally, CC, RA, and normally, and
					NOTE	: Loss of FAC 1 will result Mode at landing gear do	
66-02	FAC p.b Switch						
	1) FAULT Lights	С	2	1			
	2) OFF Lights	С	2	0			

EEDED	EPARTMENT OF TRAN AL AVIATION ADMINI			•••	MASTER MINIMUM EQUIPMENT LIST					
AIRCR		SIKAI	ION		REVISION NO: 26a PAGE:					
7411014	A318, A319, A3	320, A3								
				DATE: 09/07/2016 22-5						
SYSTE	11 - 1/	1.	2.	<b>-</b>	BER INSTALLED					
SEQUENCE TEM NUMBERS				3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
22 AUT	OFLIGHT		=		4. REMARKS ON EXCEPTIONS					
66-03	Windshear		 							
00 00	Detection/Guidance And Avoidance Systems									
	1) Windshear Detection and Avoidance System (Predictive)				Moved to item 34-41-01.					
	2) Windshear Warning and Flight Guidance System (Reactive)	В	-	0	(O) May be inoperative provided alternate procedures are established and used.					
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.					
		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Windshear Detection and Avoidance System (Predictive) operates normally.</li> </ul>					
72-01	Lateral Navigation	С	2	1	One may be inoperative provided operations/procedures do not require its use.					
73-01	Performance Information and/or Vertical Navigation	С	2	0	May be inoperative provided operations/procedures do not require their use.					
73-02	Fuel/Time Predictions	С	2	0	May be inoperative provided operations/procedures do not require their use.					
73-05	Navigation				Moved to item 34-61-01.					
75-01 ***	RNP p.b switch ON Light	D	1	0						
75-02 ***	RNP p.b switch	D	1	0	May be inoperative provided operations/procedures do not require its use.					

U.S. DE	PARTM	IENT OF TRANS	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDER/	AL AVIA	ATION ADMINIS	TRAT	ION		
AIRCRA						REVISION NO: 26a PAGE:
	,	A318, A319, A32	20, A3	21		DATE: 09/07/2016 22-6
SYSTEM	И &		1.	2.	NUME	BER INSTALLED
SEQUE	NCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	KS					4. REMARKS OR EXCEPTIONS
22 AUT	OFLIGH	IT				
81-01	FCU					
	1) Cł	nannels	В	2	1	Except for ER operations, one may be inoperative provided 2 RMPs, all DUs both RAs, both LGCIUs, both FACs, both cabin pressure controllers, the three ADIRS, and standby altimeter (or ISIS Baro-altimeter function) operate normally.
			Α	2	1	One may be inoperative for one flight leg provided 2 RMPs, all DUs, both RAs, both LGCIUs, both FACs, both cabin pressure controllers, the three ADIRS, and standby altimeter (or ISIS Baro-altimeter function) operate normally.
81-03	Auto F Panel	Flight Control				
	,	ode ngagement p.b				
	a)	LOC	С	1	0	May be inoperative provided approach minimums do not require its use.
	b)	EXPED (Without Mod. 25414)	С	1	0	May be inoperative provided crew procedures do not require its use.
	c)	APPR	С	1	0	May be inoperative provided approach minimums do not require its use
						(Continued)

FEDER	AL A	VIATION ADMINIST	ΓRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCR.	AFT:					REVISION NO: 26a PAGE:
		A318, A319, A32	0, A3	21		DATE: 09/07/2016 22-7
SYSTE	M &		1.	2.	NUME	BER INSTALLED
SEQUE	NCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	=R5					4. REMARKS OR EXCEPTIONS
22 AUT	OFLI	GHT				
81-03	Pa	to Flight Control nel ont'd)				
	2)	Selection Windows (Without Mod. 24035, 24160, 23963, or 24211)	С	4	2	SPD MACH and HDG TRK windows may be inoperative provided:  a) Associated indications are operative on both PFDs and both NDs, and b) Procedures are not dependent of their use.
	3)	Selection Windows (With Mod. 24035, 24160, 23963, or 24211)	С	4	1	SPD MACH, HDG TRK, and V/S FPA windows may be inoperative provided:  a) Associated indications are operative on both PFDs and both NDs and b) Procedures are not dependent of their use.
	4)	HDG-V/S TRK-FPA Change Over p.b	С	1	0	May be inoperative provided:  a) HDG-V/S selection is operative, and b) Crew procedures do not require use of p.b.
	5)	SPD/MACH Change Over p.b	С	1	0	May be inoperative provided SPD selection is operative.
	6)	Metric ALT p.b	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
			D	1	0	May be inoperative provided operations do not require its use.
	7)	Engagement p.b Light Bars	D	-	0	May be inoperative provided associated indication is available on both PFDs.
	8)	V/S-FPA Selection Knob	С	1	0	May be inoperative provided procedures do not require its use.
***	9)	V/S-FPA Push-to Level Off Function	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) V/S-FPA selection knob operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>

FEDER	RAL A	VIATION ADMINIST	ΓRΑΤ	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCR	AFT:					REVISION NO: 26a PAGE:
		A318, A319, A32	0, A3	21		DATE: 09/07/2016 22-8
SYSTE	М&		1.	2.	NUMI	BER INSTALLED
SEQUE	ENCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBI	=K5					4. REMARKS OR EXCEPTIONS
22 AUT	OFLI	GHT				
81-04	EF	IS Control Panel				
	1)	Baro Reference Display Windows	С	2	1	
	2)	Baro Reference Sel Outer Ring (Hg/hPa)				
		a) Hg	С	2	0	May be inoperative provided:  a) Route of flight does not require its use, and b) Both hPa indications are available on EFIS control panel.
		b) hPa	С	2	0	May be inoperative provided:  a) Route of flight does not require its use, and b) Both Hg indications are available on EFIS control panel.
	3)	ILS/LS Pushbutton	С	2	-	As required by 14 CFR.
	4)	Optional Data Display p.b	С	10	0	May be inoperative provided operations/procedures do not require their use.
	5)	ND Range	С	2	1	One may be inoperative provided the ND unit associated with the operative ND range selector is operative.
	6)	ND Mode Select	С	2	1	One may be inoperative provided:  a) ND unit associated with the operative ND selector is operative, and b) Operations/procedures do not require its use.
	7)	ADF/VOR Sel	С	4	-	As required by 14 CFR.
	8)	Display p.b Light Bars	D	14	0	May be inoperative provided associated indication is available on associated PFD or ND.

FEDER	RAL A	VIATION ADMINIS	ΓRΑΤ	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCR	AFT:					REVISION NO: 26a PAGE:
		A318, A319, A32	0, A3	21		DATE: 09/07/2016 22-9
SYSTE	=N/1 &		1.	2.	NUME	BER INSTALLED
SEQUENCE ITEM NUMBERS				3.	NUMBER REQUIRED FOR DISPATCH	
NUMB	EKS					4. REMARKS OR EXCEPTIONS
22 AU	TOFL	IGHT				
81-06	1-06 Automatic Landing C System (AUTOLAND)		С	1	0	May be inoperative provided approach minimums do not require its use.
82-01	Dis	ti Purpose Control play Units CDU)				
	1)	Flightcrew Positions	С	2	1	One may be inoperative provided navigation procedures do not require its use.
***	2)	Maintenance MCDU	С	1	0	May be inoperative provided first officer's MCDU operates normally.
***	3)	MCDU Annunciator Lights	С	-	0	
83-01	Gu	ght Management idance Computer (IGC)	A	2	1	<ul> <li>(M)(O) Except for ER operations, one may be inoperative provided: <ul> <li>a) Alternate procedures are established and used,</li> <li>b) Affected FMGC is deactivated, and</li> <li>c) Repairs are made within three flight legs.</li> </ul> </li> <li>NOTE: (Without Mod. 34825) If FMGC 1 is inoperative, the terrain function of the TAWS (installed by Mod. 26526 or Mod. 34637) is inoperative.</li> </ul>

		RTMENT OF TRAN			Ν	MASTER MINIMUM EQUIPMENT LIST
		AVIATION ADMINIS	SIRAI	ION		DENTIFICATION AND DATE
AIRCR	(AFT:	: A318, A319, A3	20 A2	21		REVISION NO: 26a PAGE:
		A316, A319, A3	20, A3	<u> </u>		DATE: 09/07/2016 22-10
SYSTE	EM &		1.	2.	NUME	BER INSTALLED
SEQU	SEQUENCE NUMBERS				3.	NUMBER REQUIRED FOR DISPATCH
NUMB	EKS					4. REMARKS OR EXCEPTIONS
22 AU	TOFL	IGHT				
83-02	FN PF	IA Indications on D				
	1)	Autopilot/Flight Director Related Indications	С	2	1	Indications may be inoperative on PNF FMA.
			В	2	0	Except for ER operations, indications may be inoperative on both FMAs provided:  a) Autopilots/Flight Directors are not engaged,  b) Enroute operations do not require their use, and  c) Approach minimums do not require use of autopilot.
	2)	Autothrust Related indications	Α	2	1	Indications may be inoperative on PNF FMA provided repairs are made within 3 flight days.
			С	2	0	(O) Indications may be inoperative on both FMAs provided:     a) Autothrust is disconnected and considered inoperative, and     b) Approach minimums do not require their use.
	3)	Approach and Landing Capabilities	С	-	-	(O) One or more may be inoperative on one FMA provided approach minimums do not require their use.
			С	-	0	(O) One or more may be inoperative on both FMAs provided approach minimums do not require use.
***	4)	Soft Go Around Function A320neo Mod. 161254/ MP P13922	С	1	0	(O) May be inoperative.

USD	EPARTMENT OF TRANS	POR	TATIC	)N	
	RAL AVIATION ADMINIST			-14	MASTER MINIMUM EQUIPMENT LIST
AIRCR		IXAI	ION	REVISION NO: 26 PAGE:	
	A318, A319, A32	0, A3	21	DATE: 03/11/2016 23-1	
		1.	2.	BER INSTALLED	
SYSTE SEQUI	11 = 1/1			<del></del>	NUMBER REQUIRED FOR DISPATCH
NUMB	ERS				4. REMARKS OR EXCEPTIONS
23 CO	MMUNICATIONS				
23-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
	1) Fault(s) Indicated by CIDS 1(2)	С	-	-	
					NOTE: Dispatch with maintenance status message displayed on ECAM is permitted without CFDS interrogation.
10-01	HF/VHF Communications				Moved to items 23-11-01 and 23-12-01 respectively.
11-01	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		С	-	1	<ul> <li>(O) May be inoperative while conducting operations that require two LRCS provided: <ul> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as a LRCS over the intended route of flight,</li> <li>c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li>d) Alternate procedures are established and used.</li> </ul> </li> </ul>
11-02	CALSEL System				Deleted, REV 20.

			MENT OF TRANS ATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
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SEQUI NUMB	ENC	Ε	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
							4. REMARKS OR EXCEPTIONS
23 CO	MMU	JNIC	CATIONS				
12-01		HF C	Communications n	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an Essential Bus and not required for emergency procedures.
13-01			Management s (RMP)				
	1)	RI	MP 1				
		a)	VHF Comm Select Keys	С	3	2	VHF No.2 or No.3 may be inoperative.
		b)	HF Comm Select Keys	С	2	-	As required by 14 CFR.
							NOTE: If HF is required for flight, HF 1 select key must be operative.
	2)	RI	MP 2	С	1	0	May be inoperative provided RMP 3 operates normally.
		a)	VHF Comm Select Keys	С	3	2	
		b)	HF Comm Select Keys	С	2	-	As required by 14 CFR.
							(Continued)

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SYSTE	-M &	1.	2.	NUMBER INSTALLED					
SEQUI	ENCE			3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
	MMUNICATIONS								
13-01	Radio Management Panels (RMP) (Cont'd)								
***	3) RMP 3	С	1	0	May be inoperative provided RMP 2 operates normally.				
	a) VHF Comm Select Keys	С	3	2					
	b) HF Comm Select Keys	С	2	-	As required by 14 CFR.				
24-01 ***	ACARS System	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
		D	1	0	May be inoperative provided procedures do not require its use.				
					NOTE: Any ACARS function or Mode that operates normally may be used.				
28-01 ***	Satellite Communication (SATCOM) System	С	1	0	(O) May be inoperative provided alternate procedures are established and used.				
		D	1	0	May be inoperative provided operations or procedures are established and used.				
	1) Voice Channels	С	-	0	(O) May be inoperative provided alternate procedures are established and used.				
		D	-	0	May be inoperative provided operation or procedures do not require its use.				
					(Continued)				

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SYSTE	-M &	1.	2.	NUME	BER INSTALLED
SEQUE NUMBI	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
	MMUNICATIONS				
28-01 ***	Satellite Communication (SATCOM) System (Cont'd)				
	2) Data Channel	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided operations or procedures do not require its use.
31-01	Passenger Address System				
	Passenger     Configuration	В	1	0	(O) May be inoperative provided:  a) Alternate normal and emergency procedures, and/or operating restrictions are established and used, and  b) Flight attendant alerting system (audio and visual) operates normally.
					NOTE: Any station function(s) that operates normally may be used.
		С	1	0	(O) May be inoperative provided:  a) PA not required by 14 CFR, and b) Alternate normal and emergency procedures and/or operating restrictions are established and used.
					NOTE: Any station function(s) that operate normally may be used.
					(Continued)

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SYSTE	M &	1.	2.	NUME	BER INSTALLED
SEQUE NUMBI				3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
	MMUNICATIONS				
31-01	Passenger Address System (Cont'd)				
	Passenger     Configuration     (Cont'd)				
	a) Lavatory Speakers	С	-	0	(O) May be inoperative provided alternate procedures are established and used.
	b) Cabin Speakers	С	-	-	May be inoperative provided inoperative speakers are not adjacent to each other.
31-02 ***	PA IN USE LIGHT	D	1	0	
42-01	Ground External Horn	С	1	0	(O) May be inoperative provided personnel are available to monitor APU.
42-02	Alerting System (Chime/Light)				
	ATT Call Lights     (Flight Deck Call     Lights/CAPT and     F/O ACP)				Moved to item 23-51-02.
	2) Flight Attendant Call Lights (EMER/FWD/ MID EXIT/AFT)	В	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) PA System is operative,</li> <li>b) Affected light is not used for Lavatory Smoke Detector Alerting, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul>
					NOTE 1: Passenger to Attendant Call System is considered an NEF item.
					NOTE 2: Any visual alerting system function(s) that operate(s) normally may be used.
					(Continued)

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SYSTE SEQUE NUMBI	ENCE	1.	2.		NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
23 COI	MMUNICATIONS				
42-02	Alerting System (Chime/Light) (Cont'd)				
	3) Flight Attendant Chimes	В	-	0	<ul> <li>(O)May be inoperative provided:</li> <li>a) PA system operates normally,</li> <li>b) Affected Chime is not used for Lavatory Smoke Detector Alerting, and</li> <li>c) Alternate procedures for contacting flight attendants are established and used.</li> </ul>
***	4) ALL ATTND CALL	D	-	0	NOTE 1: Passenger to Attendant Call System is considered an NEF item.  NOTE 2: Any audio alerting system function(s) that operate(s) normally may be used.
43-01	Flight Deck To Ground Interphone System	В	1	0	(O) May be inoperative provided alternate procedures are established and used.
	External Power     Panel Call Light	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
	External Power     Panel Call Switch	С	1	0	(O) May be inoperative provided alternate procedures are established and used.

<b> </b>				-
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SYSTEM &	1.	2.	NUME	BER INSTALLED
SEQUENCE	ITEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
23 COMMUNICATION	ONS			
43-02 Crewmeml Interphone				
1) Passer Config				
Cab to F	ht Deck to B bin, Cabin Flight Deck actions	-	-	<ul> <li>(O) May be inoperative provided:</li> <li>a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and</li> <li>b) Alternate communications procedures between the affected Flight Attendants station(s) are established and used.</li> </ul>
				NOTE: Any station function(s) that operate normally may be used.
	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Crewmember interphone system not required by 14 CFR, and</li> <li>b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used</li> </ul>
				NOTE: Any station function(s) that operate normally may be used.
Cab	oin to B oin action	2	0	(O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used.
				NOTE: Any station function(s) that operate normally may be used.
	В	-	-	<ul> <li>(O) May be inoperative provided:</li> <li>a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and</li> <li>b) Alternate communications procedures between the affected Flight Attendants station(s) are established and used.</li> </ul>
				NOTE: Any station function(s) that operate normally may be used.

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SYSTEM &	1.	2.	NUME	BER INSTALLED
SEQUENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
43-04 Handsets		!   		
Passenger     Configuration				
a) Flight Deck Handset	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Flight Deck to cabin communication operates normally, and</li> <li>b) Alternate procedures are established and used.</li> </ul>
	D	1	0	May be inoperative provided procedures do not require its use.
b) Cabin Attendant Handsets	В	-		<ul> <li>(O) May be inoperative provided: <ul> <li>a) Fifty percent of cabin handsets operate normally,</li> <li>b) Operative handset(s) is located at an operative flight attendant seat, and</li> <li>c) Alternate procedures between the affected Flight Attendants station(s) are established and used.</li> </ul> </li> <li>NOTE 1: Any operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.</li> <li>NOTE 2: Any handset(s) function(s) that operate normally may be used.</li> </ul>

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SYSTE	M &	1.	2.	2. NUMBER INSTALLED						
SEQUE NUMBI	INCE ITEM			3.	NUMB	ER REQUIRED FOR DISPATO	СН			
					4.	REMARKS OR EXCEPTIONS				
23 CON	MMUNICATIONS									
44-01	Service interphone Jack Systems	С	8	0						
51-01 ***	Selcal (AMU)	С	-	0		ay be inoperative provided alted dures are established and use				
		D	-	0		pe inoperative provided proced e its use.	ures do not			

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AIRCRA	۹FT:			REVISION NO: 26 PAGE:		
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SYSTE	M &		1.	2.	NUME	BER INSTALLED
SEQUE NUMBE	NCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
23 CON	ИMU	NICATIONS				
51-02	Au (AC	dio Control Panel CP)				
	1)	CAPT and F/O	С	2	1	<ul> <li>(O) One may be inoperative provided:</li> <li>a) ACP 3 operates normally, and</li> <li>b) AUDIO SWITCHING selector operates normally.</li> </ul>
	2)	ACP 3				See Primary Observer Seat for relief.
***	3)	Fourth Occupant	D	1	0	
***	4)	Avionics Compartment	D	1	0	
	5)	ATT Call Lights (Flight Deck Call Lights/CAPT and F/O ACP)	В	2	0	May be inoperative provided the flight deck buzzer is operative.
						NOTE: The flight deck buzzer must always be operative.
	6)	Transmission key(s)	С	-	-	One may be inoperative on each ACP provided:  a) VHF 1 transmission key operates normally on either CAPT ACP or F/O ACP, and b) HF 1 transmission key (If HF 1 is required) operates normally on either CAPT ACP or F/O ACP.
	7)	Reception Knob(s)	С	-	-	One may be inoperative on each ACP provided:  a) VHF 1 reception knob operates normally on either CAPT ACP or F/O ACP, and b) HF 1 reception knob (If HF 1 is required) operates normally on either CAPT ACP or F/O ACP.
	8)	Reception Knob Light(s)	С	-	0	

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SEQUI	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMB	ERS				4. REMARKS OR EXCEPTIONS
23 CO	MMUNICATIONS				
51-03	Switching Panel		<u> </u> 		
	1) Audio Selector	С	1	0	Must operate in NORM Position.
51-04	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
	Headset Boom Microphones	Α	-	0	May be inoperative provided:  a) Associated hand microphone is installed and operates normally,  b) Flight Data Recorder (FDR) operates normally, and c) Repairs are made within 3 flight days.
	2) Headset Earphones/ Headphones	С	-	1	Either Captain's or First Officer's earphone/headphones may be inoperative provided associated flight deck speaker operates normally.
51-05	Hand Mic System				
	1) CAPT/F/O	С	2	0	May be inoperative provided associated boom microphones operate normally.
	2) Observers Seat(s)/ Avionics Compartment	D	-	0	May be inoperative or missing provided procedures do not require their use.
51-06	Cockpit Speakers	С	2	1	The F/O speaker (speaker number 2) may be inoperative provided at least one crewmember on flight deck duty wears a headset.

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		1.	2.	NUMBER INSTALLED					
SYSTE SEQUI	11 - 1/1			3.	NUMBER REQUIRED FOR DISPATCH				
NUMB	ERS				4. REMARKS OR EXCEPTIONS				
23 COMMUNICATIONS									
51-08 Side Stick Radio C Selector (PTT)		С	2	0	May be inoperative in open/neutral position (non-transmitting position) provided INT/RAD switches on CAPT ACP, F/O ACP and ACP3 operate normally.				
		С	2	0	(M) May be inoperative provided:  a) INT/RAD switches on CAPT ACP, F/O ACP and ACP3 operate normally, and b) Affected switch is deactivated in open/neutral position (non-transmitting position).				
51-09 ***	Passenger Audio System (Observer Position)	D	1	0					
71-01	Cockpit Voice Recorder System (CVR)	Α	1	0	May be inoperative provided:  a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.				
71-02	RCDR Control Panel								
	1) RCDR/GND CTL p.b Sw	Α	1	0	(O) May be inoperative in AUTO position provided repairs are made within 3 flight days.				
		С	1	0	(O) May be inoperative in ON position.				
		Α	1	0	May be inoperative provided:  a) CVR is considered inoperative, and b) Repairs are made within 3 flight days.				
	2) RCDR/GND CTL p.b Sw. ON Light	С	1	0					
	3) CVR Erase p.b	С	1	0	(0 )				
					(Continued)				

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SYSTE	-M &	1.	2.	NUMI	BER INSTALLED				
SEQUI NUMB	ENCE			3. NUMBER REQUIRED FOR DISPATCH					
23 CO	MMUNICATIONS				4. REMARKS OR EXCEPTIONS				
71-02	RCDR Control Panel (Cont'd)								
	4) CVR TEST p.b	Α	1	0	May be inoperative provided:  a) CVR is considered inoperative, and b) Repairs are made within 3 flight days.				
72-01	Flight Deck Door Visual Surveillance Systems								
***	1) Electric System(CDSS) (with Mod. 36414/ MP K11047 or Mod. 38111/ MP K11684 or Mod. 32087/ MP K7778)	Α	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within 3 flight days.</li> </ul>				
		С	1	0	(O) May be inoperative provided:     a) A flight deck door viewing port is installed and operates normally, and     b) Alternate procedures are established and used.				
		D	1	0	May be inoperative provided procedures do not require its use.				
	a) Cargo Configuration	С	1	0	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.				
		D	1	0	May be inoperative provided procedures do not require its use.				
					(Continued)				

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	SEQUENCE NUMBERS			3.	A. REMARKS OR EXCEPTIONS
23 CO	MMUNICATIONS				i. Remarks on Exoci from
72-01	Flight Deck Door Visual Surveillance Systems (Cont'd)				
***	*** 2) Viewing Ports		1	0	(O) May be inoperative provided:     a) Alternate procedures are established and used, and     b) Repairs are made within 3 flight days.
		С	1	0	(O) May be inoperative provided:     a) An electronic flight deck door visual surveillance system is installed and operates normally, and     b) Alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	a) Cargo Configuration	С	1	0	May be inoperative provided the aircraft aft of the flight deck door is occupied only by those personnel authorized by 14 CFR.
		D	1	0	May be inoperative provided procedures do not require its use.

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SYSTE	EM &	1.	2.	NUME	BER INSTALLED
SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS					4. REMARKS OR EXCEPTIONS
23 CO	MMUNICATIONS				
73-01 Cabin C Inter-communication Data System (CIDS) CIDS Director			2	1	(M) One may be inoperative.
1) Smoke Detection				NOTE 1: Failure of a single CIDS director is indicated by a MAINTENANCE message on the STATUS SD page. Refer to Item 23-00 1) Fault(s) Indicated by CIDS 1(2).	
					NOTE 2: In the case of disturbance of the CIDS function, the deactivation/removal of the affected CIDS director may recover normal operation of the CIDS function.  Refer to  AMM TASK 23-73-00-040-001.
1) Smoke Detection C Function Channels (CIDS- SDF) (With Mod. 30354 or with Mod. 33100)		С			<ul> <li>(O) May be inoperative provided: <ul> <li>a) Restrictions concerning inoperative lavatory smoke detection system are applied, and</li> <li>b) Procedures are established and used to ensure all cargo compartment remain empty, or are verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> </ul> </li> <li>NOTE 1: Failure of a single SDF channel is</li> </ul>
					indicated by a MAINTENANCE message on ECAM STATUS page.
					(Continued)

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	SYSTEM & ITEM						STALLED	TO!!	
SEQUE NUMBE		Ξ			3.		NUMBER REQUIRED FOR DISPATCH		
23 CON	лми	NICATIONS				4.	REMARKS OR EXCEPTION	15	
73-01	cor Sy: Dir	bin Inter- mmunication Data stem (CIDS) CIDS ector ont'd)							
	1)	Smoke Detection Function Channels (CIDS-SDF) (With Mod. 30354 or with Mod. 33100) (Cont'd)							
						NOTE	E 2: Operator MELs must def items are approved for in Fly Away Kits, and which be used as ballast.	clusion in the	
						NOTE	3: Class E cargo compartm only the installation of sm detection systems (not si	noke or fire	
***	2)	Emergency Cockpit Alerting System (ECAS)	С	-	0		ay be inoperative provided a dures are established and us		
			D	-	0		pe inoperative provided opera dures do not require its use.	ations or	

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SYSTE	M &	1.	2.	NUME	BER INSTALLED		
SEQUE	ENCE TI EM			3.	NUMBER REQUIRED FOR DISPATCH		
NUMBERS					4. REMARKS OR EXCEPTIONS		
23 CO	MMUNICATIONS						
73-02 Cabin C Inter-Communication Data System (CIDS) CIDS DEU A		С	-	-	<ul> <li>(M) May be inoperative provided:</li> <li>a) No two consecutive or adjacent DEUs are verified to be inoperative, and</li> <li>b) Lavatory speaker is verified to operate normally, or return to seat sign is verified to operate normally for an associated inoperative DEU.</li> </ul>		
		С	-	-	(M) May be inoperative provided:  a) No two consecutive or adjacent DEUs are verified to be inoperative, and  b) Lavatory door is locked closed and placarded "INOPERATIVE – DO NOT ENTER" for an associated inoperative DEU.		
					NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.		
					NOTE 2: The following items may be affected:     Loudspeakers; No Smoking/Fasten     Seat Belt Sign general illumination and     Passenger Call.		
73-03	Cabin Inter-Communication Data System (CIDS)						
	1) CIDS DEU B	С	-	-	(M)(O) May be inoperative provided:  a) DEU B and the associated handset are operative at each pair of floor level exit doors, and  b) Alternate procedures are established and used.  (Continued)		

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AIRCRAFT	Γ:				REVISION NO: 26 PAGE:	
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SYSTEM 8	& ITEM	1.	2.	BER INSTALLED		
SEQUENC NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS OR EXCEPTIONS	
23 COMM	UNICATIONS					
Ir D	cabin nter-Communication pata System (CIDS) Cont'd)					
1)	) CIDS DEU B (Cont'd)					
					NOTE: The following items may be affected: Cabin attendant station intercommunications; slide bottle pressure indications on PTP/FAP; lavatory smoke detection system; and door bottle pressure indication on PTP/FAP.	
2)	) Attendant Indication Panels (AIP)	С	-	0	May be inoperative at a non-required cabin attendant station.	
		С	-	0	<ul> <li>(O) May be inoperative at a required cabin attendant station provided: <ul> <li>a) Corresponding area call panel operates normally,</li> <li>b) Passenger address and cabin interphone at affected station operate normally, and</li> <li>c) Alternate procedures are established and used.</li> </ul> </li> <li>(Continued)</li> </ul>	

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		AVIATION ADMINIST	RAT	ION							
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		A318, A319, A32	U, A3	Z1 		DATE: 03/11/2016 23-19					
SYSTE	M &	_ ITEM	1.	2.	NUME	IUMBER INSTALLED					
SEQUE NUMBI					3.	NUMBER REQUIRED FOR DISPATCH					
						4. REMARKS OR EXCEPTIONS					
23 CO		NICATIONS									
73-03	Into Da	bin er-Communication ta System (CIDS) ont'd)									
	3)	Area Call Panel	С	-	0	May be inoperative at non required cabin attendant station.					
			C	-	0	(O) May be inoperative provided:     a) Corresponding Attendant Indication     Panel operates normally,     b) Passenger address and cabin     interphone at affected station operate     normally, and     c) Alternate procedures are established     and used.					
	4)	Lavatory Smoke Detection System (Indication on PTP/FAP)				Moved to item 23-73-07 5) and 23-73-08 9).					
	5)	Drain Masts (Indication on PTP/FAP)				Moved to item 23-73-07 4) for aircraft without Mod. 30354 or without Mod. 33100, or item 23-73-08 8) for aircraft with Mod. 30354 or with Mod. 33100.					
***	6)	Additional Attendant Panel (AAP)	D	-	0						

EEDE		RTMENT OF TRANS			/IN	MASTER MINIMUM EQUIPMENT LIST					
AIRCR		AVIATION ADMINIS	IKAI	ION		REVISION NO: 26 PAGE:					
AIRCR	АГІ.	A318, A319, A32	ο Δ3	21		REVISION NO. 20 PAGE.					
		7,010,7,010,7,02	.0, 710	· - ·		DATE: 03/11/2016 23-20					
SYSTE	M &	ITEN 4	1.	2.	. NUMBER INSTALLED						
SEQUI NUMB		E ITEM			3.	NUMBER REQUIRED FOR DISPATCH					
INOIVID	LIVO					4. REMARKS OR EXCEPTIONS					
23 CO	MMU	NICATIONS									
73-04 Forward Attendant C Panel (FAP) (Without Mod. 30354 or without Mod. 33100)			С	-	0	(M)(O) May be inoperative provided:  a) Associated FAP functions are considered inoperative, and  b) Alternate procedures are established and used.					
						NOTE: LIGHT EMER p.b must always be operative.					
	1)	Cabin Lighting Control functions on FAP	С	-	0	(O) May be inoperative provided lighting is sufficient for cabin attendants to perform their duties.					
***	2)	Prerecorded Announcement and Music Reproducer Control on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.					
***	3)	CABIN READY on FAP	D	1	0	(O) May be inoperative provided alternate procedures are established and used.					
***	4)	EVAC Light/CMD p.b	D	1	0	(O) May be inoperative provided alternate procedures are established and used.					
***	5)	SYSTEM INOP Light on WATER WASTE Panel on FAP	D	1	0	(M) May be inoperative provided alternate procedures are established and used.					
	6)	Other Functions on FAP	D	-	0	(O) May be inoperative provided alternate procedures are established and used.					
						NOTE: LIGHT EMER p.b must always be operative.					
	7)	CIDS Caution Light on the Forward Attendant Panel	С	1	0	(M) May be inoperative provided that PTP messages are checked before each flight.					

U.S. DE	PARTMENT OF TRANS	SPOR	TATIC	)N	'						
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	A318, A319, A32	20, A3	21	DATE: 03/11/2016 23-21							
SYSTE	M &4	1.	2.	2. NUMBER INSTALLED							
SEQUE	SEQUENCE NUMBERS				NUMBER REQUIRED FOR DISPATCH						
					4. REMARKS OR EXCEPTIONS						
	MUNICATIONS		   								
73-05 ***					Moved to item 23-73-04 2) for aircraft without Mod. 30354 or without Mod. 33100, or item 23-73-08 2) for aircraft with Mod. 30354 or with Mod. 33100.						
73-06	Programmed Cabin Assignment Module (CAM)	С	1	0							
73-07	Programming and Test Panel (PTP) (Without Mod. 30354 or without Mod. 33100)	В	1	0	(M)(O) May be inoperative provided:  a) Associated PTP functions are considered inoperative, and  b) Alternate procedures are established and used.						
	1) SYS EMER LIGHT TEST	В	1	0	(M) May be inoperative provided emergency lights are verified to operate normally prior to each departure.						
		В	1	0	May be inoperative provided operational procedures do not require its use.						
	2) Slide Bottle Pressure Indication (on PTP)										
***	a) Passenger Doors	С	-	0	(O) May be inoperative provided the slide bottle pressure is verified prior to each departure.						
	b) Overwing Emergency Exits (A319/A320)	С	2	0	(M) May be inoperative provided associated slide bottle pressure is verified before the first flight of each day.						
***	c) Cabin Emergency Exit (A321)	С	4	0	(O) May be inoperative provided the slide bottle pressure is verified prior to each departure.						
***	3) Door Bottle Pressure Indication (on PTP)	С	-	0							
					(Continued)						

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SYSTE		1.	2.								
SEQU NUMB	ENCE			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS						
23 CO	MMUNICATIONS										
73-07	Programming and Test Panel (PTP) (Without Mod. 30354 or without Mod. 33100) (Cont'd)										
	Drain Masts     (Indication On PTP)	С	1	0							
	5) Lavatory Smoke Detection Systen (Indication On PTP)	n									
	a) Without Mod. 21195	С	1	0							
	b) With Mod. 21195	С	1	0	(O) May be inoperative provided alternate procedures are established and used.						
	6) Other Functions (On PTP)	D	-	0	(M) May be inoperative provided alternate procedures are established and used.						
73-08	Flight Attendant Panel (FAP) (With Mod. 30354 or with Mod. 33100)	С	1	0	(M)(O) May be inoperative provided:  a) Associated FAP functions are considered inoperative, and  b) Alternate procedures are established and used.  NOTE: EMER p.b must always be operative.						
	Cabin Lighting     Control functions     on FAP	С	-	0	<ul><li>(O) May be inoperative provided lighting is sufficient for cabin attendants to perform their duties.</li><li>(Continued)</li></ul>						

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AIRCRAFT:								REVISION NO:	26	PAGE:		
		A318,	A319, A32	20, A3	21			DATE: 03/11/20	16	23-23		
SYSTEM & TEM					2.	NUMBER INSTALLED						
	SEQUENCE ITEM NUMBERS					3. NUMBER REQUIRED FOR DISPATCH						
							4. [	REMARKS OR EX	CEPTIONS			
23 CO	MML	INICATION	NS									
73-08	Pa Mo Mo	ght Attenda nel (FAP) od. 30354 o od. 33100) ont'd)	(With									
***	2)	Prerecord Announce and Musi Reproduce Control of	ement ic cer	D	1	0		ay be inoperative p dures are establish				
***	3)	CABIN R on FAP	EADY	D	1	0	(O) May be inoperative provided alternate procedures are established and used.					
***	4)	EVAC Lig CMD p.b (On FAP	_	D	1	0	(O) May be inoperative provided alternate procedures are established and used.					
***	5)	SYSTEM Light on V WASTE FAP	WATER	D	1	0		ay be inoperative   dures are establish				
	6)	Slide Bot Pressure Indication (On FAP	: 1									
***		a) Passe Doors	•	С	-	0		ay be inoperative pottle pressure is vure.				
		Exits	ving gency (A318/ /A320)	С	2	0	slide b	ay be inoperative pottle pressure is vof each day.				
***		c) Cabin Emer Exit (A	gency	С	4	0		ay be inoperative pottle pressure is voure.				
							(Conti	nued)				

		RTMENT OF TRANS AVIATION ADMINIS			<del>.</del>	MASTER MINIMUM EQUIPMENT LIST						
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SYSTE	: 1/1 &		1.	2.	2. NUMBER INSTALLED							
SEQUE NUMB	ENCE	_ ITEM			3.	NUMBER REQUIRED FOR DISPATCH						
23 COI	MMU	NICATIONS				4. REMARKS OR EXCEPTIONS						
73-08	Pai Mo Mo	ght Attendant nel (FAP) (With nd. 30354 or with nd. 33100) ont'd)										
***	7)	Door Bottle Pressure Indication (On FAP)	С	-	0							
	8)	Drain Masts Indication (On FAP)	С	1	0							
	9)	Lavatory Smoke Detection System (Indication on FAP)	С	1	0							
	10)	Other Functions (On FAP)	D	-	0	(O) May be inoperative provided alternate procedures are established and used.						
						NOTE: EMER p.b must always be operative.						
90-01 ***	Sys	bin Surveillance stem (CSS) C No.ST02583AT	D	1	0	(M) May be inoperative provided system is deactivated off.						
***	1)	Video Display Units (VDU)	D	2	0	(M) May be inoperative provided associated VDU(s) is deactivated off.						
***	2)	Cabin Display Cameras	D	4	0	(M) May be inoperative provided associated camera(s) is deactivated.						
						(Continued)						

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U.S. DEPARTMENT OF TRANSPORTATION						MASTER MINIMUM	EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION							
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SYSTE	M &	1.	2.	NUME	BER INS	STALLED	
SEQUE NUMBE				3.	NUMBE	R REQUIRED FOR DISP	ATCH
					4. F	REMARKS OR EXCEPTIO	NS
23 CON	MMUNICATIONS						
90-01	Cabin Surveillance System (CSS) STC No.ST02583AT (Cont'd)						
***	3) Digital Passenger Control Units (DPCU)	D	2	0		ay be inoperative provided is deactivated off.	associated
90-02	Cockpit Door Surveillance System (CDSS) (with Mod. 36414/ MP K11047 or Mod. 38111/ MP K11684 or Mod. 32087/ MP K7778)				Moved	to 23-72-01.	
90-03	Wireless Aircraft Data Link System (WADL) STC No. ST01447NY	D	1	0		ay be inoperative provided vated off.	system is

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FEDER	AL A	VIATION ADMINIS	TRAT	ION			MASTER MINIMUM	EQUIPMENT LIST
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SYSTE	NIΩ		1.	2.	NUME	BER IN	STALLED	
SEQUE	NCE	ITEM			3.	NUMB	ER REQUIRED FOR DISP	ATCH
NUMBE	ERS					4.	REMARKS OR EXCEPTION	NS
24 ELE	CTR	ICAL POWER						
24-00	MA ME DIS EC,	ASS II INTENANCE SSAGES SPLAYED ON AM STATUS GE OF ECAM STEM DISPLAY						
	1)	Fault(s) Indicated by DC BUS TIE	С	-	-			
	2)	Fault(s) Indicated by GPCU or AC GEN	С	-	-	NOTI	F: Dispatch with either of th	ne above
						NOTI	E: Dispatch with either of the maintenance status messon ECAM is permitted winterrogation.	sages displayed

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FEDERAL AVIATION ADMINISTRAT	ΓΙΟΝ			MASTER MINIMUM EC	UIPMENT LIST
AIRCRAFT:				REVISION NO: 26a	PAGE:
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SYSTEM & JTEM	2.	NUME	BER IN	STALLED	
SEQUENCE ITEM		3.	NUMB	ER REQUIRED FOR DISPAT	CH
NUMBERS			4.	REMARKS OR EXCEPTIONS	
24 ELECTRICAL POWER					
20-01 Engine Driven Generator Channel (IDG, GCU, Line Contactor)					
1) CFM 56-5 Engines Aircraft with Mods:31296/ MP P6319 (Digital AMU) and 32875/MP P7945 (GCU 5.1), or Aircraft with Mods:31107/ MP P7009 (Digital SATCOM AMU) and 32875/ MP P7945 (GCU 5.1)	2	1	e f) NOTE	with the remaining engine a driven generator channels of normally  Galley automatic shedding operate normally,  Aircraft remains at or below Approach minimums do not use, and	rmally and is  PU oil intended  associated and APU operate s verified to  FL 330, require its enerator e AC ESS to be checked  rcraft with GCU 5.2), or AMU Power MP P10098

U.S. DEPARTMENT OF TRANSPOR	RTATIC	N		B 4 A		UDMENT LICT
FEDERAL AVIATION ADMINISTRAT	ION			IVIA	ASTER MINIMUM EQU	JIPMENT LIST
AIRCRAFT:				REVISIO	ON NO: 26a	PAGE:
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SYSTEM & JTEM	2.	NUM	BER IN	STALLED	)	
SEQUENCE ITEM NUMBERS		3.	NUMBI	ER REQU	JIRED FOR DISPATC	Н
NUMBERS			4.	REMARK	S OR EXCEPTIONS	
24 ELECTRICAL POWER						
20-01 Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)						
2) CFM 56-5 Engines (Aircraft with an analog AMU or with any of the following Mods:) 37782/ MP P10402 (Digital AMU Power Supply Upgrade), or 37317/ MP P10098 (AC ESS FEED automatic switching), or Aircraft with Mods: 31107/ MP P7009 (Digital SATCOM AMU), and 39670/ MP P10300 (GCU 5.2) and CFM LEAP-1A Engines	2	1	b) c) d)	ative provided a control of the cont	enerator operates norraroughout the flight, or ensures that the AF y is adequate for the insections and warnings are remaining engine an generator channels operators.	mally and is PU oil ntended associated d APU perate verified to FL 330, and

A318, A319, A320, A321  SYSTEM & SEQUENCE NUMBERS  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  5. NUMBER REQUIRED FOR DISPATCH  6. REMARKS OR EXCEPTIONS  6. REMARKS OR EXCEPTIONS  6. REMARKS OR EXCEPTIONS  7. REMARKS OR EXCEPTIONS  8. REVISION NO: 26a DATE: 09/07/2016  24-4  8. REMARKS OR DEXCEPTIONS  9. PAGE:  24-4  8. REMARKS OR DEXCEPTIONS  9. PAGE:  24-4  1. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS  1. SYSTEM & SEQUENCE NUMBERS  24 ELECTRICAL POWER  20-01 Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)  3) IAE Engines Mod. 26929/ MP P5059/ P/N 772292 or Mod. 30375/ MP P6557/ P/N 772292), and Aircraft with either Mod: 31296/ MP P6319 (Digital AMU) and 32875/MP P7945 (GCU 5.1), or 31107/MP P7009 (Digital SATCOM AMU) and 32875/MP P7945 (GCU 5.1)  SYSTEM & SEQUENCE NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS   4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS  24 ELECTRICAL POWER  20-01 Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)  3) IAE Engines Mod. 26929/ MP P5059/ P/N 772292 or Mod.30375/ MP P6557/ P/N 772292), and Aircraft with either Mod: 31296/ MP P6319 (Digital AMU) and 32875/MP P7945 (GCU 5.1) or MINION MAMU) and 32875/MP P7945 (GCU 5.1)  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS   4. REMARKS OR EXCEPTIONS   4. REMARKS OR EXCEPTIONS   4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS
NOTE: Relief is not applicable to aircraft with Mods: 39670/MP P10300 (GCU 5.2), or 37782/MP P10402 (Digital AMU Power Supply Upgrade), or 37317/MP P10098 (AC ESS FEED automatic switching).

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SYSTEM & TEM	2.	NUME	BER IN	STALLED	
SEQUENCE TEM		3.	NUMB	ER REQUIRED FOR DISPA	TCH
NUMBERS			4.	REMARKS OR EXCEPTION	IS
24 ELECTRICAL POWER					
20-01 Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)					
4) IAE Engines (Aircraft with an Analog AMU or with any of the following Mods:) 37782/ MP P10402 (Digital AMU Power Supply Upgrade), or 37317/ MP P10098 (AC ESS FEED automatic switching), or Aircraft with Mods: 31107/ MP P7009 (Digital SATCOM AMU) and 39670/ MP P10300 (GCU 5.2)	2	1	inope a) b) c) d) e) f) g)		APU oil e intended  d, gs associated and APU s operate g is verified to w FL 330, associated operative, and

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SYSTEM	1&	1.	2.	NUME	RINSTALLED		
SEQUEI NUMBE	NCE TI EIVI			3.	IMBER REQUIRED FOR	DISPATC	Η
					4. REMARKS OR EXC	EPTIONS	
24 ELEC	CTRICAL POWER						
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)						
	5) PW 6000 Engines	В	2	1	M)(O) Except for ER operatoperative provided:  a) APU generator operatoperator desired throughout the second of th	erates norm ne flight, that the AP te for the in powered, warnings a engine and hannels op shedding is or below F evalve is chemaining ge and	nally and is U oil Intended  associated d APU erate verified to IL 330, necked enerator

U.S. DE	EPARTMENT OF TRAN	SPOR	TATIC	)N			•
FEDER	AL AVIATION ADMINIS	STRAT	ION			MASTER MINIMUM E	EQUIPMENT LIST
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SYSTE	M &	1.	2.	NUME	BER IN	STALLED	1
SEQUE	INCE ITEM			3.	NUMB	ER REQUIRED FOR DISPA	тсн
NUMBI	=RS				4.	REMARKS OR EXCEPTION	IS
24 ELE	CTRICAL POWER						
20-01	Engine Driven Generator Channel (IDG, GCU, Line Contactor) (Cont'd)						
	6) PW 1100G Engines	В	2	1	inope a b	with the remaining engine driven generator channels normally,  Galley automatic shedding operate normally, Aircraft remains at or belowed Both IDG heat exchanger valves of the remaining Algeneration are checked or remaining generator befor and	APU oil are intended and APU soperate g is verified to by FL 330, so bypass C main perative on the re each flight,

AL AVIATION ADMINIS FT:  A318, A319, A32  M & ITEM NCE RS  CTRICAL POWER  APU Generator Channel		21		REVISION NO: 26a PAGE:  DATE: 09/07/2016 24-8  BER INSTALLED
A318, A319, A32  A & ITEM RS  CTRICAL POWER  APU Generator		1		DATE: 09/07/2016 24-8
M & ITEM NCE RS CTRICAL POWER APU Generator		1		
NCE RS CTRICAL POWER APU Generator	1.	2.		BER INSTALLED
NCE RS CTRICAL POWER APU Generator		-	3.	
CTRICAL POWER  APU Generator				NUMBER REQUIRED FOR DISPATCH
APU Generator				4. REMARKS OR EXCEPTIONS
1) Aircraft without Mod. 24642/ MP P3525 or AES APU without Mod. 24498/ MP K3680 or without Mod. 25568/ MP K4157	Α	1	0	<ul> <li>(M) Except for ER operations beyond</li> <li>120 minutes, may be inoperative provided: <ul> <li>a) APU GEN p.b switch is set to OFF,</li> <li>b) It is verified that both APU oil filters are not clogged, and</li> <li>c) Repairs are made within four flight legs.</li> </ul> </li> </ul>
				NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
	С	1	0	<ul> <li>(M) Except for ER operations may be inoperative provided:</li> <li>a) APU GEN p.b. switch is set to OFF, and</li> <li>b) It is verified that both APU oil filters are not clogged.</li> </ul>
				NOTE: When GPCU/GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started.
	С	1	0	Except for ER operations, may be inoperative provided APU is not used.
				NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
				(Continued)
	MP K3680 or without Mod. 25568/	MP K3680 or without Mod. 25568/ MP K4157	MP K3680 or without Mod. 25568/ MP K4157	MP K3680 or without Mod. 25568/MP K4157

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FEDERAL AVIATION ADMINISTRAT	ION			MASTER MINIMUM E	QUIPMENT LIST
AIRCRAFT:				REVISION NO: 26a	PAGE:
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1. SYSTEM &	2.	NUME	BER IN	STALLED	
SEQUENCE ITEM		3.	NUMB	ER REQUIRED FOR DISPA	ГСН
NUMBERS			4.	REMARKS OR EXCEPTION	 S
24 ELECTRICAL POWER					
20-02 APU Generator Channel (Cont'd)  1) Aircraft without Mod. 24642/ MP P3525 or AES APU without Mod. 24498/ MP K3680 or without Mod. 25568/ MP K4157 (Cont'd)					
C	1	0	inope deact NOTE	xcept for ER operations, may rative provided APU generate ivated or removed.  E: When GPCU/Ground Pow Function of the GAPCU ar generator are both inopera cannot be started.  inued)	or is er Control d APU

<u> </u>					1
U.S. DE	EPARTMENT OF TRANS	SPOR	TATIC	MASTER MINIMUM EQUIPMENT LIST	
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SYSTE	M &	1.	2.	NUME	BER INSTALLED
SEQUE	ENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	:RS				4. REMARKS OR EXCEPTIONS
24 ELE	CTRICAL POWER				
20-02	APU Generator Channel (Cont'd)				
	2) Aircraft with Mod. 24642/ MP P3525 or AES APU with Mod. 24498/ MP K3680 or with Mod. 25568/ MP K4157 or APIC APU or APU GTCP 131-9(A)	A	1	0	Except for ER operations beyond 120 minutes, may be inoperative provided  a) APU GEN p.b switch is set to OFF, and b) Repairs are made within four flight legs.
					NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
		С	1	0	Except for ER operations, may be inoperative provided APU GEN p.b sw is set to OFF.
					NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
		С	1	0	Except for ER operations, may be inoperative provided APU is not used.
					NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
		С	1	0	(M) Except for ER operations, may be inoperative provided APU generator is deactivated or removed.
					NOTE: When GPCU/ GAPCU Ground Power Control Function and APU generator are both inoperative, engines cannot be started.

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SYSTE	EM & ITEM	1.	2.	NUME	BER INSTALLED
SEQUI NUMB	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
24 ELE	ECTRICAL POWER				
20-07	AC ESS Feed Control				
	Manual Transfer to the AC BUS 2 (ALTN Function)	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) AC ESS FEED p.b switch is set at NORM position,</li> <li>b) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and</li> <li>c) TR 2 operates normally.</li> </ul>
	2) Automatic Transfer to the AC BUS 2 (For aircraft with Mod 37317/ MP P10098)	С	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) AC ESS FEED p.b switch is set at NORM position,</li> <li>b) It is checked on the ELEC SD page that the AC BUS 1 supplies the AC ESS BUS, and</li> <li>c) TR 2 operates normally.</li> </ul>
27-01	IDG FAULT Lights	С	2	1	One may be inoperative provided frequency and temperature indications are available on ECAM ELEC page and are monitored.
27-02	GEN p.b Switch				
	1) FAULT Lights	С	3	1	One GEN and/or the APU FAULT Light may be inoperative provided the associated indications are available on ECAM ELEC page.
	2) OFF Lights	С	3	0	
27-03	AC ESS FEED FAULT/ALTN Light	С	1	0	May be inoperative provided AC ESS bus indication is available on ECAM ELEC page.
27-04	GALLEY/GALY and CAB p.b Switch				
	1) FAULT Light	С	1	0	(O) May be inoperative provided:  a) AC load indication for each generator channel is available on ECAM ELEC page, and  b) Automatic shedding operates normally.
	2) OFF Light	С	1	0	

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SYSTE	EM &	1.	2.	NUME	BER INSTALLED
SEQU	SEQUENCE ITEM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
INUIVID	EKO				4. REMARKS OR EXCEPTIONS
24 ELE	ECTRICAL POWER				
27-05	RAT and EMER GEN FAULT Light	С	1	0	(O) May be inoperative provided indications are available on associated ECAM ELEC page.
27-06	Indications On ECAM ELEC Page	С	-	-	<ul> <li>(O) Indications related to AC generation may be inoperative provided: <ul> <li>a) Load, voltage and frequency indications of at least one engine driven generator operate normally,</li> <li>b) Associated GEN FAULT caution on ECAM operates normally, and</li> <li>c) Automatic shedding operates normally.</li> </ul> </li> </ul>
	APU GEN     Parameters	С	-	0	Except for ER operations, may be inoperative provided both Engine Driven Generators are operative.
27-09 ***	COMMERCIAL p.b Switch				
	1) OFF Light	С	1	0	
30-01	Transformer/Rectifier Units (TR)	A	3	2	(O) Except for ER operations, TR1 may be inoperative provided:  a) Extract fan operates normally, b) Battery voltage indicator operates normally, c) Both packs operate normally, d) Repairs are made within 2 flight days, and e) Approach minimums do not require its use.  (Continued)

	EPARTMENT OF TRANS			Ν	MASTER MINIMUM EQUIPMENT LIST
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, vo.	A318, A319, A32	0, A3	DATE: 09/07/2016 24-13		
SYSTEM & ITEM SEQUENCE NUMBERS			2.	l	BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
24 ELE	ECTRICAL POWER				THE INTERNATION OF EXCENTIONS
30-01	Transformer/Rectifier Units (TR) (Cont'd)	-			
	1) Without Mod. 27620	A	3	2	<ul> <li>(M)(O)Except for ER operations, TR2 may be inoperative provided: <ul> <li>a) Extract fan operates normally,</li> <li>b) Battery voltage indicator operates normally,</li> <li>c) Both packs operate normally,</li> <li>d) Repairs are made within 2 flight days,</li> <li>e) AC ESS FEED control is checked operative once each day,</li> <li>f) Standby Horizon operates normally,</li> <li>g) Standby Compass operates normally, and</li> <li>h) Approach minimums do not require its use.</li> </ul> </li> </ul>
	2) With Mod. 27620	A	3	2	<ul> <li>(M)(O)Except for ER operations, TR2 may be inoperative provided: <ul> <li>a) Extract fan operates normally,</li> <li>b) Battery voltage indicator operates normally,</li> <li>c) Both packs operate normally,</li> <li>d) Repairs are made within 2 flight days,</li> <li>e) AC ESS FEED control is checked operative once each day,</li> <li>f) ISIS Horizon operates normally,</li> <li>g) Standby Compass operates normally, and</li> <li>h) Approach minimums do not require its use.</li> </ul> </li> </ul>

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					REVISION NO: 26a PAGE:
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SYSTEM & ITEM SEQUENCE NUMBERS			2.	NUME	BER INSTALLED
				3.	NUMBER REQUIRED FOR DISPATCH
NUMBI	EKS				4. REMARKS OR EXCEPTIONS
24 ELE	ECTRICAL POWER				
30-04	Battery Voltmeters	С	2	0	<ul> <li>(O) May be inoperative provided: <ol> <li>Battery indications are available on ECAM, and</li> <li>Battery voltage is confirmed adequate before APU start.</li> </ol> </li> </ul>
30-05	BAT p.b Switches				
	1) FAULT Lights	С	2	0	
	2) OFF Lights	С	2	0	
30-06	DC BUS TIE SYSTEM				
	1) DC TIE contactor 1 (DC BUS 1-DC BAT BUS)	С	1	0	May be inoperative open provided DC TIE contactor ESS operates normally.
	2) DC TIE contactor ESS (DC BAT BUS-DC ESS BUS)	С	1	0	May be inoperative open provided DC TIE contactor 1 operates normally.
30-07	BUS TIE p.b Switch				
	1) OFF Light	С	1	0	
30-08	ECAM ELEC Page (DC)	С	-	0	Indications related to DC generation may be inoperative.
30-09	External Power Panel ADIRU/AVNCS Vent Caution Light	С	1	0	(M) May be inoperative provided avionics ventilation system warning horn is verified to operate normally.

	EPARTMENT OF TRANS			Ν	MASTER MINIMUM EQUIPMENT LIST
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	A310, A313, A32	.0, 7.5			DATE: 09/07/2016 24-15
SYSTE	EM &	1.	2.	NUME	BER INSTALLED
SEQUENCE NUMBERS				3.	NUMBER REQUIRED FOR DISPATCH
NOIVIDI	LNO				4. REMARKS OR EXCEPTIONS
24 ELE	ECTRICAL POWER				
41-01	AC External Power Control				
	1) Ground Power Control Unit (GPCU)/Ground Power Control function of the Ground and Auxiliary Power Control unit (GAPCU)	С	1	0	May be inoperative provided external power is not used.
					NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
	2) Receptacle	С	1	0	(M) May be inoperative provided external power is not used.
					NOTE: When GPCU/Ground Power Control Function of the GAPCU and APU generator are both inoperative, engines cannot be started.
41-02	External Power NOT IN USE and AVAIL Panel Lights	С	2	0	(O) May be inoperative provided alternate procedures are established and used.
41-03	EXT PWR p.b Switch				
	1) AVAIL Light	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
	2) ON Light	С	1	0	

		ARTMENT OF TRANS  AVIATION ADMINIS			ZIN	MASTER MINIMUM EQUIPMENT LIST
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			1.	2.	NUMI	BER INSTALLED
SYSTEM & ITEM SEQUENCE			••			NUMBER REQUIRED FOR DISPATCH
NUME	BERS	5				4. REMARKS OR EXCEPTIONS
24 EL	ECT	RICAL POWER				
50-01		arning and Caution n ECAM EWD				
	1)	C/B TRIPPED	С	1	0	(M)May be inoperative provided alternate procedures are used to verify that no circuit breaker is tripped on associated C/B panel.
2) ELEC IDG 1(2) OIL C LO LVL Alert (A319neo/A320neo /A321neo with PW 1100G Engines)			С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Sight glass of the affected IDG shows a correct oil level, and</li> <li>b) Differential Pressure Indicator (DPI) of the oil filter is not extended on the affected IDG.</li> </ul>
E		В	2	1	(O) One may be inoperative provided  a) Associated generator is set to OFF, and b) Associated AC Main Generation is considered inoperative.	
			Α	2	1	One may be inoperative for 15 flight-hours or 1 flight day, whichever occurs first.
3)		FILTER CLOG Alert (A319neo/A320neo /A321neo with PW 1100G Engines)	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Sight glass of the affected IDG shows a correct oil level, and</li> <li>b) Differential Pressure Indicator (DPI) of the oil filter is not extended on the affected IDG.</li> </ul>
			В	2	1	(O) One may be inoperative provided  a) Associated generator is set to OFF, and b) Associated AC Main Generation is considered inoperative.
			Α	2	1	One may be inoperative for 15 flight-hours or 1 flight day, whichever occurs first.

	DEPARTMENT OF TRANS RAL AVIATION ADMINIST			ЛN		MASTER MINIMUN	M EQUIPMENT LIST
AIRC	RAFT:				F	REVISION NO: 26a	PAGE:
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SVST	EM &	1.	2.	NUME	BER INST	ALLED	
SEQU	JENCE ITEM			3.	NUMBER	R REQUIRED FOR DISF	PATCH
NUM	BERS				4. RI	EMARKS OR EXCEPTION	SNC
24 EL	ECTRICAL POWER						
56-01	GALLEY/GALY and CAB and COMMERCIAL Supply Systems						
	Automatic Load     Shedding System	С	1	0	and CA	inoperative provided GAB p.b switch and GALLE ULT Light in the cockpit	Y/GALY and
	Automatic and     Manual Load     Shedding Systems	С	2	0	(M) May GALLE disconn	be inoperative provided Y/GALY and CAB loads ected.	d all are
	a) With Mod 20343/ MP P0473 or with Mod 31276/ MP P7175	С	2	0	(M)(O) I COMME operativ	May be inoperative provi ERCIAL supply system is e.	ded that the s checked
	3) COMMERCIAL Supply System (With Mod 20343/ MP P0473 or with Mod 31276/ MP P7175)	C	1	0	(O) May	be inoperative.	

FEDEF	RAL A	AVIATION ADMINIS	TRAT	ION		MASTER MINIMUM EQUIPMENT LIST
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SYSTE	-M &		1.	2.	NUMI	BER INSTALLED
SEQU	ENCE	E ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMB	EK2					4. REMARKS OR EXCEPTIONS
25 EQ	JIPM	ENT/FURNISHINGS	3			
11-01		ot Seat justments				
***	1)	Electrical Adjustment	D	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Horizontal and vertical mechanical adjustments operates normally, and</li> <li>b) Associated electrical control is deactivated.</li> </ul>
	2)	Primary Horizontal Mechanical Adjustment	В	2	0	May be inoperative provided backup horizontal mechanical adjustment is installed and operates normally.
***	3)	Backup Horizontal Mechanical Adjustment	D	2	0	May be inoperative provided primary horizontal mechanical adjustment operates normally.
	4)	Vertical Mechanical Adjustment	С	2	0	May be inoperative provided vertical electrical adjustment operates normally.
	5)	Lumbar	С	2	0	May be inoperative provided seat contour is satisfactory to individual/crewmember requirements.
	6)	Recline Systems	Α	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Seat is secured in an upright position acceptable to the affected crewmember, and</li> <li>b) Repairs are made within 2 flight days.</li> </ul>
11-02	Sh	ewmember oulder Harness ight Deck)	D	-	-	Any in excess of those required for flightcrew members (including official observer in forward observer's seat) may be inoperative.
	1)	Manual Shoulder Harness Locking Device	Α	-	-	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Inertial reel auto locking mechanism is verified to operate normally, and</li> <li>b) Repairs are made within 3 flight days.</li> </ul>

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AIRCF	RAFT:					REVISION NO: 26	PAGE:
	A318, A319,	A320, A3		DATE: 03/11/2016	25-2		
SYSTEM & ITEM SEQUENCE			2.			STALLED ER REQUIRED FOR DISPA	ATCH
NUMB				0.		REMARKS OR EXCEPTION	
25 EQ	UIPMENT/FURNISHII	NGS					
11-03	CAPT and F/O Outboard Armrest Controls						
	1) Height Control	С	2	0	May b	pe inoperative provided setti etable to crewmember(s).	ng is
	2) Pitch Control (Tilt)	С	2	0		pe inoperative provided setti etable to crewmember(s).	ng is
	Armrest Memor Position Display		2	0			
11-04	CAPT and F/O Inboard Armrest Vertical Adjustment Controls	С	2	0			
11-05	Pilot Seat Headrest	s D	2	0			

	EPARTMENT OF TRANS RAL AVIATION ADMINIST			N	MASTER MINIMUM EQUIPMENT LIST
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AIRCR		0 A2	24		REVISION NO: 26 PAGE:
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SYSTE	-M &	1.	2.	NUME	BER INSTALLED
SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS					4. REMARKS OR EXCEPTIONS
25 EQ	UIPMENT/FURNISHINGS				
11-06	Primary Observer's Sliding Seat (Including Associated Equipment)	Α	1	0	May be inoperative provided:  a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight days.
A			1	0	May be inoperative provided:  a) Secondary observer's seat is available to the FAA inspector for performance of official duties, and  b) Repairs are made within 2 flight days.
		A	1	0	<ul> <li>May be inoperative provided: <ul> <li>a) Required minimum safety equipment (safety belt and oxygen) is available,</li> <li>b) Seat is acceptable to the FAA inspector for performance of official duties, and</li> <li>c) Repairs are made within 2 flight days.</li> </ul> </li> <li>NOTE 1: These provisos are intended to provide for occupancy of the above seats by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.</li> </ul>
					NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).

	EPARTMENT OF TRANS  AL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
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1.				NUME	BER INSTALLED
SYSTEM & ITEM SEQUENCE				<del></del>	NUMBER REQUIRED FOR DISPATCH
NUMBE				4. REMARKS OR EXCEPTIONS	
25 EQL	JIPMENT/FURNISHINGS	3			
11-07 Additional Observer's D 1 *** Fixed Seat (Including Associated Equipment)			1	0	(M) May be inoperative or removed.
					NOTE: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).
13-01 ***	CAPT and F/O Sliding Tables				
	1) Sliding Tables	D	2	0	(M) May be inoperative in the stowed position or removed.
	2) Table Tilt Function	D	2	0	May be inoperative provided associated table can be stowed.
	3) Chart Clips				Deleted, REV 20. Refer to NEF.
13-02 ***	CAPT and F/O Retractable Footrests	D	-	0	(M) May be inoperative secured in the retracted position or removed.
15-01 ***	Crew Foot Warmers	D	2	0	

A318, A319, A320, A321  SYSTEM & SEQUENCE NUMBERS  25 EQUIPMENT/FURNISHINGS  21-01 Passenger Seat(s)  D -   May be inoperative provided: a) Seat does not block an Emer b) Seat does not restrict any pa from access to the main airor and c) Affected seat(s) are blocked placarded "DO NOT OCCUP NOTE 1: A seat with an inoperative."  NOTE 2: Inoperative seats do not affire required number of Flight A NOTE 3: Affected seat(s) may include seat(s) behind and/or adjace outboard seats.  1) Recline Mechanism  D (M) May be inoperative and seat occupies seat back is immovable in full uprosition.  D May be inoperative and seat occupies seat back is immovable in full upright 2) Underseat Baggage Restraining Bars  REVISION NO: 26 DATE: 03/11/2016  3. NUMBER REQUIRED FOR DISPATC  4. REMARKS OR EXCEPTIONS  NUMBER REQUIRED FOR DISPATC  4. REMARKS OR EXCEPTIONS  NOTE 1: A seat with an inoperative seat so to the main airor and considered inoperative.  NOTE 2: Inoperative seats do not affire required number of Flight A NOTE 3: Affected seat(s) may include seat(s) behind and/or adjact outboard seats.  1) Recline Mechanism  D (M) May be inoperative and seat occupies seat back is immovable in full upright in progrative restraining bars  Associated exact is placeded.	JIPMENT LIST
A318, A319, A320, A321  SYSTEM & SEQUENCE NUMBERS  25 EQUIPMENT/FURNISHINGS  21-01 Passenger Seat(s)  D  - May be inoperative provided: a) Seat does not block an Emer b) Seat does not restrict any pa from access to the main aircr and c) Affected seat(s) are blocked placarded "DO NOT OCCUP  NOTE 1: A seat with an inoperative.  NOTE 2: Inoperative seats do not affire required number of Flight A  NOTE 3: Affected seat(s) may include seat(s) behind and/or adjact outboard seats.  1) Recline Mechanism  D  - (M) May be inoperative and seat occupies seat back is immovable in full upright  2) Underseat Baggage Restraining Bars  C  - (O) May be inoperative provided: a) Baggage is not stowed under inoperative restraining bar,	PAGE:
SYSTEM & SEQUENCE NUMBERS  25 EQUIPMENT/FURNISHINGS  21-01 Passenger Seat(s)  D - May be inoperative provided: a) Seat does not block an Emer b) Seat does not restrict any pa from access to the main aircr and c) Affected seat(s) are blocked placarded "DO NOT OCCUP  NOTE 1: A seat with an inoperative seats do not affirequired number of Flight A  NOTE 3: Affected seat(s) may include seat(s) behind and/or adjace outboard seats.  1) Recline Mechanism  D (M) May be inoperative and seat occupied seat back is immovable in full uprosition.  D May be inoperative and seat occupied seat back is immovable in full upright  2) Underseat Baggage Restraining Bars  3. NUMBER REQUIRED FOR DISPATC  4. REMARKS OR EXCEPTIONS	25-5
SEQUENCE NUMBERS  25 EQUIPMENT/FURNISHINGS  21-01 Passenger Seat(s) D - May be inoperative provided: a) Seat does not block an Emere b) Seat does not restrict any pa from access to the main aircr and c) Affected seat(s) are blocked placarded "DO NOT OCCUP  NOTE 1: A seat with an inoperative seats do not affer required number of Flight A  NOTE 3: Affected seat(s) may include seat(s) behind and/or adjact outboard seats.  1) Recline D - (M) May be inoperative and seat occupied seat is secured in the full upposition.  D - May be inoperative and seat occupied seat back is immovable in full upright  2) Underseat Baggage Restraining Bars  3. NUMBER REQUIRED FOR DISPATC  4. REMARKS OR EXCEPTIONS  6. A FIGURE OF THE ARCH TO THE	
25 EQUIPMENT/FURNISHINGS  21-01 Passenger Seat(s)  D - May be inoperative provided:     a) Seat does not block an Emer b) Seat does not restrict any pa from access to the main aircr and     c) Affected seat(s) are blocked placarded "DO NOT OCCUP  NOTE 1: A seat with an inoperative seats do not affire required number of Flight A  NOTE 2: Inoperative seats do not affire required number of Flight A  NOTE 3: Affected seat(s) may include seat(s) behind and/or adjace outboard seats.  1) Recline     Mechanism  D - (M) May be inoperative and seat occupier seat back is immovable in full upright  2) Underseat     Baggage     Restraining Bars  A REMARKS OR EXCEPTIONS   May be inoperative provided:  a) Seat does not block an Emer b) Seat does not place and seat occupier seat seat in secured in the full upright in full upright in full upright in full upright in perative provided:  a) Baggage is not stowed under inoperative restraining bar,	Н
Passenger Seat(s)  D	
a) Seat does not block an Emer b) Seat does not restrict any pa from access to the main aircr and c) Affected seat(s) are blocked placarded "DO NOT OCCUP NOTE 1: A seat with an inoperative sensidered inoperative.  NOTE 2: Inoperative seats do not affer required number of Flight A NOTE 3: Affected seat(s) may include seat(s) behind and/or adjace outboard seats.  1) Recline D - (M) May be inoperative and seat occupious seat is secured in the full upposition.  D - May be inoperative and seat occupies seat back is immovable in full upright seat back is immovable in full upright (O) May be inoperative provided:  a) Baggage is not stowed under inoperative restraining bar,	
required number of Flight A:  NOTE 3: Affected seat(s) may include seat(s) behind and/or adjace outboard seats.  1) Recline Mechanism  D - (M) May be inoperative and seat occuprovided seat is secured in the full upposition.  D - May be inoperative and seat occupies seat back is immovable in full upright  2) Underseat Baggage Restraining Bars  C - (O) May be inoperative provided: a) Baggage is not stowed under inoperative restraining bar,	ssenger raft aisle, and Y".
Mechanism  D May be inoperative and seat occupies seat back is immovable in full upright  2) Underseat C (O) May be inoperative provided: Baggage Restraining Bars  D - Baggage in not stowed under inoperative restraining bar,	ttendants. e the
2) Underseat C - (O) May be inoperative provided: Baggage Restraining Bars	
Baggage (a) Baggage is not stowed under inoperative restraining bar,	
b) Associated seat is placarded STOW BAGGAGE UNDER T SEAT," and c) Procedures are established t Cabin Crew of inoperative resbar.  (Continued)	"DO NOT THIS o alert

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FEDER	AL AVIATION ADMI	NISTRAT	ION			MASTER MINIMUM	EQUIPMENT LIST
AIRCRAFT:						REVISION NO: 26	PAGE:
	A318, A319,	A320, A3	21			DATE: 03/11/2016	25-6
SYSTE	M & 1754	1.	2.	NUME	BER IN	STALLED	
SEQUE NUMBE	NCE TIEM			3.	NUMB	ER REQUIRED FOR DISP	ATCH
					4.	REMARKS OR EXCEPTIO	NS
25 EQU	JIPMENT/FURNISHI	NGS					
21-01	Passenger Seat(s) (Cont'd)						
	3) Armrests						
	a) Armrest wit Recline Mechanism		-	-	occup	from access to the main and	an Emergency any passenger aircraft aisle,
	b) Armrest without Recline Mechanism	D	-	-	May b	Armrest does not block a Exit, and	any passenger
	4) Mechanical Functions (Tracking/Swiv Headrest/ Footrest)	D el,	-	-		from access to the main and	Emergency Exit, y passenger aircraft aisle,

U.S. DEPARTMENT OF TRANSPOR FEDERAL AVIATION ADMINISTRAT		ON	MASTER MINIMUM EQUIPMENT LIST
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1.	2.	NUME	BER INSTALLED
SYSTEM & ITEM SEQUENCE		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS			
22-01 Flight Attendant Seat C Assembly (Single or Dual Position)	-	0	(O) May be inoperative or missing provided:  a) No passengers are carried,  b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and  c) Alternate procedures are established and used.
1) Required Flight Attendant Seats B			<ul> <li>(M)(O) One seat position or assembly (dual position) may be inoperative provided: <ul> <li>a) Affected seat position or seat assembly is not occupied,</li> <li>b) Flight Attendant(s) displaced by inoperative seat(s) occupies either an adjacent flight attendant seat or the passenger seat which is most accessible to the inoperative seat(s), so as to most effectively perform assigned duties,</li> <li>c) Alternate procedures are established and used as published in crewmember manuals,</li> <li>d) Folding type seat stows automatically or is secured in the retracted position, and</li> <li>e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY."</li> </ul> </li> <li>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</li> <li>(Continued)</li> </ul>

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AIRCRAI	FT:			REVISION NO: 26 PAGE:		
		A318, A319, A320,	, A3	21		DATE: 03/11/2016 25-8
SYSTEM	1&		1.	2.	NUME	BER INSTALLED
SEQUEN	NCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBER	KS					4. REMARKS OR EXCEPTIONS
25 EQUI	PM	ENT/FURNISHINGS				
	Ass Du	ght Attendant Seat sembly (Single or al Position) ont'd)				
	1)	Required Flight Attendant Seats (Cont'd)	В	-	-	NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
						NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.
						NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.
	2)	Excess Flight Attendant Seats	С	•	-	(M) May be inoperative provided:     a) Affected seat position or seat assembly is not occupied, and     b) Folding type seat stows automatically or is secured in the retracted position.
						NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.
						NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
	3)	All Cargo Configuration	D	-	-	May be inoperative provided affected seat or seat assembly is not occupied.

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FEDERAL AVIATION ADMINISTRAT	ΓΙΟΝ			MASTER MINIMUM EC	UIPMENT LIST
AIRCRAFT:		REVISION NO: 26	PAGE:		
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SYSTEM & ITEM	2.	NUME	BER IN	STALLED	•
SEQUENCE		3.	NUMB	ER REQUIRED FOR DISPATO	CH
NUMBERS			4.	REMARKS OR EXCEPTIONS	
25 EQUIPMENT/FURNISHINGS					
22-03 Non-Essential Equipment and Furnishings (NEF)		0	providaccor progr proce (inser if requand in docur	pe inoperative, damaged or misded that the item(s) is deferred redance with the operator's NEF am. The NEF program, proceduses are outlined in the operator name) Manual. (M) and (O) puired, must be available to the nocluded in the operator's approment.  E: Exterior lavatory door ashtra considered NEF items.	in deferral ures, and or's rocedures, flightcrew priate

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SYSTI	EM &	1.	2.	NUME	BER IN	STALLED	
SEQU NUMB	ENCE ITEM			3.	NUMB	ER REQUIRED FOR DISPA	TCH
					4.	REMARKS OR EXCEPTION	NS
25 EQ	UIPMENT/FURNISHINGS						
22-04	Exterior Lavatory Door Ashtrays						
	Airplanes with More than One Exterior Lavatory Door Ashtray Installed	Α	-	-		and including 50 percent marative for 10 days.	ay be missing or
		Α	-	-		than 50 percent may be mis rative for 3 days.	sing or
	2) Airplanes with Only One Exterior Lavatory Door Ashtray Installed	Α	1	0	May b	e missing or inoperative for	10 days.
27-01	Heating Function of Heated Floor Panels (Passenger/Crew Doors, Emergency Exits, and Galley Areas)	D		0	eleme	ay be inoperative provided tents of the affected heated flivated.	

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A310, A	.319, A320, A3	)Z I		DATE: 03/11/2016 25-11
SYSTEM &	1.	2.	NUME	BER INSTALLED
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NOMBERS				4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURN	IISHINGS			
28-01 Storage Bin(s) Galley, and La Storage Compartment/	vatory	-	-	<ul> <li>(M) May be inoperative provided: <ul> <li>a) Procedures are established to secure compartment CLOSED,</li> <li>b) Associated bin or compartment is prominently placarded "DO NOT USE",</li> <li>c) Any emergency equipment located in affected compartment is considered inoperative, and</li> <li>d) Affected compartment is not used for storage of any item(s) except for those permanently affixed.</li> </ul> </li> <li>NOTE: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered one compartment.</li> </ul>
	C			<ul> <li>(M) (O) May be inoperative provided: <ul> <li>a) Affected door(s) is (are) removed or, for retractable doors, secured in the retracted (fully open) position,</li> <li>b) Associated bin or compartment is not used for storage of any items, except those permanently affixed,</li> <li>c) Associated bin or compartment is prominently placarded "DO NOT USE",</li> <li>d) Procedures are established and used to alert crew members and passengers of inoperative bins, and</li> <li>e) Passengers are briefed that associated bin or compartment is not used.</li> </ul> </li> <li>(Continued)</li> </ul>

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SEQU NUMB	ENC	E ITEM			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
25 EQ	UIPI	MENT/FURNISHINGS				
28-01	Ga Co	orage Bin(s)/Cabin, lley, and Storage mpartment/Closets ont'd)				
						NOTE 1: For overhead storage compartments, if no partitions are installed, the entire overhead storage compartment is considered one compartment.
						NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.
***	1)	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.
	2)	Multi Latch/Quarter Turn Lug Installations Compartment Locks	С	-	-	One latch per compartment may be inoperative provided:  a) Remaining latch(es)/lug(s) on affected compartment(s) operate normally, and b) If affected compartment is used for a galley cart, the cart remains empty.
***	3)	Mid-Latch Locking Assembly	D	-	0	May be inoperative provided galley half-length carts are not used at affected location.
						NOTE: Galley full-length carts can be used.

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SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMB	BEKS				4. REMARKS OR EXCEPTIONS
25 EQ	UIPMENT/FURNISHINGS				
40-01	Lavatory Waste Receptacle Access Doors/Covers/Flapper/ Doors	C	-	-	<ul> <li>(M)May be inoperative provided: <ul> <li>a) Associated waste container is empty,</li> <li>b) Affected receptacle access</li> <li>doors/covers/flapper door is secured to prevent waste introduction into the receptacle,</li> <li>c) Lavatory is used only by crewmembers, and</li> <li>d) Associated lavatory entrance door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER".</li> </ul> </li> <li>NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.</li> </ul>
45-01	Galley/Cabin Waste Receptacles Access Doors/Covers	С	-	-	(M) (O) May be inoperative provided:  a) The container is empty and the access is secured to prevent waste introduction into the compartment, and  b) Procedures are established to ensure that sufficient galley/cabin waste receptacles are available to accommodate all waste that may be generated on a flight.
50-01	Cargo Loading System	D	-	0	NOTE: Any part of the CLS that operates normally may be used.

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SYSTE	=M &	1.	2.	NUME	BER INSTALLED
SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMB	ERS				4. REMARKS OR EXCEPTIONS
25 EQ	UIPMENT/FURNISHINGS				
50-02	Blow In/Out Panels in Cargo Compartment	С	•	0	(O) May be damaged or missing provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast, (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
50-03	Cargo Compartment Sidewall Lining and Ceiling Panels	C		0	(O) May be damaged or missing provided procedures are established and used to ensure the associated compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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SYSTE	-M &	1.	2.	NUME	BER INSTALLED
SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMB	EKS				4. REMARKS OR EXCEPTIONS
25 EQ	JIPMENT/FURNISHINGS	3			
50-04	Cargo Restraint System (Nets, Attach Points, Stanchions, etc.)	A	-	-	<ul> <li>(M) May be inoperative, damaged, or missing provided: <ul> <li>a) Acceptable cargo loading limits from an approved source (i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and balance Document) are observed, and</li> <li>b) Repairs are made prior to the completion of the next heavy maintenance visit.</li> </ul> </li> </ul>
		С	-	0	(O) May be inoperative, damaged or missing provided associated cargo compartment remains empty or is checked to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
50-05 ***	Protection Panel of Decompression Panels at the FWD partition wall of FWD Cargo Compartment	С	-	0	<ul> <li>(M) One or more may be damaged provided: <ul> <li>a) The affected protection panel is removed if the damage prevents correct operation of the decompression panel, and</li> <li>b) Bulk loading is not permitted in the section between the affected protection panel and the closest divider net.</li> </ul> </li> <li>NOTE: Tied down cargo is not considered as bulk loading.</li> </ul>
60-01 ***	Evacuation Alarm Signaling System (EVAC COMMAND)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided operations do not require its use.
60-03	SLIDE ARMED Light Systems	С	-	0	(O) May be inoperative provided alternate procedures are established and used.

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	A318, A319,	A320, A3	21		DATE: 03/11/2016 25-16
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SEQUE NUMBI				3.	NUMBER REQUIRED FOR DISPATCH
25 EOI	JIPMENT/FURNISHI	NGS			4. REMARKS OR EXCEPTIONS
60-04	SLIDE Indications			l i	
00-04	ECAM DOOR/OXY Page				
	1) Passenger Doo	ors			
	a) Armed Indication	В	-	0	(O) May be inoperative provided alternate procedures are established and used.
	b) Not armed Indication	С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Aircraft is not operated at night.</li> </ul>
	2) Overwing Emergency Exit(s) (A318/A319/ A320)				
	a) Armed Indication	В	-	0	(M) May be inoperative provided a visual check is made to verify that slide(s) is armed.
	b) Not armed Indication	С	-	0	(M) May be inoperative provided:  a) Visual check is made that slide(s) is armed, and  b) Aircraft is not operated at night.
60-05	Slide Bottle Pressu Indication (On PTP/FAP)	re			Moved to item 23-73-07 2) for aircraft without Mod. 30354 or without Mod. 33100 or item 23-73-08 6) for aircraft with Mod. 30354 or with Mod. 33100.
60-06	CABIN PRESSURI Light System	≣			Moved to Item 52-70-02.

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EM &	1.	2.	NUME	BER INSTALLED
ENCE			3.	NUMBER REQUIRED FOR DISPATCH
JENO .				4. REMARKS OR EXCEPTIONS
UIPMENT/FURNISHINGS	;			
"Fasten Seat Belts While Seated" Signs or Placards	С	-	-	One or more may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat.
60-08 Flashlight And Holders C (Flight Deck or Cabin)	С	-	0	<ul> <li>(O) May be inoperative or missing provided:</li> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
	С	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.
Megaphones	С	-	0	<ul> <li>(O) May be inoperative or missing provided:</li> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
1) Passenger Configuration	С	-	2	Any in excess of those required by 14 CFR may be inoperative or missing provided:  a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.  (Continued)
	A318, A319, A32  EM & ITEM ENCE BERS  UIPMENT/FURNISHINGS  "Fasten Seat Belts While Seated" Signs or Placards  Flashlight And Holders (Flight Deck or Cabin)  Megaphones  1) Passenger	A318, A319, A320, A3  EM & ITEM ENCE SERS  UIPMENT/FURNISHINGS  "Fasten Seat Belts C While Seated" Signs or Placards  Flashlight And Holders C (Flight Deck or Cabin)  C  Megaphones C  1) Passenger C	A318, A319, A320, A321  EM & ITEM ENCE BERS  UIPMENT/FURNISHINGS  "Fasten Seat Belts While Seated" Signs or Placards  Flashlight And Holders (Flight Deck or Cabin)  C -  Megaphones  C -  1) Passenger  C -	A318, A319, A320, A321  EM & ITEM SERS  UIPMENT/FURNISHINGS  "Fasten Seat Belts C While Seated" Signs or Placards  Flashlight And Holders (Flight Deck or Cabin)  C   Megaphones C - 0  1) Passenger C - 2

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	A318, A319, A32	U, A3	21		DATE: 03/11/2016 25-18
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ļ					4. REMARKS OR EXCEPTIONS
25 EQ	UIPMENT/FURNISHINGS	3			
60-09	Megaphones (Cont'd)				
	Cargo     Configuration	С	-	0	May be inoperative or missing.
60-10	Emergency Locator Beacon				Moved to 25-61-01, Ref ATA Spec 2200, REV 21.
60-11	Slide Raft Lanyards (White and/or Yellow)	D	8	-	(O) May be missing or damaged beyond serviceable limits provided aircraft is not operated on extended overwater flights.
60-12	Overwater Survival Kits				Incorporated into item 25-60-17.
60-13	Emergency Medical Equipment				
	<ol> <li>Automated         External         Defibrillator         (AED) and/or         Associated         Equipment</li> </ol>	A	-	0	<ul> <li>(O) May be incomplete, missing or inoperative provided: <ul> <li>a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacements are made within one flight cycle.</li> </ul> </li> </ul>
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.  (Continued)

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NUMBI	EKS					4. REMARKS OR EXCEPTIONS
25 EQI	JIPM	ENT/FURNISHINGS				
60-13	Eq	nergency Medical uipment ont'd)				
	2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing or inoperative provided:  a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight cycle.
			D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
	3)	First Aid Kits(FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing or inoperative provided:  a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight cycle.
			D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.
60-14 ***	Es	cape Life Lines				
	1)	Overwing (A318/ A319/A320)	D	-	-	May be damaged or missing provided aircraft is not operated on extended overwater flights.
	2)	Flight Deck Escape Life Line Cover Plates	С	2	0	May be damaged or missing.

AIRCRAFT: A318, A319, A320, A321  SYSTEM & SEQUENCE NUMBERS  1.  2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  25 EQUIPMENT/FURNISHINGS  60-15 Emergency Vision D Assurance Systems (EVAS) (A319/A320/A321) (Vision Safe STC #SA00892LA)  60-16 Flotation Equipment (Crew and Passenger)  60-17 Survival Kit D Any in excess of those required by 14 CFR may be inoperative or missing.  60-18 Crash Axe/Crow Bar D Any in excess of those required by 14 CFR may be inoperative or missing.  61-01 Emergency Locator Transmitter  1) Survival Type ELTs  2) Fixed ELTS  A - 0 (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.  A - 0 May be missing provided repairs are made within 90 days.  D Any in excess of those required by 14 CFR may be inoperative or missing.		EPARTMENT OF TRANS			JΝ	MASTER MINIMUM EQUIPMENT LIST
A318, A319, A320, A321  SYSTEM & SEQUENCE   ITEM   1.			110/11	1011		REVISION NO: 26 PAGE:
SYSTEM & SEQUENCE NUMBERS  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  5. Emergency Vision Assurance Systems (EVAS) (A319/A320/A321) (Vision Safe STC #SA00892LA)  60-16 Flotation Equipment (Crew and Passenger)  60-17 Survival Kit  10 Any in excess of those required by 14 CFR may be inoperative or missing.  61-01 Emergency Locator Transmitter  1) Survival Type ELTs  2) Fixed ELTs  A - 0 (M) May be inoperative provided: a) System is deactivated.  60 - Any in excess of those required by 14 CFR may be inoperative or missing.  61 - O1 Emergency Locator Transmitter  1) Survival Type ELTs  A - 0 (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.  A - 0 May be missing provided repairs are made within 90 days.  D Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Repairs are made within 90 days.  D Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Repairs are made within 90 days.	71111011		20, A3	21		
SYSTEM & SEQUENCE NUMBERS  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  4. Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.  5. Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.		, ,				
SEQUENCE NUMBERS  25 EQUIPMENT/FURNISHINGS  60-15	SYSTE	SYSTEM & ITEM		2.	NUME	BER INSTALLED
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60-15 Emergency Vision Assurance Systems (EVAS) (A319/A320/A321) (Vision Safe STC #SA00892LA)  60-16 Flotation Equipment (Crew and Passenger)  60-17 Survival Kit D Any in excess of that required by 14 CFR may be incomplete, missing, or inoperative.  60-18 Crash Axe/Crow Bar D Any in excess of those required by 14 CFR may be inoperative or missing.  61-01 Emergency Locator Transmitter  1) Survival Type ELTs D Any in excess of those required by 14 CFR may be inoperative or missing.  (M) May be inoperative by 14 CFR may be inoperative or missing.  (M) May be inoperative provided:  a) System is deactivated, and b) Repairs are made within 90 days.  D (M) Any in excess of those required by 14 CFR may be inoperative provided repairs are made within 90 days.  D (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	1101112					4. REMARKS OR EXCEPTIONS
Assurance Systems (EVAS) (A319/A320/A321) (Vision Safe STC #SA00892LA)  60-16 Flotation Equipment (Crew and Passenger)  60-17 Survival Kit  Crash Axe/Crow Bar  D  - Any in excess of that required by 14 CFR may be inoperative or missing.  Any in excess of those required by 14 CFR may be inoperative or missing, or inoperative.  Any in excess of those required by 14 CFR may be inoperative or missing.  60-18 Crash Axe/Crow Bar  D  - Any in excess of those required by 14 CFR may be inoperative or missing.  61-01 Emergency Locator Transmitter  1) Survival Type D ELTs  A  - Any in excess of those required by 14 CFR may be inoperative or missing.  (M) May be inoperative provided:  a) System is deactivated, and b) Repairs are made within 90 days.  D  - (M) Any in excess of those required by 14 CFR may be inoperative provided repairs are made within 90 days.  D  - (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.  D  - Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	25 EQI	JIPMENT/FURNISHINGS	3			
be inoperative or missing.  60-17 Survival Kit  D  Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.  60-18 Crash Axe/Crow Bar  D  Any in excess of those required by 14 CFR may be inoperative or missing.  61-01 Emergency Locator Transmitter  1) Survival Type ELTs  D  Any in excess of those required by 14 CFR may be inoperative or missing.  (M) May be inoperative provided:  a) System is deactivated, and b) Repairs are made within 90 days.  A  O  May be missing provided repairs are made within 90 days.  D  May be inoperative provided system is deactivated.  D  Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.  Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.		Assurance Systems (EVAS) (A319/A320/A321) (Vision Safe	D	2	0	
be incomplete, missing, or inoperative.  60-18	60-16	(Crew and	D	-	-	
be inoperative or missing.    Comparison of those required by 14 CFR may be inoperative or missing.   Comparison of the provided of the provid		Survival Kit	D	-	-	
Transmitter  1) Survival Type ELTs  D Any in excess of those required by 14 CFR may be inoperative or missing.  2) Fixed ELTs  A - 0 (M) May be inoperative provided:	60-18	Crash Axe/Crow Bar	D	-	-	
be inoperative or missing.  2) Fixed ELTs  A - 0 (M) May be inoperative provided:						
a) System is deactivated, and b) Repairs are made within 90 days.  A - 0 May be missing provided repairs are made within 90 days.  D - (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.  D - Any in excess of those required by 14 CFR may			D	-	-	
D - (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.  D - Any in excess of those required by 14 CFR may		2) Fixed ELTs	Α	-	0	a) System is deactivated, and
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			D	-	-	may be inoperative provided system is
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25 EC	QUIPMENT/FURNISHING	S			
61-02	Passenger or Over Wing Door Slide/Slide Rafts (Without Passengers)	C	-	1	<ul> <li>(M)(O) May be inoperative or missing provided: <ul> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations,</li> <li>c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency,</li> <li>d) Inoperative exits are conspicuously identified as inoperative,</li> <li>e) An Emergency Exit sign and floor proximity lights associated only with the inoperative exits are covered to obscure the sign and lights,</li> <li>f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and</li> <li>g) Alternate procedures are established and used.</li> </ul> </li> </ul>
65-01 ***	Security Kit and Associated Equipment	D	-	0	May be incomplete or missing.
65-02 ***	Fireproof Gloves	D	_	0	
90-01	Printed Supplemental Safety Information	С	-	0	<ul> <li>(O) May be inoperative or missing provided:</li> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and</li> <li>c) Alternate procedures are established and used.</li> </ul>
		С	-	-	<ul> <li>(M)(O) May be missing or damaged provided:</li> <li>a) Safety Information Card is located in convenient locations for use of each passenger;</li> <li>b) Cards cannot be missing from each exit seat; and</li> <li>c) Any seat(s) or row(s) of seats must be blocked where a Safety Information Card is not located in convenient locations for use of each passenger.</li> </ul>

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	RAL AVIATION ADMINIS	IRAI	ION		REVISION NO: 26b PAGE:
AIRCR	A318, A319, A32	ነበ Δ3	21		REVISION NO: 200 PAGE:
	7,010,7,010,7,02	-0, 710			DATE: 11/22/2016 26-1
SYSTE	EM & ITEM	1.	2.	NUME	BER INSTALLED
SEQUI NUMB	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
INOINID	LINO				4. REMARKS OR EXCEPTIONS
26 FIR	E PROTECTION				
26-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
	1) Fault(s) indicated by SDCU (Without Mod. 30354 or without Mod. 33100)	С	-	-	
					NOTE: Dispatch with the above maintenance status message displayed on ECAM is permitted without CFDS interrogation.
	2) Fault(s) indicated by SMOKE (With Mod. 30354 or with Mod. 33100)	С	-	-	
					NOTE: Dispatch with the above maintenance status message displayed on ECAM is permitted without CFDS interrogation.
12-01	Engine Fire Detection Systems				
	1) Loop A	С	2	0	Except for ER operations beyond 120 minutes, one may be inoperative on each engine provided:  a) Associated Loop B is operative, and b) The engine fire test is performed before each departure.  (Continued)

FEDEF	RAL AVIATION ADMINIST	ΓRΑΤ	TATIC		MASTER MINIMUM EQUIPMENT LIST
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SYSTE	=M &.	1.	2.	NUME	BER INSTALLED
SEQUI NUMB	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
INOINID	LNO				4. REMARKS OR EXCEPTIONS
26 FIR	E PROTECTION				
12-01	Engine Fire Detection System (Cont'd)				
	2) Loop B	С	2	0	Except for ER operations beyond 120 minutes, one may be inoperative on each engine provided:  a) Associated Loop A is operative, and b) The engine fire test is performed before each departure.
12-02	FIRE Lights on ENG Control Panel	С	2	0	
12-03	ENG FIRE p.b Lights				
	1) Bulbs/LEDs	С	16	8	Four bulbs/LEDs in each push button switch may be inoperative.
13-01	APU Fire Detection System				
	1) Loops	С	2	1	Except for ER operations beyond 120 minutes, detection loop (B) may be inoperative provided APU fire test is performed before each APU start.
		С	2	1	Except for ER operations beyond 120 minutes, detection loop (A) may be inoperative provided:  a) APU fire test is performed before each APU start, and  b) During ground operations, APU condition is monitored in the cockpit.
		A	2	0	Except for ER operations beyond 120 minutes, may be inoperative provided:  a) APU is not used, and b) Repairs are made within four flights.
		С	2	0	Except for ER operations, may be inoperative provided APU is not used.

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	A318, A319, A32	U, A3	21		DATE: 11/22/2016 26-3
SYSTI	EM & ITEM	1.	2.	NUME	BER INSTALLED
SEQU NUMB	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
26 FIR	E PROTECTION				
13-02	APU FIRE p.b Light				
	1) Bulbs/LEDs	С	8	4	Four bulbs/LEDs in push button may be inoperative.
		С	8	0	Except for ER operations, may be inoperative provided APU is not used.
14-01	APU Fire Warning Light (on External Fire Panel)				Moved to item 26-22-11, REV 20.
15-01	Avionic Smoke Detection System	Α	1	0	(O) Except for ER operations, may be inoperative for three flight legs.
16-01	Blow In/Out Panels in Cargo Compartment				Moved to Item 25-50-02.
16-03	Smoke Detectors in FWD Cargo Compartment	С	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
					(Continued)
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U.S. E	DEPARTMENT OF TRANS	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
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AIRC			REVISION NO: 26b PAGE:		
	A318, A319, A32	20, A3	21		DATE: 11/22/2016 26-4
SYST	EM &	1.	2.	NUME	BER INSTALLED
SEQL NUME	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
26 FIF	RE PROTECTION				
16-03	Smoke Detectors in FWD Cargo Compartment (Cont'd)				
	1) Aircraft with AAE, Ltd. STC No. ST01077WI (4 Detector System)	С	4	2	(M) One detector/channel in each detector enclosure may be inoperative provided the remaining detector/channel in the enclosure is verified to operate normally before each departure.
		С	4	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
16-04	Smoke Detectors in AFT and Bulk Cargo Compartments	С	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
	1) Aircraft with AAE, Ltd. STC No. ST01077WI (6 Detector System)	С	6	3	(M) One detector/channel in each detector enclosure may be inoperative provided the remaining detector/channel in the enclosure is verified to operate normally before each departure.
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AIRCR					REVISION NO: 26b PAGE:
	A318, A319, A32	:0, A3	21		DATE: 11/22/2016 26-5
SYSTE	:M &	1.	2.	NUMI	BER INSTALLED
SEQUE	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMBI	EKS				4. REMARKS OR EXCEPTIONS
26 FIR	E PROTECTION				
16-04	Smoke Detectors in AFT and Bulk Cargo Compartments (Cont'd)				
	1) Aircraft with AAE, Ltd. STC No. ST01077WI (6 Detector System) (Cont'd)				
		С	6	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
					NOTE 2: If the AFT Cargo Compartment Smoke Detectors are inoperative, the bulk cargo compartment must also remain empty.
16-05	FWD/AFT Detection Loops/Channels AAE, Ltd. STC No. ST01077WI	С	4	2	(M) One loop/channel (A or B) in each cargo compartment may be inoperative provided remaining loop/channel in associated cargo compartment is verified to operate normally before each departure.

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AIRCRAFT:			011		F	REVISION NO: 26	Sh	PAGE:
	18, A319, A320	, A32	21			DATE: 11/22/2016		26-6
SYSTEM &		1.	2.	NUME	BER INST	TALLED		
SEQUENCE				3.	NUMBEF	R REQUIRED FOR	DISPATCH	1
NUMBERS					4. RI	EMARKS OR EXCE	PTIONS	
26 FIRE PROTEC	TION							
17-01 Lavatory : Detection		C	•	-	detection a) b)	For each lavatory, the system may be in Lavatory waste reconsisted avatory door is locally placarded "INOPER DO NOT ENTER", a Lavatory is used on	operative peptacle is ecked closed RATIVE – and	orovided: empty, d and
					NOTE:	These provisos are prohibit lavatory use crewmembers.		
		D		0	be inop	excess of that requirer	ed by 14 C	гк тау

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	IRAI		MASTER MINIMUM EQI	JIPMENT LIST		
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A318, A319, A32	0, A3	21			DATE: 11/22/2016	26-7
177.4	1.	2.	NUME	BER INS	STALLED	
11 - 11			3.	NUMBE	ER REQUIRED FOR DISPATC	Н
				4. I	REMARKS OR EXCEPTIONS	
ROTECTION						
ontrol Unit (SDCU) 319/A320/A321) Vithout Mod. 30354 without						
Channels	В	2	0	b) NOTE	Restrictions concerning inopelavatory smoke detection syste cargo smoke detection syste applied, and Procedures are established a ensure all cargo compartmer empty or are verified to contaempty cargo handling equipm ballast, (ballast may be loaded and/or Fly Away Kits.  1: Failure of a single SDCU chindicated by a MAINTENAN message on ECAM STATU  2: Operator MELs must define items are approved for inclusivements are approved for inclusivements are approved for inclusivements.  3: Class E cargo compartments only the installation of smokes.	tem and m are   and used to ats remain ain only nent, ad in ULDs),  annel is ICE S page.  which asion in the aterials can  ts require as or fire
	ROTECTION  noke Detection ontrol Unit (SDCU) 319/A320/A321) //ithout Mod. 30354 without od. 33100)	A318, A319, A320, A3  1.  ITEM  ROTECTION  noke Detection ontrol Unit (SDCU) 319/A320/A321) (ithout Mod. 30354 without od. 33100)	A318, A319, A320, A321  1. 2. ITEM  ROTECTION  noke Detection ontrol Unit (SDCU) 319/A320/A321) //ithout Mod. 30354 without od. 33100)	A318, A319, A320, A321  1.	A318, A319, A320, A321  1.	A318, A319, A320, A321  1.

U.S. D	EPARTMENT OF TRANS	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
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AIRCR	AFT:				REVISION NO: 26b PAGE:
	A318, A319, A32	20, A3	21		DATE: 11/22/2016 26-8
SYSTEM & ITEM				NUME	BER INSTALLED
SEQUI NUMB	ENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
INUIVID	LNO				4. REMARKS OR EXCEPTIONS
26 FIR	E PROTECTION				
21-01	Engine AGENT 1 and 2 DISCH Light Systems	С	4	2	(M) One may be inoperative for each engine provided associated bottle(s) is verified properly charged before the first flight of each day.
21-02	Engine AGENT 1 and 2 SQUIB Light Systems	С	4	0	(M) May be inoperative provided it is verified that the failure is in the test circuit only.
21-03	ENG FIRE Test Systems	С	2	1	<ul> <li>(M) One test function may be inoperative provided: <ul> <li>a) The fault is in the test system only,</li> <li>b) System is tested once each flight day, and</li> <li>c) All other functions of fire detect systems operate normally.</li> </ul> </li> </ul>
22-00	APU Fire Extinguisher System	С	1	0	May be inoperative provided the APU is not used.
22-01	APU Agent DISCH Light	С	1	0	(M) May be inoperative provided bottle is verified properly charged before the first flight of each day.
		С	1	0	May be inoperative provided APU is not used.
22-02	APU SQUIB Light	С	1	0	(M) May be inoperative provided APU extinguishing system firing circuit is verified operative before the first flight of the day.
		С	1	0	May be inoperative provided APU is not used.

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AIRCR			04		REVISION NO: 26b PAGE:
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SYSTE	-M &	1.	2.	NUMI	BER INSTALLED
SEQUI	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMB	ERS				4. REMARKS OR EXCEPTIONS
26 FIR	E PROTECTION				
22-03	APU Ground Automatic Fire Extinguisher System	С	1	0	May be inoperative provided APU is continuously monitored in the cockpit during all APU ground operations.
		С	1	0	May be inoperative provided APU is not used.
22-04	APU Fire Test System	С	1	0	(M) May be inoperative provided firing circuit and bottle low pressure detection systems are verified operative before the first flight of the day.
		С	1	0	May be inoperative provided APU is not used.
22-05	APU Fire Extinguisher Overpressure Indication (Red Disc)	С	1	0	<ul> <li>(M) May be missing provided:</li> <li>a) Squib test is used to verify squib integrity, and</li> <li>b) Bottle pressure switch is verified operative before the first flight of each day.</li> </ul>
		С	1	0	May be missing provided APU is not used.
22-06	APU FIRE PUSH p.b	С	1	0	May be inoperative provided the APU is not used.
22-07	APU AGENT p.b	С	1	0	May be inoperative provided the APU is not used.
22-08	APU Fire Extinguisher Bottle	С	1	0	May be inoperative provided the APU is not used.
22-09	APU Fire Bottle Squibs	С	2	1	(M) One may be inoperative provided the remaining squib is verified operative before the first flight of each day.
		С	2	0	May be inoperative provided the APU is not used.

	EPARTMENT OF TRANS  RAL AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST
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SYSTE	=M &	1.	2.	NUME	BER INSTALLED
SEQUI NUMB	ENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
INUIVID	EKS				4. REMARKS OR EXCEPTIONS
26 FIR	E PROTECTION				
22-10	APU AUTO EXTING TEST	С	1	0	May be inoperative provided the APU Automatic Fire Extinguishing System is considered inoperative.
22-11	APU FIRE Light on External Power Panel	С	1	0	(M) May be inoperative provided the APU Automatic Fire Extinguishing System is verified operative.
		С	1	0	May be inoperative provided APU is continuously monitored in the cockpit during all APU ground operations.
22-12	APU SHUT OFF p.b on External Power Panel	С	1	0	(M) May be inoperative provided the APU Automatic Fire Extinguishing System is verified operative.
		С	1	0	May be inoperative provided the APU Automatic Fire Extinguishing System is considered inoperative.

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U.S. DE	EPARTMENT OF TRANS	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
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SYSTE	M &	1.	2.	NUME	BER INSTALLED
SEQUE	INCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	iko -				4. REMARKS OR EXCEPTIONS
26 FIRI	E PROTECTION				
23-01	FWD/AFT Cargo and Bulk Cargo Compartment Fire Extinguishing System				
	1) Bottle 1	С	1	0	(O)May be inoperative provided procedures are established and used to ensure all compartments remain empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or Fly Away Kits.
					NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
					NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).
***	2) Bottle 2	С	1	0	Bottle 2 may be inoperative (and cargo compartments used) provided airplane remains within 1 hour of landing at a suitable airport.
					(Continued)
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SYSTEI SEQUE NUMBE 26 FIRE 23-01	A318, A319, A32  M & ITEM  NCE	1.	ı		REVISION NO: 26b PAGE:
SEQUE NUMBE 26 FIRE	M & ITEM NCE RS		ı		DATE 44/00/0040
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NUMBE 26 FIRE	RS				BER INSTALLED NUMBER REQUIRED FOR DISPATCH
	PROTECTION			0.	4. REMARKS OR EXCEPTIONS
23-01					
	FWD/AFT Cargo and Bulk Cargo Compartment Fire Extinguishing System (Cont'd)				
	3) Squib of Cargo Bottle 1	С	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
					NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).
***	4) Squib of Cargo Bottle 2	С	-	0	May be inoperative provided bottle 2 is considered inoperative

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SYSTI	EM &	1.	2.	NUME	BER INSTALLED
	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
			-		4. REMARKS OR EXCEPTIONS
26 FIR	RE PROTECTION				
23-02	FWD/AFT Cargo Compartment DISCH Lights	С	-	0	(M) May be inoperative provided an acceptable test procedure is used once each flight day to verify that bottle is properly charged.
		С	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
					NOTE 2: If the AFT Cargo Compartment DISCH light is inoperative, the bulk cargo compartment must also remain empty.
23-03	CARGO SMOKE DISCH AGENT 2 Light	С	1	0	May be inoperative provided that the agent bottle 2 is considered inoperative.
		С	1	0	(O) May be inoperative.

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SYSTEM &		1.	2.	NUME	BER INSTALLED
SEQUE NUMBE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
26 FIRE	PROTECTION				
23-04	"PUSH" DSCH Switch Lights AAE, Ltd. STC No. ST01077WI	С	1	0	May be inoperative provided an acceptable test procedure is used once each flight day to verify that the affected bottle(s) is properly charged.
		С	1	0	<ul> <li>(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.</li> <li>NOTE: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.</li> </ul>

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AIRCE	RAFT:				REVISION NO: 26b PAGE:
	A318, A319, A3	20, A3	DATE: 11/22/2016 26-15		
SYST	FM &	1.	2.	NUME	BER INSTALLED
	IENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
26 FIF	RE PROTECTION				
23-05	"AUTO/MAN" DSCH Switch Lights AAE, Ltd. STC No. ST01077WI	С	1	0	(O) May be inoperative provided an acceptable test procedure is used once each flight day to verify that the affected bottle(s) is properly charged.
		С	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.
					NOTE 1: Operator MELs should define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
					NOTE 2: Class E cargo compartments require only the installation of smoke or fire detection systems (not suppression).
					NOTE 3: If the AUTO/MAN DSCH switch light is inoperative for the AFT Cargo Compartment, the bulk cargo compartment must also remain empty.
23-06	DET LEDs AAE, Ltd. STC No. ST01077WI	С	4	2	(O) One LED in each cargo compartment may be inoperative provided the remaining loop in the affected compartment is verified to operate normally before each departure.
23-07	FAIL LEDs AAE, Ltd. STC No. ST01077WI	С	4	2	(O) One LED in each cargo compartment may be inoperative provided the remaining loop in the affected compartment is verified to operate normally before each departure.

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SYSTE	EM &	1.	2.	NUME	BER INSTALLED
SEQU NUMB				3.	NUMBER REQUIRED FOR DISPATCH
NOND	LNO				4. REMARKS OR EXCEPTIONS
26 FIR	E PROTECTION				
23-08	Fault Panel (E and E Compartment) AAE, Ltd. STC No. ST01077WI	D	1	0	
25-01	Lavatory Waste Bin Fire Extinguisher System	С	-	-	For each lavatory, the fire extinguisher system may be inoperative provided lavatory smoke detection system operates normally.
		С	-	-	<ul> <li>(M)(O) For each lavatory, the fire extinguisher system may be inoperative provided:         <ul> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Lavatory door is locked closed and placarded "INOPERATIVE –</li></ul></li></ul>
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.
26-24	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided:  a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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SYSTEM	۱ &		1.	2.	NUME	BER IN	STALLED		
SEQUEN NUMBER	ICE	ITEM			3.	NUMB	ER REQUIRED FOR DIS	PATC	1
						4.	REMARKS OR EXCEPTI	ONS	
27 FLIGH	HT (	CONTROLS							
 	MA ME DIS EC PA	ASS II INTENANCE SSAGES SPLAYED ON AM STATUS GE OF ECAM STEM DISPLAY							
	1)	Fault(s) Indicated by F/CTL	С	-	-				
:	2)	Fault(s) Indicated by SFCS	С	-	-				
						NOTE	E: Dispatch with either of maintenance status me on ECAM is permitted interrogation.	essage	s displayed
	3)	Fault(s) Indicated by F/CTL (Aircraft without Mod. 21964 or 22087 or 22548)				Delet	ed, REV 18.		

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	VIATION ADMINIST			/14	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:	VIATION ADMINIST	1\/\1	ION	REVISION NO: 26b PAGE:	
	A318, A319, A320	), A3	21		DATE: 11/22/2016 27-2
		1.	2.	NUME	BER INSTALLED
SYSTEM & SEQUENCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS					4. REMARKS OR EXCEPTIONS
27 FLIGHT (	CONTROLS				
	eron Servo ntrols				
1)	A320-200 without Mod. 26334 or 26335	A	4	2	<ul> <li>(M) Two associated with ELAC 2 (left green and right blue) may be inoperative provided: <ul> <li>a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected),</li> <li>b) All roll spoilers operate normally,</li> <li>c) Aileron Servo Controls associated with ELAC 1 operate normally, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul> </li> <li>NOTE: LAF is in degraded Mode.</li> </ul>
		A	4	2	<ul> <li>(M)(O) Two associated with ELAC 1 (left blue and right green) may be inoperative provided: <ul> <li>a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected),</li> <li>b) All roll spoilers operate normally,</li> <li>c) Aileron Servo Controls associated with ELAC 2 operate normally,</li> <li>d) TR 1 and TR 2 operate normally,</li> <li>e) DC TIE contactor 1 is verified closed before takeoff, and</li> <li>f) Repairs are made within 3 flight days.</li> </ul> </li> <li>NOTE: LAF is in degraded Mode.</li> <li>(Continued)</li> </ul>

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FEDERAL AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST
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	1.	2.	NUME	BER INSTALLED
SYSTEM & ITEM SEQUENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS				
14-01 Aileron Servo Controls (Cont'd)				
2) A318/A319/A321 and A320 with Mod. 26334 or 26335	Α	4	2	<ul> <li>(M) Two associated with ELAC 2 (left green and right blue) may be inoperative provided:</li> <li>a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected),</li> <li>b) All roll spoilers operate normally,</li> <li>c) Aileron Servo Controls associated with ELAC 1 operates normally, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul>
	A	4	2	<ul> <li>(M)(O) Two associated with ELAC 1 (left blue and right green) may be inoperative provided:</li> <li>a) Servos remain mechanically connected and hydraulically supplied (damping function is not affected),</li> <li>b) All roll spoilers operate normally,</li> <li>c) Aileron Servo Controls associated with ELAC 2 operate normally,</li> <li>d) TR 1 and TR 2 operate normally,</li> <li>e) DC TIE contactor 1 is verified closed before takeoff, and</li> <li>f) Repairs are made within 3 flight days.</li> </ul>

	EPARTMENT OF TRANS			/ I N	MASTER MINIMUM EQUIPMENT LIST
	RAL AVIATION ADMINIS	IKAII	DEVICIONINO: OCH DAGE.		
AIRCF	A318, A319, A32	νη Δ33	21		REVISION NO: 26b PAGE:
	A310, A313, A32	.0, 7.02			DATE: 11/22/2016 27-4
SYSTE	EM &	1.	2.	NUME	BER INSTALLED
SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMB	DEKO				4. REMARKS OR EXCEPTIONS
27 FLI	GHT CONTROLS				
14-02	Aileron Indications on ECAM Flight Control Page				
	ECAM Aileron     Position     Indications	С	2	0	(O) May be inoperative provided capability to move affected aileron through each servo control is verified visually before each departure.
	ECAM Aileron     Actuator     Indications	С	4	0	
14-03	ECAM Aileron Actuator Indications				Incorporated into item 27-14-02.
20-01	ECAM Rudder Position Indication	В	1	0	(O) May be inoperative provided:     a) A visual verification of rudder movement is made before each departure, and     b) RUD TRIM indication is verified at zero before each departure.
20-02	Rudder Hydraulic System Pressure Indication Symbol on ECAM F/CTL Page	С	3	0	
21-01	Rudder Pedal Adjustment System	C	2	0	(O) CAPT and/or F/O may be inoperative provided:  a) Associated rudder pedals can be adjusted to a position which is acceptable to the affected crewmember, and  b) Full and unrestricted movement of rudder pedals and brake pedal deflection is possible at both pilot stations.

U.S. E	DEPARTMENT OF TRANS	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
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AIRC	RAFT:		REVISION NO: 26b PAGE:		
	A318, A319, A32	0, A3	DATE: 11/22/2016 27-5		
SYST	FM &	1.	2.	NUME	BER INSTALLED
SEQU	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUME	SEKS				4. REMARKS OR EXCEPTIONS
27 FL	IGHT CONTROLS				
22-01	Rudder Trim Systems				
	1) System No. 1	С	1	0	(O) Except for ER operations may be inoperative provided:  a) Approach minimums do not require its use, and  b) System 2 is verified to operate normally before each departure.
	2) System No. 2	С	1	0	(O) May be inoperative provided:         a) Approach minimums do not require its use, and         b) System 1 is verified to operate normally before each departure.
22-02	Rudder Manual Trim Reset Function	С	1	0	May be inoperative provided one rudder position indication is available.
22-03	Rudder Trim Position Indications	С	2	1	One indicator on ECAM or pedestal may be inoperative.
,		В	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Rudder trim is verified to operate normally,</li> <li>b) Rudder position is verified at zero before each departure, and</li> <li>c) Rudder pedals are verified in a neutral position.</li> </ul>
23-01	Rudder Travel Limiter Systems	С	2	1	p s m s m
23-02	ECAM Rudder Travel Limiter Position Indication (Aircraft with Mod. 31040 and Mod. 30368)	С	1	0	

	DEPARTMENT OF TRANS RAL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST				
	RAFT:		1011		REVISION NO: 26b PAGE:				
	A318, A319, A32	0, A3	21		DATE: 11/22/2016 27-6				
evet	EM &	1.	2.	NUM	BER INSTALLED				
SEQU	JENCE ITEM BERS			3. NUMBER REQUIRED FOR DISPATCH					
27 FL	IGHT CONTROLS		-		4. REMARKS OR EXCEPTIONS				
30-01	Elevator Indications on ECAM Flight Control Page								
	ECAM Elevator     Position Indications	С	2	0	May be inoperative provided a visual verification of affected elevator movement is made before each departure.				
	ECAM Elevator     Actuator Indications	С	4	0					
30-02	ECAM Elevator Actuator Indications				Incorporated into item 27-30-01.				
34-02	Elevator Servo Control Position Transducers	С	8	4	(M) One per servo control must operate normally.				
40-01	ECAM Pitch Trim Position Indication	С	1	0	(M)(O) May be inoperative provided a check of pitch trim handwheel and stabilizer verifies synchronous movement.				
44-01	Stabilizer Actuator Electrical Motors	С	3	2	Motor 3 may be inoperative.				
		В	3	2	(M) Except for ER operations, motor 2 may be inoperative provided ELAC 1 is considered inoperative.				
44-02	Pitch Trim Hydraulic System Pressure Indication Symbol on ECAM F/CTL Page	С	2	0					

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AIRCR.			REVISION NO: 26b PAGE:						
	A318, A319, A3	320, A3	21		DATE: 11/22/2016 27-7				
SYSTE	M &	1.	2.	NUME	BER INSTALLED				
SEQUE NUMBI	INCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
T.					4. REMARKS OR EXCEPTIONS				
27 FLIC	GHT CONTROLS								
51-01	Slat/Flap Control System (SFCS)								
	1) FLAP Channels								
	(A318/319ceo/ A320ceo/A321ceo)	В	2	1	<ul> <li>(M)(O) SFCS 2 flap channel may be inoperative provided: <ul> <li>a) Slats and flaps operate normally on SFCC 1,</li> <li>b) Operation of SFCC 1 WTBs are confirmed by tests before each departure,</li> <li>c) Electrical supply to SFCC 2 flap channel is inhibited,</li> <li>d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally,</li> <li>e) Spoilers surfaces 2 and 4 operate normally, and</li> <li>f) The minimum idle on ground function is considered inoperative.</li> </ul> </li> </ul>				
	(A319neo/A320neo/ A321neo)	В	2	1	<ul> <li>(M)(O) SFCS 2 flap channel may be inoperative provided: <ul> <li>a) Slats and flaps operate normally on SFCC 1,</li> <li>b) Operation of SFCC 1 WTBs are confirmed by tests before each departure,</li> <li>c) Electrical supply to SFCC 2 flap channel is inhibited,</li> <li>d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally,</li> <li>e) Spoilers surfaces 2 and 4 operate normally,</li> <li>f) The minimum idle on ground function is considered inoperative, and</li> <li>g) The OAT is below ISA+35 degrees C.</li> </ul> </li> <li>(Continued)</li> </ul>				

FEDE	RAL AVIATION ADMINIST	RAT	ION		MASTER MINIMUM EQUIPMENT LIST				
AIRC			REVISION NO: 26b PAGE:						
	A318, A319, A320	0, A3	21	DATE: 11/22/2016 27-8					
SYST	EM &	1.	2.	NUM	BER INSTALLED				
-	JENCE			3. NUMBER REQUIRED FOR DISPATCH					
27 FL	IGHT CONTROLS				4. REMARKS OR EXCEPTIONS				
51-01	Slat/Flap Control System (SFCS) (Cont'd)								
	2) SLAT Channel	В	2	1	<ul> <li>(M)(O) SFCS 2 slat channel may be inoperative provided: <ul> <li>a) Slats and flaps operate normally on SFCC 1,</li> <li>b) Operation of SFCC 1 WTBs are confirmed by tests before each departure,</li> <li>c) Electrical supply to SFCC 2 slat channel is inhibited,</li> <li>d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally, and</li> <li>e) Takeoff in CONF 1+F is prohibited.</li> </ul> </li> </ul>				
1-02	Flap Wing Tip Brake Solenoids	С	4	2	(M) Solenoids associated with SFCC 2 may be inoperative provided operation of SFCC 1 WTBs is confirmed by test before each flight.				
1-03	Flap Attachment Failure Detection Sensors				Incorporated into item 27-00, sub item 2).				
54-01	Flap Hydraulic Motors	С	2	1	Green motor may be inoperative.				
		С	2	1	Yellow motor may be inoperative provided blue slat motor operates normally.				
54-02	Flap PCU Valve Blocks	В	2	1	<ul> <li>(M)(O) SFCS 2 Flap PCU Valve Block may be inoperative provided: <ul> <li>a) Slats and flaps operate normally on SFCC 1,</li> <li>b) Operation of SFCC 1 WTBs are confirmed by tests before each departure,</li> <li>c) Electrical supply to SFCC 2 flap channel is inhibited,</li> <li>d) ELAC, SEC, ADIRS, LGCIU, FAC, and RA systems operate normally,</li> <li>e) Spoilers, surfaces 2 and 4 operate normally, and</li> <li>f) The minimum idle on ground function is considered inoperative.</li> </ul> </li> </ul>				

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	EPARTMENT OF TRAN			/IN	MASTER MINIMUM EQUIPMENT LIST
AIRCR	RAL AVIATION ADMINI	SIRAI	ION	REVISION NO: 26b PAGE:	
Allton	A318, A319, A3	320, A3	21		
Ī				N 11 1 N 4 F	DATE: 11/22/2016 27-9
SYSTE SEQU	- II – M	1.	2.		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
NUMB				ა.	4. REMARKS OR EXCEPTIONS
27 FLI	GHT CONTROLS				4. KEMAKKS OK EXCEPTIONS
64-01	Spoiler Surfaces		 		
04-01	•				
	1) A320 without Mod. 26334 or 26335	С	10	8	(M)(O) One pair of symmetrical surfaces 1 or 3 may be inoperative in the retracted position provided:  a) SECs associated with operative spoilers operate normally, and  b) AFM performance penalties are applied.
		С	10	8	(M)(O) One pair of symmetrical surfaces 5 may be inoperative in the retracted position provided SECs associated with operative spoilers operate normally.
		С	10	8	(M)(O) One pair of symmetrical surfaces 2 or 4 may be inoperative in the retracted position provided:  a) SECs associated with operative spoilers operate normally,  b) SFCS 2 flap channel operates normally, and  c) AFM performance penalties are applied.
		C	10	6	(M)(O) Two pair of symmetrical surfaces 1 and 2 may be inoperative in the retracted position provided:  a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, and c) AFM performance penalties are applied.  (Continued)

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	A318, A319, A32	20, A3	21		DATE: 11/22/2016 27-10						
		1.	2.								
SYSTEM SEQUEN	11 - 11			NUMBER REQUIRED FOR DISPATCH							
NUMBER	.s				4. REMARKS OR EXCEPTIONS						
27 FLIGH	IT CONTROLS										
	poiler Surfaces Cont'd)										
1)	A320 without Mod. 26334 or 26335) (Cont'd)										
		С	10	6	<ul> <li>(M)(O) Two pair of symmetrical surfaces 3 and 4 may be inoperative in the retracted position provided: <ul> <li>a) SECs associated with operative spoilers operate normally,</li> <li>b) TR 1 and TR 2 are operate normally,</li> <li>c) DC Tie Contactor 1 is verified closed before departure,</li> <li>d) SFCS 2 flap channel operates normally, and</li> <li>e) AFM performance penalties are applied.</li> </ul> </li> <li>NOTE: If spoiler 4 or 5 is inoperative, LAF is in degraded Mode. Refer to 27-64-02.</li> </ul>						
2)	A318/A319/A321 and A320 with Mod. 26334 or 26335	С	10	8	<ul> <li>(M)(O) One pair of symmetrical surfaces 1 or 3 may be inoperative in the retracted position provided:</li> <li>a) SECs associated with operative spoilers operate normally,</li> <li>b) AFM performance penalties are applied.</li> </ul>						
		С	10	8	(M)(O) One pair of symmetrical surfaces 5 may be inoperative in the retracted position provided SECs associated with operative spoilers operate normally.  (Continued)						

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FEDE	RAL AVIATION ADMINIS	STRAT	ION		
AIRCI				REVISION NO: 26b PAGE:	
	A318, A319, A3	20, A3	21		DATE: 11/22/2016 27-11
SYST	FM &	1.	2.	NUMI	BER INSTALLED
SEQL	JENCE TI EM			3.	NUMBER REQUIRED FOR DISPATCH
NUME	SEKS				4. REMARKS OR EXCEPTIONS
27 FL	IGHT CONTROLS				
64-01	Spoiler Surfaces (Cont'd)				
	2) A318/A319/A321 and A320 with Mod. 26334 or 26335 (Cont'd)	С	10	8	<ul> <li>(M)(O) One pair of symmetrical surfaces 2 or 4 may be inoperative in the retracted position provided: <ul> <li>a) SECs associated with operative spoilers operate normally,</li> <li>b) SFCS 2 flap channel operates normally, and</li> <li>c) AFM performance penalties are applied.</li> </ul> </li> </ul>
		С	10	6	<ul> <li>(M)(O) Two pair of symmetrical surfaces 1 and 2 may be inoperative in the retracted position provided:</li> <li>a) SECs associated with operative spoilers operate normally,</li> <li>b) SFCS 2 flap channel operates normally, and</li> <li>c) AFM performance penalties are applied.</li> </ul>
		C	10	6	<ul> <li>(M)(O) Two pair of symmetrical surfaces 3 and 4 may be inoperative in the retracted position provided: <ul> <li>a) SECs associated with operative spoilers operate normally,</li> <li>b) TR 1 and TR 2 are operate normally,</li> <li>c) DC Tie Contactor 1 is verified closed before departure,</li> <li>d) SFCS 2 flap channel operates normally, and</li> <li>e) AFM performance penalties are applied.</li> </ul> </li> </ul>

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FEDE	RAL AVIATION ADMINIS	TRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCF			REVISION NO: 26b PAGE:		
	A318, A319, A32	20, A3	21		DATE: 11/22/2016 27-12
SYST	EM &	1.	2.	NUMI	BER INSTALLED
	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
	GHT CONTROLS				
64-01	Spoiler Surfaces (Cont'd)				
	3) A320-200 with Sharklet Mod. 160500/ MP J3283 or 160080/MP J3705	С	10	8	<ul> <li>(M)(O) One pair of symmetrical surfaces 1 or 3 may be inoperative in the retracted position provided:</li> <li>a) SECs associated with operative spoilers operate normally,</li> <li>b) AFM performance penalties are applied.</li> </ul>
		С	10	8	(M)(O) One pair of symmetrical surfaces 5 may be inoperative in the retracted position provided:  a) SECs associated with operative spoilers operate normally, and  b) The MTOW is limited to 76,400 kg (168,430 lb).
		C	10	8	(M)(O) One pair of symmetrical surfaces 2 or 4 may be inoperative in the retracted position provided:  a) SECs associated with operative spoilers operate normally, b) SFCS 2 flap channel operates normally, c) AFM performance penalties are applied, and d) If the pair of spoilers 4 is inoperative, the MTOW is limited to 76,400 kg (168,430 lb).  (Continued)

	DEPARTMENT OF TRANS  RAL AVIATION ADMINIS			. •	MASTER MINIMUM EQUIPMENT LIST
AIRCE		••			REVISION NO: 26b PAGE:
	A318, A319, A32	20, A3	21		DATE: 11/22/2016 27-13
SYST SEQU NUME	IENCE ITEM	1.	2.		NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
27 FL	IGHT CONTROLS				4. REMARKS OR EXCEPTIONS
64-01	Spoiler Surfaces (Cont'd)				
	3) A320-200 with Sharklet Mod. 160500/ MP J3283 or 160080/MP J3705 (Cont'd)				
		С	10	6	<ul> <li>(M)(O) Two pair of symmetrical surfaces 1 and 2 may be inoperative in the retracted position provided:</li> <li>a) SECs associated with operative spoilers operate normally,</li> <li>b) SFCS 2 flap channel operates normally, and</li> <li>c) AFM performance penalties are applied.</li> </ul>
		C	10	6	<ul> <li>(M)(O) Two pair of symmetrical surfaces 3 and 4 may be inoperative in the retracted position provided: <ul> <li>a) SECs associated with operative spoilers operate normally,</li> <li>b) TR 1 and TR 2 are operate normally,</li> <li>c) DC Tie Contactor 1 is verified closed before departure,</li> <li>d) SFCS 2 flap channel operates normally,</li> <li>e) AFM performance penalties are applied, and</li> <li>f) The MTOW is limited to 76,400 kg (168,430 lb).</li> </ul> </li> </ul>

	DEPARTMENT OF TRANS  RAL AVIATION ADMINIST			/ I N	MASTER MINIMUM EQUIPMENT LIST
AIRCE			REVISION NO: 26b PAGE:		
	A318, A319, A320	), A3	21		DATE: 11/22/2016 27-14
		1.	2.	NI IME	BER INSTALLED
SYST	EM & ITEM	••			NUMBER REQUIRED FOR DISPATCH
NUME				0.	4. REMARKS OR EXCEPTIONS
27 FL	IGHT CONTROLS		-		Remarke on Excel from
64-02	Load Alleviation Function (LAF) (A320-200 without Mod. 26334 or 26335)	D	1	0	
64-03	LAF Accumulators (A320-200 without Mod. 26334 or 26335)	D	4	0	
64-04	Spoilers Hydraulic System Pressure Indication Symbol on F/CTL Page	С	3	0	
81-01	Slat Wing Tip Brakes Solenoids	С	4	2	(M) Solenoids associated with SFCC 2 may be inoperative provided SFCC 1 WTBs operate normally before each flight.
84-01	Slats Hydraulic Motors	С	2	1	
84-02 92-01	Slat PCU Valve Blocks  Speed Brake Control System	С	1	0	<ul> <li>(M)(O) SFCS 2 Slat PCU Valve Block may be inoperative provided: <ul> <li>a) Slats, Flaps, and associated monitoring and protection systems operate normally on SFCC 1,</li> <li>b) Operation of SFCC 1 WTBs are confirmed by tests before each departure,</li> <li>c) Electrical supply to SFCC 2 slat channel is inhibited,</li> <li>d) ELAC, SEC, ADIRS, LGCIU, FAC and RA systems operate normally, and</li> <li>e) Takeoff in CONF 1+F is prohibited.</li> </ul> </li> <li>(O) May be inoperative provided AFM performance penalties associated with all ground spoilers inoperative are applied.</li> </ul>
	1) Speed Brake 2 or 3 and 4	С	-	-	(O) May be inoperative provided AFM performance penalties associated with one pair or two pairs of ground spoilers inoperative are applied.

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FEDE	RAL AVIATION ADMINIST	RAT	ION		MASTER MINIMUM EQUIPMENT LIST				
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	A318, A319, A32	0, A3	21		DATE: 11/22/2016 27-15				
SYST	EM &	1.	2.	NUM	BER INSTALLED				
	JENCE TI EIVI			3.	NUMBER REQUIRED FOR DISPATCH				
			1		4. REMARKS OR EXCEPTIONS				
27 FLI	IGHT CONTROLS								
92-02	Ground Spoiler Control System	Α	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) A check of the thrust reverser system is performed before each flight to ensure that both thrust reversers operate normally,</li> <li>b) Autobrake function is not used,</li> <li>c) Approach minimums do not require its use,</li> <li>d) AFM takeoff and landing performance penalties are applied, and</li> <li>e) Repairs are made within three flight legs.</li> </ul> </li> </ul>				
	1) Spoiler 5	С	2	0					
	2) Spoilers 1 and 2 or 3 and 4	С	8	4	(O) Spoilers 1 and 2 or 3 and 4 may be inoperative provided AFM performance penalties are applied.				
92-03	Accelerometer Systems				Incorporated into item 27-27-00, sub item 1).				
92-04	Sidestick Transducer Systems				Deleted, REV 4.				
92-05	Spoiler/Speed-brake Indications on ECAM F/CTL and Wheel Page	С	10	-	May be inoperative for an associated inoperative spoiler.				
		С	10	0	(O) May be inoperative provided a visual check of affected surface movement is made before each departure.				

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	A318, A319, A320	), A3	21		DATE: 11/22/2016 27-16			
SYSTI	EM &	1.	2.	NUMI	BER INSTALLED			
SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS OR EXCEPTIONS			
27 FLI	GHT CONTROLS							
92-06 ***	Side Stick Dual Input Warning System							
	<ol> <li>Flashing Portion of Sidestick Dual Input Function in Lower Half of Sidestick Priority Green Light.</li> </ol>	D	2	0	May be inoperative provided Sidestick priority function is operative.			
	2) Aural Warning	D	1	0				
92-07	Thrust Lever Transducers							
	1) SEC 1				Incorporated into item 27-92-02.			
	2) SEC 2				Incorporated into item 27-27-00, sub item 1).			
	3) SEC 3				Incorporated into item 27-92-02.			
92-08	SEC Tachometer Inputs							
	1) SEC 1				Incorporated into item 27-92-02.			
	2) SEC 2				Incorporated into item 27-27-00, sub item 1).			
	3) SEC 3				Incorporated into item 27-92-02.			
92-09	Hydraulic Pressure Switches				Incorporated into item 27-27-00, sub item 1).			
92-10	Hydraulic Pressure Transducers				Incorporated into item 27-27-00, sub item 1).			
92-11 ***	STEEP APPR p.b Switch (With Mod.35542)							
	1) ON Light	С	1	0				
	2) FAULT Light	С	1	0				

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FEDERAL AVIATION ADMINISTRAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:		REVISION NO: 26b PAGE:	
A318, A319, A320, A3	321		DATE: 11/22/2016 27-17
SYSTEM & ITEM	2.	NUMB	BER INSTALLED
SEQUENCE TEM		3. I	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS			
93-01 Elevator Aileron Computers (ELAC)			
1) A320-200 without B Mod. 26334 or 26335	2	1	<ul> <li>(M)(O) Except for ER operation, ELAC 1 or any ELAC 1 function may be inoperative provided: <ul> <li>a) Both accelerometers associated with ELAC 2 operate normally,</li> <li>b) All Sidestick transducers associated with ELAC 2 and the three SECs operate normally,</li> <li>c) ELAC 2, SECs, ADIRs, SFCCs, LGCIUs, FACs, and RAs operate normally,</li> <li>d) TR 1 and TR 2 operate normally,</li> <li>e) DC TIE contactor 1 is verified closed before each departure,</li> <li>f) All roll spoilers operate normally,</li> <li>g) Elevators and roll spoilers control through the SECs is verified operative before each flight,</li> <li>h) Approach minimums do not require its use, and</li> <li>i) Above FL 200, the use of speed brakes lever is limited to its half position without Mod. 33317.</li> </ul> </li> <li>NOTE 1: With ELAC 1 Roll channel failed, LAF is in degraded Mode. Refer to item 27-64-02.</li> <li>NOTE 2: When the ELAC 1 FAULT alert is displayed (ELAC 1 is not electrically supplied), F/O Take-Over pb cannot disengage AP1.</li> <li>(Continued)</li> </ul>

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FEDE	RAL AVIATION ADMINIST	RAT	ION								
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	A318, A319, A32	0, A3	21		DATE: 11/22/2016 27-18						
SYST	SYSTEM & ITEM			NUMBER INSTALLED							
SEQU	JENCE ITEM			3.	3. NUMBER REQUIRED FOR DISPATCH						
NUM	3EKS				4. REMARKS OR EXCEPTIONS						
27 FL	IGHT CONTROLS										
93-01	Elevator Aileron Computers (ELAC) (Cont'd)										
	2) A318/A319/A321 and A320 with Mod. 26334 or 26335	В	2	1	<ul> <li>(M)(O) Except for ER operation, ELAC 1 or any ELAC 1 function may be inoperative provided: <ul> <li>a) Both accelerometers associated with ELAC 2 operate normally,</li> <li>b) All Sidestick transducers associated with ELAC 2 and the three SECs operate normally,</li> <li>c) ELAC 2, SECs, ADIRs, SFCCs, LGCIUs, FACs, and RAs operate normally,</li> <li>d) TR 1 and TR 2 operate normally,</li> <li>e) DC TIE contactor 1 is verified closed before each departure,</li> <li>f) All roll spoilers operate normally,</li> <li>g) Elevators and roll spoilers control through the SECs is verified operative before each flight,</li> <li>h) Approach minimums do not require its use, and</li> <li>i) Above FL 200, the use of speed brakes lever is limited to its half position (A320 without Mod. 33317).</li> </ul> </li> <li>NOTE: When the ELAC 1 FAULT alert is displayed (ELAC 1 is not electrically supplied), F/O Take-Over pb cannot disengage AP1.</li> </ul>						

FEDER	AL AVIATION ADMINI	STRAT	ION		MASTER MINIMUM EQUIPMENT LIS				
AIRCR					REVISION NO: 26b PAGE:				
	A318, A319, A	320, A3	21		DATE: 11/22/2016 27-19				
SYSTE	M &	1.	2.	NUMBER INSTALLED					
SEQUE	INCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
NUMBE					4. REMARKS OR EXCEPTIONS				
27 FLIC	GHT CONTROLS								
93-02	ELAC p.b Switch								
	1) FAULT Lights	С	2	1	May be inoperative provided:  a) Both FWCs operate normally, and b) ELAC indications operate normally.				
	2) OFF Lights	С	2	0					
	ECAM ELAC Indications	С	2	1	One may be inoperative for an inoperative ELAC 1.				
		C	2	0	May be inoperative provided:  a) Both FWCs operate normally, and b) ELAC fault light operates normally.				

U.S. DEPARTMENT OF TRANSPO	RTATIO	ON		MACTED MINIMUM EA	NUMBARAT LICT
FEDERAL AVIATION ADMINISTRA	TION			MASTER MINIMUM EC	QUIPMENT LIST
AIRCRAFT:				REVISION NO: 26b	PAGE:
A318, A319, A320, A	321			DATE: 11/22/2016	27-20
SYSTEM & ITEM SEQUENCE NUMBERS	2.		NUMB	STALLED ER REQUIRED FOR DISPAT REMARKS OR EXCEPTIONS	
27 FLIGHT CONTROLS	_		٦.	NEWANNO ON EXCELLIONS	,
94-01 Spoiler Elevator Computers (SEC)  1) SEC 1					
a) A320 without Mod 26334/ MP J1616 or 26335/ MP J1617, and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705	1	0	inope(a) b) c) d) e) f) j) j)	and ADIRs are operative, SFCS No. 2 flap channel is of All aileron servo channels are associated with the operative operative, TR 1 and TR 2 are operative DC TIE contactor 1 is verified before each flight, Elevators control through SE ELACs and roll spoilers control the operative SECs are verified before each flight, and AFM performance penalties of spoilers inoperative are applied.  ELAF is in degraded Mode (Refer to 27-64-02)	tive, ated with are verified  RAs, FACs, operative, nd roll spoilers e SECs are d closed iC 2 and rol through ied operative for two pairs

U.S. DEPARTMENT OF TRANSPOR	TATIC	N		N.A.	A OTED MAINIM		UDMENT LICT
FEDERAL AVIATION ADMINISTRAT	ION			IVI	ASTER MIININ	IUNI EQU	JIPMENT LIST
AIRCRAFT:				REVISI	ON NO: 261	b	PAGE:
A318, A319, A320, A3	321			DATE:	11/22/2016		27-21
SYSTEM & TEM	2.	NUM	BER IN	STALLED	)		
SEQUENCE ITEM NUMBERS		3.	NUMB	ER REQI	JIRED FOR D	ISPATC	Н
			4.	REMAR	S OR EXCEP	PTIONS	
27 FLIGHT CONTROLS							
94-01 Spoiler Elevator Computers (SEC) (Cont'd)  1) SEC 1 (Cont'd)							
b) A318/A319/ C A321 and A320 with Mod 26334/ MP J1616 or 26335/ MP J1617, and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705	1	0	inoper	ative pro SEC 1 is SEC 2 is Sidestice ELACs operative All ELA and AD SFCS N All ailer associal operative TR 1 ar DC TIE before of Elevato ELACs the operative AFM perior of spoiler	s deactivated, and SEC 3 are the transducers and operative to before each Cs, SFCCs, LIRs are operation servo chanted with the operation.	e operative associated SECs and flight, GCIUs, Flive, and is operative, everified augh SEC ars controllers controllers and analties for analties for associated analties for associated analties for associated analties for associated associated analties for associated analties for associated analties for associated asso	ve, ted with re verified  RAS, FACS, erative, roll spoilers SECs are  closed 2 and old through d operative r two pairs

U.S. DEPARTMENT OF TRANSPOR		N		MASTER MINIMUM E	QUIPMENT LIST				
FEDERAL AVIATION ADMINISTRAT	ION								
AIRCRAFT:	224			REVISION NO: 26b	PAGE:				
A318, A319, A320, A3	)			DATE: 11/22/2016	27-22				
SYSTEM & ITEM	2.	NUME	BER IN	STALLED					
SEQUENCE NUMBERS		3.	3. NUMBER REQUIRED FOR DISPATCH						
			4.	REMARKS OR EXCEPTION	S				
27 FLIGHT CONTROLS									
94-01 Spoiler Elevator Computers (SEC) (Cont'd)									
1) SEC 1 (Cont'd)									
c) A320-200 with C Sharklet Mod. 160500/ MP J3283 or 160080/ MP J3705	1	0	inoper a) b) c) d) e) f)	All aileron servo channels a associated with the operative operative, TR 1 and TR 2 are operative DC TIE contactor 1 is verificated before each flight, Elevators control through SELACs and roll spoilers control the operative SECs are ver before each flight, and AFM performance penalties of spoilers inoperative are a The MTOW is limited to 76, (168,430 lb).	ative, ciated with sare verified s, s, RAs, FACs, operative, and roll spoilers we SECs are re, ed closed EC 2 and operative hirol through ified operative s for two pairs applied.				

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FEDERAL AVIATION ADMINISTRA	ΓΙΟΝ			IVI	ASTER MINI	MUM EQU	JIPMENT LIST
AIRCRAFT:				REVISI	ON NO: 20	6b	PAGE:
A318, A319, A320, A	321			DATE:	11/22/2016		27-23
SYSTEM & JTEM	2.	NUM	BER IN	STALLE	)		
SEQUENCE ITEM NUMBERS		3.	NUMB	ER REQI	JIRED FOR	DISPATC	Н
NUMBERS			4.	REMAR	KS OR EXCE	PTIONS	
27 FLIGHT CONTROLS							
94-01 Spoiler Elevator Computers (SEC) (Cont'd)							
2) SEC 2							
a) A320 without C Mod 26334/ MP J1616 or 26335/ MP J1617, and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705	1	0	a) b) c) d) e)	SEC 2 SEC 1 Sidestice ELACs operative All ELA and AD All ailer associate operative Elevato ELACs the operative ELACs the operative ELACs the operative ELACs the operative ELACs the operative ELACs the operative ELACs the operative ELACs the operative ELACs the operative ELACs the operative ELACs the operative ELACs the operative ELACs the operation ELACs the operation ELACs the operation ELACS the opera	inoperative pass deactivated and SEC 3 ack transducer and operative before each Cs, SFCCs, IRs are operon servo chatted with the eve, and roll spoil rative SECs each flight.  In degraded to 27-64-02)	d, re operatives e SECs are ch flight, LGCIUs, F ative, annels and operative s rough SEC lers contro are verifie	ted with re verified RAs, FACs, roll spoilers SECs are 1 and ol through

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U.S. DEPARTMENT OF TRA			N		MASTER MINIMU	IM EQU	JIPMENT LIST
FEDERAL AVIATION ADMIN	ISTRAT	ION			DEVICION NO. OCH		DAOE:
AIRCRAFT: A318, A319, A	.320 A3	21			REVISION NO: 26b		PAGE:
7,010,7010,7	1020, 710	1			DATE: 11/22/2016		27-24
SYSTEM & ITEM	1.	2.	NUME	BER IN	STALLED		
SEQUENCE THEM NUMBERS			3.	NUMB	ER REQUIRED FOR DIS	SPATC	H
NOMBLING				4.	REMARKS OR EXCEPT	IONS	
27 FLIGHT CONTROLS							
94-01 Spoiler Elevator Computers (SEC) (Cont'd)							
2) SEC 2 (Cont'd)							
b) A318/A319/ A321 and A32 with Mod. 26334/ MP J1616 or 26335/ MP J1617 and A320 without Mod 160500/ MP J3283 or 160080/ MP J3705		1	0	a) b) c) d) e) f)	May be inoperative province SEC 2 is deactivated, SEC 1 and SEC 3 are of Sidestick transducers at ELACs and operative Soperative before each for All ELACs, SFCCs, LG and ADIRs are operative All aileron servo channel associated with the operative, Elevators control through ELACs and roll spoilers the operative SECs are before each flight.  Indicate province servince serv	operatives SECs and SECs and SECs and SECs and SECs and SECs and SECs control	ted with re verified  RAs, FACs, roll spoilers SECs are C1 and ol through

U.S. DEPARTMENT OF TRANSPOR	RTATIC	N		MACTE		UDMENT LICT
FEDERAL AVIATION ADMINISTRAT	ΓΙΟΝ			MASTE	ER MINIMUM EQI	JIPMENT LIST
AIRCRAFT:				REVISION N	IO: 26b	PAGE:
A318, A319, A320, A3	321			DATE: 11/2	22/2016	27-25
SYSTEM & ITEM SEQUENCE NUMBERS	2.			STALLED ER REQUIRE	D FOR DISPATC	Н
			4.	REMARKS OF	R EXCEPTIONS	
27 FLIGHT CONTROLS						
94-01 Spoiler Elevator Computers (SEC) (Cont'd)						
2) SEC 2 (Cont'd)						
c) A320-200 with C Sharklet Mod. 160500/ MP J3283 or 160080/ MP J3705	1	0		SEC 2 is dea SEC 1 and S Sidestick trained ELACs and coperative be All ELACs, Sand ADIRs and All aileron sea associated woperative, Elevators con ELACs and rethe operative before each The MTOW (168,430 lb).	SEC 3 are operations ducers associal operative SECs a fore each flight, SECS, LGCIUS, Fore operative, ervo channels and with the operative of through SEC of SECs are verified flight. is limited to 76,40	ted with re verified  RAs, FACs, I roll spoilers SECs are C 1 and ol through ed operative

DMINISTRATE 319, A320, A3 1. EM C) C			REVISION NO: 26b PAGE: DATE: 11/22/2016 27-26 BER INSTALLED NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
1. EM			DATE: 11/22/2016 27-26 BER INSTALLED NUMBER REQUIRED FOR DISPATCH
1. EM			BER INSTALLED  NUMBER REQUIRED FOR DISPATCH
EM	2.		NUMBER REQUIRED FOR DISPATCH
; C)		3.	
C)			4. REMARKS OR EXCEPTIONS
C)			
C)			
С			
	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) SEC 3 is deactivated,</li> <li>b) SEC 1 and SEC 2 are operative,</li> <li>c) SFCS No. 2 flap channel is operative,</li> <li>d) All aileron servo channels and roll spoilers associated with the operative SECs are operative, and</li> <li>e) AFM performance penalties for two pairs of spoilers inoperative are applied.</li> </ul>
ts C	3	2	One may be inoperative provided associated SEC caution operates normally.
С	3	0	May be inoperative provided:  a) FWCs operate normally, and b) ECAM SEC indications operate normally.
С	3	0	
	3	0	May be inoperative provided SEC p.b switch fault light system operates normally.
ata			
d. 35542 C	2	1	(O) FCDC 2 may be inoperative.
5542 C	2	1	(O) FCDC 2 may be inoperative provided steep approach function is not used.
	Con Cage ata	C 3 on C 3 age ata d. 35542 C 2	C 3 0 on C 3 0 age ata d. 35542 C 2 1

	DEPARTMENT OF TRANSF RAL AVIATION ADMINISTI			. •	MASTER MINIMUM	EQUIPMENT LIST
AIRCE	RAFT:				REVISION NO: 26b	PAGE:
	A318, A319, A320	), A32	21		DATE: 11/22/2016	28-1
		1.	2.	NUMF	R INSTALLED	20 1
SYSTEM & ITEM SEQUENCE					JMBER REQUIRED FOR DISP	ATCH
NUME					4. REMARKS OR EXCEPTION	
28 FU	EL					
28-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY					
	Fault(s) Indicated     by FUEL	С	-	-		
					IOTE: Dispatch with this MAINT displayed on ECAM is per CFDS interrogation.	
12-01	Overpressure Protectors					
	1) A318/A319/A320					
	a) Between Inner and Outer Tank	С	2	0	O) One or both may be damage rovided the inner tank fuel tempononitored.	d or missing perature is
					Continued)	

		MENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST
		IATION ADMINIST	ΓRΑΤ	ION		DEVIOLON NO. COL DAGE
AIRCF	RAFT:	A318, A319, A32	ο Δα	21		REVISION NO: 26b PAGE:
ı		A310, A319, A32	0, 73	I		DATE: 11/22/2016 28-2
SYST		ITEM	1.	2.		BER INSTALLED
SEQU NUME	IENCE BERS	I I LIVI			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
28 FU	EL					
12-01	Overp Protec (Cont'					
		318/A319/A320 cont'd)				
•	a)	Between Inner and Outer Tank (Cont'd)				
			С	2	0	<ul> <li>(M)(O) One or both may be damaged or missing provided:         <ul> <li>a) The associated transfer valves are latched in open position, and</li> <li>b) The associated transfer valves are verified in the open position prior to each flight.</li> </ul> </li> <li>NOTE: After Transfer Valves have been electrically latched open; any refueling, repowering or opening of the refuel door will cause the Transfer Valves to unlatch and close requiring that the Transfer Valves be electrically latched open again.</li> </ul>
	b)	In Vent Surge Tank	С	2	0	(M)(O) May be damaged or missing.  (Continued)

		MENT OF TRANS IATION ADMINIS			Ν	MASTER MINIMUM EQUIPMENT LIST					
AIRC		IATION ADMINIS	IKAI	ION		REVISION NO: 26b PAGE:					
AINCI	VALI.	A318, A319, A32	20. A3	21							
						DATE: 11/22/2016 28-3					
SYSTEM & ITEM			1.	2.	NUME	BER INSTALLED					
	SEQUENCE THE NUMBERS				3.	NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS						
28 FU	EL										
12-01	Overp Protec (Cont'										
	,	318/A319/A320 Cont'd)									
	c)	In Additional Center Tank(s) (With ACT(s))	С	-	0	<ul> <li>(M)(O) May be open provided:</li> <li>a) Manual transfer from ACT(s) to center tank is verified to operate normally, and</li> <li>b) ACT(s) fuel quantity indications (both FQI if both ACTs installed) and center tank fuel quantity indications are operative on ECAM FUEL page.</li> </ul>					
			С	-	0	May be open provided there is no fuel in any ACT.					
			С	-	0	<ul> <li>(M)(O) May be open provided:</li> <li>a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and</li> <li>b) ACT transfer valve is secured closed.</li> </ul>					
	2) A3	321									
	a)	In Vent Surge Tank	С	2	0	(M)(O) May be damaged or missing.					
	b)	In Additional Center Tank(s) (With ATC(s))	С	-	0	<ul> <li>(M)(O) May be open provided:</li> <li>a) Manual transfer from ACT(s) to center tank is verified to operate normally, and</li> <li>b) ACT(s) fuel quantity indications (both FQI if both ACTs installed) and center tank fuel quantity indications are operative on ECAM FUEL page.</li> </ul>					
						(Continued)					

U.S. DE	EPART	MENT OF TRANS	SPOR	TATIC	N		MASTER MINIMUM EQ	UIPMENT LIST			
FEDER	AL AV	IATION ADMINIS	TRAT	ION			W. O LIVINININION EQ	On WILINI LIOI			
AIRCR	AFT:						REVISION NO: 26b	PAGE:			
		A318, A319, A32	20, A3	21			DATE: 11/22/2016	28-4			
SYSTE	M &		1.	2.	NUME	BER INS	STALLED				
SEQUE	NCE	ITEM			3.	NUMBE	R REQUIRED FOR DISPATO	СН			
NUMBE	=RS					4. REMARKS OR EXCEPTIONS					
28 FUE	L										
	Overp Protect (Cont'd										
		321 cont'd)									
	b)	In Additional Center Tank(s) (With ATC(s)) (Cont'd)									
			С	-	0	May be	e open provided there is no fue	el in any ACT.			
			C	-	0	(M)(O) a)	May be open provided: Fuel in any ACT is considere and included in ZFW and C.C calculations, and ACT transfer valve is secured	d unusable G.			

	DEPARTMENT OF TRAN RAL AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST					
	RAFT:				REVISION NO: 26b PAGE:					
	A318, A319, A3	320, A3	21		DATE: 11/22/2016 28-5					
SYST	FM &	1.	2.	2. NUMBER INSTALLED						
SEQL	JENCE ITEM			3.	3. NUMBER REQUIRED FOR DISPATCH					
NUMBERS					4. REMARKS OR EXCEPTIONS					
28 FU	JEL									
5-01	Outer to Inner TK Transfer Valves									
	1) A318/A319/A320									
	a) LH Wing	С	2	0	(O) May be inoperative open.					
		С	2	0	(O) Both may be inoperative closed provided LH outer tank fuel is considered unusable.					
		С	2	1	<ul> <li>(M)(O) One may be inoperative closed provided:</li> <li>a) The operative LH wing outer to inner tank transfer valve is latched in the open position, and</li> <li>b) Verify the operative LH wing outer to inner tank transfer valve is in the open position prior to each flight.</li> </ul>					
					NOTE: After Transfer Valves have been electrically latched open; any refueling, repowering or opening of the refuel door will cause the Transfer Valves to unlatch and close requiring that the Transfer Valves be electrically latched open again.					
		С	2	1	(O) One may be inoperative closed provided the LH outer tank fuel is considered as unusable for flight planning.					
	b) RH Wing	С	2	0	(O) May be inoperative open.					
		С	2	0	(O) Both may be inoperative closed provided RH outer tank fuel is considered unusable.					
					(Continued)					

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	DEPARTMENT OF TRAN			DΝ	MASTER MINIMUM EQUIPMENT LIST
ļ	RAL AVIATION ADMINIS	STRAT	ION		DEVICION NO. OCH DAGE.
AIRC	RAFT: A318, A319, A3	20 A3	21		REVISION NO: 26b PAGE:
	7,010,7,010,7,0				DATE: 11/22/2016 28-6
	EM & ITEM	1.	2.	<del></del>	BER INSTALLED
	JENCE "LEW" BERS			3.	NUMBER REQUIRED FOR DISPATCH
20 51	IEI				4. REMARKS OR EXCEPTIONS
28 FL			ļ		
15-01	Outer to Inner TK Transfer Valves (Cont'd)				
	1) A318/A319/A320 (Cont'd)				
	b) RH Wing (Cont'd)				
		С	2	1	<ul> <li>(M)(O) One may be inoperative closed provided: <ul> <li>a) The operative RH wing outer to inner tank transfer valve is latched in the open position, and</li> <li>b) Verify the operative RH wing outer to inner tank transfer valve is in the open position prior to each flight.</li> </ul> </li> <li>NOTE: After Transfer Valves have been</li> </ul>
					electrically latched open; any refueling, repowering or opening of the refuel door will cause the Transfer Valves to unlatch and close requiring that the Transfer Valves be electrically latched open again.
		C	2	1	(O) One may be inoperative closed provided the RH outer tank fuel is considered as unusable for flight planning.

U.S. D	EPARTMENT C	)F TRANSPOR	RTATIC	N	MASTER MINIMUM EQUIPMENT LIST					
FEDE	RAL AVIATION	ADMINISTRAT	ION							
AIRC					REVISION NO: 26b PAGE:					
	A318, <i>I</i>	A319, A320, A3	321		DATE: 11/22/2016 28-7					
SYST	EM &	1.	2.	2. NUMBER INSTALLED						
SEQUENCE NUMBERS			NUMBER REQUIRED FOR DISPATCH     4. REMARKS OR EXCEPTIONS							
NONDLING										
28 FU	EL									
20-01	Automatic Fue System	l Feed								
	Feed System f A318/A319/A3 without Mod. 1 MP J3527	20								
	a) With Mod. 3 MP J28		1	0	(O) May be inoperative provided alternate procedures are established and used.					
	b) Withou Mod. 3 MP J28	7508/	1	0	(O) May be inoperative provided the total FOB after refueling is less than or equal to 12,000 kg (26,500 lb).					
		С	1	0	(O)May be inoperative provided:  a) The total FOB after refueling is more than 12,000 kg (26,500 lb), and  b) The fuel quantity in the center tank is between 2,000 kg (4,400 lb) and 3,000 kg (6,600 lb).					
21-01	Wing Tank Pur (Aircraft fitted v Mod. 36387/M or aircraft not s in Service Bull A320-28-1102	with P J2487 specified etin								
	1) CFM Engi	nes C	4	3	One pump may be inoperative provided JP4/Jet B is not used.					
		С	4	3	<ul> <li>(M) One pump 2 may be inoperative when JP4/Jet B is used provided:</li> <li>a) Prior to each flight, fuel return valve is verified to operate normally, and</li> <li>b) Takeoff ECAM fuel temperature is less than 30 degrees C.</li> </ul>					
	2) IAE Engine	es C	4	3	One pump may be inoperative provided JP4/Jet B is not used.					
		С	4	3	One pump 2 may be inoperative when JP4/Jet B is used provided takeoff fuel temperature is less than 30 degrees C.					

		MENT OF TRANS IATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCR	RAFT:					REVISION NO: 26b PAGE:
		A318, A319, A32	0, A3	21		DATE: 11/22/2016 28-8
SYSTE	=N/I &		1.	2.	NUME	BER INSTALLED
SEQU	ENCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMB	ERS					4. REMARKS OR EXCEPTIONS
28 FUI	EL					
21-02	Cente	r Tank Systems				
	1) Pu	umps				
	a)	A318/A319/ A320 without ACT and without Mod. 154327/ MP J3527	С	2	1	(O) One may be inoperative provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.
			С	2	0	<ul><li>(O) May be inoperative provided:</li><li>a) Center tank pumps remain OFF, and</li><li>b) Center tank remains empty.</li></ul>
			С	2	0	(O) May be inoperative provided fuel in center tank is considered unusable, and is included in ZFW and C.G. calculations.
	b)	A319/A320 with ACT(s) and without Mod. 154327/ MP J3527	С	2	1	(O) One may be inoperative provided (when center tank fuel is required) a suitable alternate airport exists within range of wing tanks fuel loading.
			С	2	0	<ul><li>(O) May be inoperative provided:</li><li>a) Center tank pumps remain OFF, and</li><li>b) Center tank and ACT(s) remain empty.</li></ul>
			С	2	0	(M)(O) May be inoperative provided fuel in center tank or ACT(s) is considered unusable and included in ZFW and C.G. calculations and the ACT transfer valve is secured closed.
						(Continued)

		MENT OF TRANS			Ν		MASTER MINIMUM I	EQUIPMENT LIST		
		TATION ADMINIST	RAI	ION			DEVICIONINO: OCI	DAOE:		
AIRCE	KAFT:	A318, A319, A32	Λ Δ3	21			REVISION NO: 26b	PAGE:		
		A310, A319, A32	0, 73				DATE: 11/22/2016	28-9		
SYST	EM &	ITENA	1.	2.	NUME	BER INS	STALLED			
	ENCE	ITEM			3.	3. NUMBER REQUIRED FOR DISPATCH				
NUMBERS				4. F	REMARKS OR EXCEPTION	NS				
28 FU	EL									
21-02	Cente (Cont'	r Tank Systems d)								
	2) Tr	ansfer Valves								
	a)	A321 without ACT or A319/A320 without ACT and with Mod. 154327/ MP J3527	С	2	1	provide suitabl	e may be inoperative in cloed (when center tank fuel is a alternate airport exists with anks fuel loading.	required) a		
			С	2	0		y be inoperative in closed p tank remains empty.	osition provided		
			С	2	0	fuel in	y be inoperative in closed p center tank is considered u ed in ZFW and C.G. calculat	nusable and is		
			С	2	0		y be inoperative in open po tank remains empty.	sition provided		
	b)	A321 with ACT(s) or A319/A320 with ACT(s) and with Mod. 154327/ MP J3527	С	2	1	provide suitabl	e may be inoperative in closed (when center tank fuel is a alternate airport exists with anks fuel loading.	required) a		
			С	2	0		May be inoperative in close ed center tank and ACTs re			
			С	2	0	provide a)	Fuel in center tank and AC considered unusable and i ZFW and C.G. calculations ACT transfer valve is secu	TS is s included in s, and		

RAL AVIATION ADMINIST	RAT			
		ION		
A248 A240 A22	0 40	04		REVISION NO: 26b PAGE:
A318, A319, A32	U, A3			DATE: 11/22/2016 28-10
EM &	1.	2.	NUM	BER INSTALLED
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
≣L				
Center Tank Systems (Cont'd)				
Transfer Valves     (Cont'd)				
b) A321 with ACT(s) or A319/A320 with ACT(s) and with Mod. 154327/ MP J3527 (Cont'd)	С	2	0	(M)(O) May be inoperative in open position provided center tank and ACTs remain empty.
	С	2	0	<ul> <li>(M)(O) May be inoperative in open position provided:</li> <li>a) Center tank remains empty,</li> <li>b) Fuel in any ACT is considered unusable and is included in ZFW, and C.G. calculations, and</li> <li>c) ACT transfer valve is secured closed.</li> </ul>
Wing Tank Pump Sequence Valves (A318/A319/A320) without Mod. 154327/ MP J3527	С	4	3	(O) One may be inoperative provided the associated pump is switched off when center tank is feeding.
CROSSFEED p.b Switch ON Light				Incorporated into revised item 28-23-02.
CROSSFEED p.b Switch				
1) ON Light	С	1	0	May be inoperative provided X FEED indications on ECAM FUEL page operates normally.
2) OPEN Light	С	1	0	May be inoperative provided X FEED indication on ECAM FUEL page operates normally.
I	ENCE ERS  EL  Center Tank Systems (Cont'd)  2) Transfer Valves (Cont'd)  b) A321 with ACT(s) or A319/A320 with ACT(s) and with Mod. 154327/ MP J3527 (Cont'd)  Wing Tank Pump Sequence Valves (A318/A319/A320) without Mod. 154327/ MP J3527  CROSSFEED p.b Switch ON Light  CROSSFEED p.b Switch  1) ON Light	EM & ITEM ENCE ERS  EL  Center Tank Systems (Cont'd)  2) Transfer Valves (Cont'd)  b) A321 with C ACT(s) or A319/A320 with ACT(s) and with Mod. 154327/ MP J3527 (Cont'd)  C  Wing Tank Pump C Sequence Valves (A318/A319/A320) without Mod. 154327/ MP J3527  CROSSFEED p.b Switch ON Light  CROSSFEED p.b Switch  1) ON Light C	EM & ENCE ERS  EL  Center Tank Systems (Cont'd)  2) Transfer Valves (Cont'd)  b) A321 with C ACT(s) or A319/A320 with ACT(s) and with Mod. 154327/MP J3527 (Cont'd)  C 2  Wing Tank Pump C 4  Sequence Valves (A318/A319/A320) without Mod. 154327/MP J3527  CROSSFEED p.b Switch ON Light  CROSSFEED p.b Switch  1) ON Light C 1	EM & ENCE ERS  EL  Center Tank Systems (Cont'd)  2) Transfer Valves (Cont'd)  b) A321 with C ACT(s) or A319/A320 with ACT(s) and with Mod. 154327/MP J3527 (Cont'd)  C 2 0  Wing Tank Pump C 4 3  Sequence Valves (A318/A319/A320) without Mod. 154327/MP J3527  CROSSFEED p.b Switch ON Light  CROSSFEED p.b Switch  1) ON Light C 1 0

	DEPARTMENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST
	RAL AVIATION ADMINIST	ΓRAT	ION		
AIRC		0 40	.04		REVISION NO: 26b PAGE:
	A318, A319, A32	U, A3	527		DATE: 11/22/2016 28-11
SYST	EM &	1.	2.	NUME	BER INSTALLED
SEQU NUME	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
28 FU	EL				
24-01	Engine LP Fuel Valve Electrical Motor (with Mod. 25537)	С	4	2	<ul> <li>(M) One may be inoperative on each valve provided:</li> <li>a) Affected valve motor is deactivated, and</li> <li>b) Remaining valve motor is checked operative.</li> </ul>
25-01	Fuel Quantity Preselector System	С	-	0	
25-02	Fuel Quantity Indicator (Refueling Panel)	С	1	0	(M) One or more indications may be inoperative provided alternate means of refueling are used.
25-03	High Level Fuel Detection System				
	1) A318/A319/ A320/A321 without ACT	С	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
	2) A319/A320 with ACT				
	a) Inner Tank	С	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
	b) Center Tank	С	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) An acceptable means of monitoring fuel loading is used,</li> <li>b) Manual transfer from ACT(s) to center tank is verified to operate normally, and</li> <li>c) ACT(s) and center fuel indications on ECAM FUEL page are operative.</li> </ul> </li> <li>(Continued)</li> </ul>

	DEPARTMENT OF TRANS  RAL AVIATION ADMINIS			/ 1 N	MASTER MINIMUM EQUIPMENT LIST
AIRCE	RAFT:				REVISION NO: 26b PAGE:
	A318, A319, A32	20, A3	21	DATE: 11/22/2016 28-12	
CVCT	EM 9	1.	2.	NUM	BER INSTALLED
SYST SEQU	ENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS	
28 FU	EL				
25-03	High Level Fuel Detection System (Cont'd)				
	2) A319/A320 with ACT (Cont'd)				
	b) Center Tank (Cont'd)	С	1	0	May be inoperative provided:  a) An acceptable means of monitoring fuel loading is used, and b) There is no fuel in any ACT.
		С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) An acceptable means of monitoring fuel loading is used,</li> <li>b) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and</li> <li>c) ACT transfer valve is secured closed.</li> </ul>
	c) Additional Center Tank(s)	С	-	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
	3) A321 with ACT(s)				
	a) Wing Tank	С	1	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
					(Continued)

	DEPARTMENT OF TRANS RAL AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST
	RAFT:	IKAI	ION		REVISION NO: 26b PAGE:
AllXCI	A318, A319, A32	.0, A3	21		DATE: 11/22/2016 28-13
OVOT	TAM O	1.	2.	NUMI	BER INSTALLED
SEQL	SYSTEM & ITEM SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
28 FUEL					4. REMARKS OR EXCEPTIONS
25-03	High Level Fuel Detection System (Cont'd)  3) A321 with ACT(s)				
	(Cont'd) b) Center Tank	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) An acceptable means of monitoring fuel loading is used,</li> <li>b) Manual transfer from ACT(s) to center tank is verified to operate normally, an</li> <li>c) ACT(s) and center fuel indications on ECAM FUEL page are operative.</li> </ul>
		С	1	0	May be inoperative provided:  a) An acceptable means of monitoring fuel loading is used, and b) There is no fuel in any ACT.
		С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) An acceptable means of monitoring fuel loading is used,</li> <li>b) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and</li> <li>c) ACT transfer valve is secured closed.</li> </ul>
	c) Additional Center Tank(s)	С	-	0	May be inoperative provided an acceptable means of monitoring fuel loading is used.
25-04	Refuel Valves	С	3	0	(M) May be inoperative provided alternate procedures are developed and used.
25-05	Transfer Defuel Valve	С	1	0	(M) May be inoperative provided valve is secured in the closed position.

		MENT OF TRANSI IATION ADMINIST			'IN		MASTER MINIMUM I	EQUIPMENT LIST
AIRCE		IATION ADMINIST	KAI	ION			REVISION NO: 26b	PAGE:
AIICI	<b>VALL</b>	A318, A319, A320	), A3	21			DATE: 11/22/2016	28-14
			1.	2.	NII IME	RER IN	STALLED	20 14
SYST	EM & IENCE	ITEM		۷.			ER REQUIRED FOR DISPA	TCH
NUME					0.		REMARKS OR EXCEPTION	
28 FU	EL					٦.	KEWAKKO OK EXOEF HOL	10
25-06	Refue Panel	I/Defuel Control						
		kterior Control anel						
	a)	Aircraft without Mod 20164/ MP J0022 or 22760/ MP J0835)	С	1	0		ay be inoperative provided a dures are established and us	
	b)	Aircraft with Mod 20164/ MP J0022 or 22760/ MP J0835)	С	1	0		ay be inoperative provided the uantity pre-selector is operated	
			С	1	0		ay be inoperative provided a dures are established and us	
***	Pa M M	ockpit Control anel (Aircraft with od 20164/ P J0022 or 2760/MP J0835)	D	1	0			

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	DEPARTMENT OF TRANS			NΝ	MASTER MINIMUM EQUIPMENT LIST
	RAL AVIATION ADMINIS	TRAT	ION		
AIRCF	A318, A319, A32	νη Δ3	REVISION NO: 26b PAGE:		
	7,676,7,676,7,62		1	DATE: 11/22/2016 28-15	
SYST	11 - 1/1	1.	2.	<del></del>	BER INSTALLED
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH	
20 EU	28 FUEL		-		4. REMARKS OR EXCEPTIONS
			ļ		
28-01	Auto Transfer System Additional Center Tank(s) (ACT)	С	1	0	May be inoperative provided there is no fuel in any ACT.
		С	1	0	(M)(O) May be inoperative provided:  a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and  b) ACT transfer valve is secured closed.
		С	1	0	<ul> <li>(O) May be inoperative provided:         <ul> <li>a) Manual transfer from ACT(s) to center tank is checked before each flight, and</li> <li>b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.</li> </ul> </li> </ul>
28-02	Transfer Valve Additional Center Tank(s)	С	1	0	May be inoperative in closed position provided there is no fuel in any ACT.
		С	1	0	(M)(O) May be inoperative in closed position provided:  a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and  b) ACT transfer valve is secured closed.
		С	1	0	(M) May be inoperative in open position provided an alternate procedure is used for refueling ACT(s).
28-03	Transfer Pump Additional Center Tank(s)	С	1	0	

	DEPARTMENT OF TRANS			Ν	MASTER MINIMUM EQUIPMENT LIST						
AIRCI	RAL AVIATION ADMINIST	KAI	ION		REVISION NO: 26b PAGE:						
AIRCI	A318, A319, A32	0 A3	21		REVISION NO. 200 PAGE.						
	7,070,7,070,7,02				DATE: 11/22/2016 28-16						
SYST	EM &	1.	2.	2. NUMBER INSTALLED							
SEQL NUME	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH						
INOIVIL	DENO				. REMARKS OR EXCEPTIONS						
28 FUEL											
28-04	28-04 Air Shutoff Valve Additional Center Tank(s)		1	0	May be inoperative closed provided there is no fuel in any ACT.						
				0	(M)(O) May be inoperative closed provided:  a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and  b) ACT transfer valve is secured closed.						
		С	1	0	<ul> <li>(O) May be inoperative closed provided:         <ul> <li>a) Manual transfer from ACT(s) to center tank is verified to operate normally, and</li> <li>b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.</li> </ul> </li> </ul>						
28-05	Inward Pressure Relief Valve Additional Center Tank(s)	С	-	0	May be inoperative open provided there is no fuel in any ACT.						
28-06	Vent Valve Additional Center Tank(s)	С	-	0	May be inoperative provided there is no fuel in any ACT.						
		С	-	0	(M)(O) May be inoperative provided:  a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and  b) ACT transfer valve is secured closed.						
		С	-	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Manual transfer from ACT(s) to center tank is verified to operate normally,</li> <li>b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative, and</li> <li>c) Associated ACT vent valve is secured open.</li> </ul> </li> </ul>						

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U.S. I	DEPARTMENT OF TRANS	POR	TATIC	ON	MASTER MINIMUM EQUIPMENT LIST						
	RAL AVIATION ADMINIST	RAT	ION								
AIRC	RAFT:		.04		REVISION NO: 26b PAGE:						
	A318, A319, A32	0, A3	321		DATE: 11/22/2016 28-17						
SYST	EM &	1.	2.	NUM	NUMBER INSTALLED						
SEQU	JENCE ITEM			3. NUMBER REQUIRED FOR DISPATCH							
NUM	SEKS			4. REMARKS OR EXCEPTIONS							
28 FL	JEL										
28-07	28-07 Refuel Valve Additional C Center Tank(s)		1	0	(M) May be inoperative in the closed position.						
					NOTE: The (M) procedure only needs to be accomplished at each ACT re-fueling.						
	С			0	May be inoperative in open position.						
28-08	8-08 Inlet Valve Additional Center Tank(s)										
	1) ACT 1	С	1	0	ACT 1 inlet valve may be inoperative in closed position provided there is no fuel in any ACT.						
		С	1	0	(M)(O) ACT 1 inlet valve may be inoperative in closed position provided:  a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.						
	C				(M) ACT 1 inlet valve may be inoperative in open position provided:  a) ACT 2 is not installed or is empty, and b) Transfer valve is verified operative prior to each flight when ACT 1 is used.						

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AIRUF	A318, A319, A3	320, A3	21								
				<b>.</b>	DATE: 11/22/2016 28-18						
SYSTI		1.	2.								
SEQU NUMB				NUMBER REQUIRED FOR DISPATCH     REMARKS OR EXCEPTIONS							
28 FU	FI				4. REWARKS OR EXCEPTIONS						
28-08											
	2) ACT 2	С	1	0	ACT 2 inlet valve may be inoperative in closed position provided there is no fuel in ACT 2.						
		С	1	0	(M)(O) ACT 2 inlet valve may be inoperative in closed position provided:  a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and  b) ACT transfer valve is secured closed.						
		С	1	0	ACT 2 inlet valve may be inoperative in open position provided there is no fuel in any ACT.						
	C C				(M) ACT 2 inlet valve may be inoperative in open position provided:  a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and b) ACT transfer valve is secured closed.						

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AIRCF					REVISION NO: 26b PAGE:					
	A318, A319, A32	:0, A3	21		DATE: 11/22/2016 28-19					
SYST	FM &	1.	2.	NUMI	BER INSTALLED					
SEQU	ENCE			3. NUMBER REQUIRED FOR DISPATCH						
NUME	BERS			4. REMARKS OR EXCEPTIONS						
28 FU	EL									
40-01	40-01 Low Level Detection Systems									
	1) Wing	С	2	1	One may be inoperative provided all flight deck fuel quantity indicators are operative.					
	2) Additional Center C Tank				<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Manual transfer from ACT to center tank is verified to operate normally,</li> <li>b) ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative, and</li> <li>c) There is no fuel in ACT 2.</li> </ul>					
	C C			0	May be inoperative provided there is no fuel in any ACT.					
				0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and</li> <li>b) ACT transfer valve is secured closed.</li> </ul>					
40-02	Fuel Quantity Indicating Computer System									
	1) Channels									
	a) A321 without Mod 155635/ MP J3702 or A319/A320 without Mod 37508/ MP J2832 or Mod 155636/ MP J3703	A	2	1	Except for ER operations, one may be inoperative provided:  a) Low level warning system operates normally, and b) Repairs are made within 2 flight days.					
	b) A319 with Mod 37508/ MP J28322 and Mod 28238/ MP J19933 and without Mod 155636/ MP J3703	A	2	1	Except for ER operations, one may be inoperative provided:  a) Low level warning system operates normally, b) Repairs are made within 2 flight days, and c) There is no fuel in any ACT.  (Continued)					

	RTMENT OF TRANS	POR	TATIC	N								
RAL	MASTER MINIMUM EQUIPMENT LIST											
	AVIATION ADMINIST	RAT	ION									
RAFT		n 1	24		REVISION NO: 26b PAGE:							
	A316, A319, A320	U, A3			DATE: 11/22/2016 28-20							
ΞM &	· ITEM	1.	2.	NUME	BER INSTALLED							
	E			3.	NUMBER REQUIRED FOR DISPATCH							
					4. REMARKS OR EXCEPTIONS							
28 FUEL  40-02 Fuel Quantity Indicating												
Cor	mputer System											
1) Channels  c) A321 with A												
			2	1	<ul> <li>(M) Except for ER operations, one may be inoperative provided: <ul> <li>a) Low level warning system operates normally,</li> <li>b) Repairs are made within 2 flight days, and</li> <li>c) Alternate procedures are developed and used.</li> </ul> </li> </ul>							
O3 TK PUMP and CTR TK XFR FAULT Lights												
1)	TK PUMP FAULT Lights	С	-	0	(O) May be inoperative provided associated pump is switched off when tank is empty.							
2)	CTR TK XFR FAULT Lights (A321 or A319/A320 with Mod. 154324/ MP J3527)	С	2	0	(O) May be inoperative provided associated transfer valve is switched off when tank is empty.							
1)	TK PUMP OFF Lights	С	-	0	May be inoperative provided corresponding pump indication is available on ECAM.							
2) CTR TK XFR OFF C Lights (A321 or A319/A320 with Mod. 154324/ MP J3527)				0	May be inoperative provided corresponding transfer valve indication is available on ECAM.							
	ENCERS  EL Fue Cor (Co 1)  TK XFI 1)  TK XFI 1)	EM & ENCE ERS  EL  Fuel Quantity Indicating Computer System (Cont'd)  1) Channels  c) A321 with Mod 155635/MP J3702 or A319/A320 with Mod 37508/MP J2832 and Mod 155636/MP J3703  TK PUMP and CTR TK XFR FAULT Lights  1) TK PUMP FAULT Lights  2) CTR TK XFR FAULT Lights (A321 or A319/A320 with Mod. 154324/MP J3527)  TK PUMP and CTR TK XFR FAULT Lights (A321 or A319/A320 with Mod. 154324/MP J3527)  TK PUMP OFF Lights  1) TK PUMP OFF Lights (A321 or A319/A320 with Mod. 154324/	EL  Fuel Quantity Indicating Computer System (Cont'd)  1) Channels  c) A321 with A Mod 155635/MP J3702 or A319/A320 with Mod 37508/MP J2832 and Mod 155636/MP J3703  TK PUMP and CTR TK XFR FAULT Lights  1) TK PUMP FAULT C Lights  1) TK PUMP FAULT C Lights  2) CTR TK XFR C FAULT Lights (A321 or A319/A320 with Mod. 154324/MP J3527)  TK PUMP and CTR TK XFR OFF Lights  1) TK PUMP OFF C Lights  1) TK PUMP OFF C Lights  2) CTR TK XFR OFF C Lights (A321 or A319/A320 with Mod. 154324/	EM & ENCE ERS  EL  Fuel Quantity Indicating Computer System (Cont'd)  1) Channels  c) A321 with A 2 Mod 155635/MP J3702 or A319/A320 with Mod 37508/MP J2832 and Mod 155636/MP J3703  TK PUMP and CTR TK XFR FAULT Lights  1) TK PUMP FAULT C Lights  1) TK PUMP FAULT C - Lights  2) CTR TK XFR C 2 FAULT Lights (A321 or A319/A320 with Mod. 154324/MP J3527)  TK PUMP and CTR TK XFR OFF Lights  1) TK PUMP OFF C - Lights  2) CTR TK XFR OFF C 2 Lights (A321 or A319/A320 with Mod. 154324/MP J3527)	EM & ITEM							

A318, A319, A320, A321  SYSTEM & SEQUENCE NUMBERS  1.			MENT OF TRANS			-		MASTER MINIMUM E	EQUIPMENT LIS	ST
A318, A319, A320, A321  SYSTEM & SEQUENCE NUMBERS  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  A319/A320 without Mod. 154327/ MP J3527  b) A321 or A319/A320 with Mod. 154327/ MP J3527  b) A321 or A319/A320 with Mod. 154327/ MP J3527  2) ACT p.b Switch Additional Center Tank  a) FAULT Light  C 1 0 (O) May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.  (O) May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.  (O) May be inoperative provided ACT and center tank fuel quantity indications on ECAM FUEL page are operative.			TATION ADMINIST					REVISION NO: 26b	PAGE:	
SYSTEM & SEQUENCE NUMBERS  28 FUEL  10-05 Fuel Transfer Control  1) MODE SEL FAULT Light  a) A318 or C A319/A320 without Mod. 154327/ MP J3527  b) A321 or C A319/A320 with Mod. 154327/ MP J3527  b) A321 or C A319/A320 with Mod. 154327/ MP J3527  2) ACT p.b Switch Additional Center Tank  a) FAULT Light  C 1 0 (O) May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.  (O) May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.			A318, A319, A32	0, A3	21			DATE: 11/22/2016	28-21	
SEQUENCE NUMBERS  28 FUEL  4. REMARKS OR EXCEPTIONS  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  5. ON May be inoperative provided all tank pump indications on ECAM FUEL page are operative. Without Mod. 154327/MP J3527  5. Description of the provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative. ECAM FUEL page are operative.  6. ON May be inoperative provided ACT and center tank fuel quantity indications on ECAM FUEL page are operative.	SVSTI	=M &		1.	2.	NUME	BER IN	STALLED		
4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS	SEQU	ENCE	ITEM			3.	NUMB	ER REQUIRED FOR DISPA	TCH	
1) MODE SEL FAULT Light  a) A318 or C A319/A320 without Mod. 154327/ MP J3527  b) A321 or A319/A320 with Mod. 154327/ MP J3527  b) A321 or A319/A320 with Mod. 154327/ MP J3527  c) ACT p.b Switch Additional Center Tank  a) FAULT Light  C 1 0 (O) May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.  (O) May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.	NUMB	SERS					4.	REMARKS OR EXCEPTION	IS	
a) A318 or C 1 0 (O) May be inoperative provided all tank pump indications on ECAM FUEL page are operative.  b) A321 or C 1 0 May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.  b) A321 or C 1 0 May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.  c) ACT p.b Switch Additional Center Tank  a) FAULT Light C 1 0 (O) May be inoperative provided ACT and center tank fuel quantity indications on ECAM FUEL page are operative.	28 FU	EL								
Light  a) A318 or C A319/A320 without Mod. 154327/MP J3527  b) A321 or C A319/A320 with Mod. 154327/MP J3527  b) A321 or C A319/A320 with Mod. 154327/MP J3527  c) ACT p.b Switch Additional Center Tank  a) FAULT Light  C 1 0 (O) May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.  (O) May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.	10-05	Fuel T	ransfer Control							
A319/A320 without Mod. 154327/ MP J3527  b) A321 or C A319/A320 with Mod. 154327/ MP J3527  c) ACT p.b Switch Additional Center Tank  a) FAULT Light  C 1 0  May be inoperative provided all wing tank pumps and center tank transfer valves indications on ECAM FUEL page are operative.  (O) May be inoperative provided ACT and center tank fuel quantity indications on ECAM FUEL page are operative.										
A319/A320 with Mod. 154327/ MP J3527  2) ACT p.b Switch Additional Center Tank  a) FAULT Light  C  1  0  (O) May be inoperative provided ACT and center tank fuel quantity indications on ECAM FUEL page are operative.		a)	A319/A320 without Mod. 154327/	С	1	0				
Additional Center Tank  a) FAULT Light C 1 0 (O) May be inoperative provided ACT and center tank fuel quantity indications on ECAM FUEL page are operative.		b)	A319/A320 with Mod. 154327/	С	1	0	and co	enter tank transfer valves inc		
tank fuel quantity indications on ECAM FUEL page are operative.		Additional Center								
b) FWD Light C 1 0		a)	FAULT Light	С	1	0	tank f	uel quantity indications on E0	CT and center CAM FUEL	
		b)	FWD Light	С	1	0				

		MENT OF TRANS			VIN.	MASTER MINIMUM EQUIPMENT LIST					
AIRC		IATION ADMINIST	KAI	ION		REVISION NO: 26b PAGE:					
AllXOI	VALI.	A318, A319, A320	), A3	21		DATE: 11/22/2016 28-22					
			1.	2.	NUMBER INSTALLED						
SYST SEQL	EM & IENCE	ITEM				NUMBER REQUIRED FOR DISPATCH					
NUME						4. REMARKS OR EXCEPTIONS					
28 FU	EL										
40-06	ECAM Indica	I FUEL PAGE tions									
	1) A3	318/A319/A320									
	a)	Tank Pumps									
	i.	. A318 or A319/A320 without Mod. 154324/ MP J3527	С	-	0						
	ii.	Wing Tank Pumps and Center Tank Transfer Valves (A319/A320 with Mod. 154324/ MP J3527)	С	6	0						
	b)	APU LP Valve	С	1	0	<ul><li>(M)(O) May be inoperative provided:</li><li>a) Valve is secured closed, and</li><li>b) APU is not used.</li></ul>					
	c)	Cross Feed	С	1	0	(M) May be inoperative provided operation of the cross feed valve is verified before first flight of each day and for ER operations is verified before each flight.					
	d)	Transfer Valves	С	2	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated inner and outer cells fuel quantity indicators are operative, and</li> <li>b) Transfer valve operation is verified before each departure.</li> </ul>					
	e)	Fuel Temperature	С	4	2	One in each wing or both in one wing may be inoperative.  (Continued)					

		MENT OF TRANS IATION ADMINIS			/IN	MASTER MINIMUM EQUIPMENT LIST
AIRC		IATION ADMINIS	IKAI	ION		REVISION NO: 26b PAGE:
7.11.101	V. 1.	A318, A319, A32	20, A3	21		DATE: 11/22/2016 28-23
0)/07	<b>EN4.0</b>		1.	2.	NUME	BER INSTALLED
	JENCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUME	BERS					4. REMARKS OR EXCEPTIONS
28 FU	EL					
0-06	ECAM Indica (Cont'					
		318/A319/A320) Cont'd)				
	f)	Fuel On Board	С	1	0	May be inoperative provided:  a) Associated indication is available on the MCDU, and b) Fuel Used indications operate normally.
	g)	Fuel Quantity Indications (All Tanks)	D	-	-	(O) The last two digits may be displayed dashed (degraded Mode) provided the loss of accuracy is accounted for in fuel planning.  NOTE 1: Fuel quantity is considered operative.
						NOTE 2: Fuel On Board display will also be in degraded (dashed) Mode.
	h)	Fuel Quantity Outer Tank	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicators or by corresponding fuel quantity indicator on refuel/defuel panel,</li> <li>b) Associated fuel used indicator operates normally, and</li> <li>c) Associated inner tank indication is operative.</li> </ul>
			С	2	1	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) High level fuel detection system is verified operative before refueling the aircraft,</li> <li>b) Alternate procedure is used for refueling the aircraft,</li> <li>c) Associated fuel used indicator operates normally, and</li> <li>d) Associated inner tank indication is operative.</li> </ul> </li> <li>(Continued)</li> </ul>

U.S. DEPARTMENT OF TRANSPOR	TATIC	)N		MASTER MINIMUM EQ	I IIDMENT I IST
FEDERAL AVIATION ADMINISTRAT	ION			IVIASTER IVIIINIIVIUIVI EQ	OITWENT LIST
AIRCRAFT:				REVISION NO: 26b	PAGE:
A318, A319, A320, A3	21			DATE: 11/22/2016	28-24
SYSTEM & ITEM	2.	NUME	BER IN	STALLED	
SEQUENCE TEM		3.	NUMB	ER REQUIRED FOR DISPATO	СН
NUMBERS			4.	REMARKS OR EXCEPTIONS	
28 FUEL					
40-06 ECAM FUEL PAGE Indications (Cont'd)  1) A318/A319/A320)					
h) Fuel Quantity B Outer Tank	2	1	a)	ne may be inoperative provided Fuel quantity in associated ta after each refueling by manual indicators or by correspondin quantity indicator on refuel/de and Associated fuel used indicator normally.  Inued)	ink is verified al magnetic g fuel efuel panel,

FEDF	RAL AVIATION ADM	ANSPOR			MASTER MINIMUM EQUIPMENT LIST					
AIRCE					REVISION NO: 26b PAGE:					
	A318, A319,	A320, A3	21		DATE: 11/22/2016 28-25					
SYST	EM &	1.	2.	NUME	UMBER INSTALLED					
	JENCE			3.	NUMBER REQUIRED FOR DISPATCH					
28 FU			-		4. REMARKS OR EXCEPTIONS					
10-06	ECAM FUEL PAGE Indications (Cont'd)									
	0)									
		В	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) High level fuel detection system is verified operative before refueling the aircraft,</li> <li>b) Alternate procedure is used for refueling the aircraft, and</li> <li>c) Associated fuel used indicator operates normally.</li> </ul>					
	i) Fuel Quantit Inner Tank	y C	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicator or by corresponding fuel quantity indicator on refuel/defuel panel,</li> <li>b) Associated fuel used indicator operates normally, and</li> <li>c) Associated outer tank indication is operative.</li> </ul>					
		В	2	1	<ul> <li>(M) One may be inoperative provided:         <ul> <li>a) Fuel quantity in associated tank is verified after each refueling by manual magnetic indicator or by corresponding fuel quantity indicator on refuel/defuel panel, and</li> <li>b) Associated fuel used indicator operates normally.</li> </ul> </li> <li>(Continued)</li> </ul>					

			ENT OF TRANS			Ν	MASTER MINIMUM EQUIPMENT LIST
		IAI	TON ADMINIST	IRAI	ION		DENTIFICATION AND DATE
AIRCE	KAFT:	Λ.	318, A319, A32	·Λ Λ 2	21		REVISION NO: 26b PAGE:
		Α,	510, A519, A52	.U, A3	1		DATE: 11/22/2016 28-26
SYST	FM &			1.	2.	NUME	BER INSTALLED
SEQU	JENCE		ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUME	BERS						4. REMARKS OR EXCEPTIONS
28 FUEL							
40-06 ECAM FUEL PAGE Indications (Cont'd)							
		318 ont	/A319/A320) t'd)				
	j)		uel Quantity enter Tank				
	i) A318/A319/ C A320 Without ACT				1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Fuel quantity in associated tank is verified after each refueling,</li> <li>b) All wing tank quantity indicators operate normally, and</li> <li>c) Both fuel used indicators operate normally.</li> </ul>
				С	1	0	May be inoperative provided the tank remains empty.
				С	1	0	May be inoperative provided fuel is considered unusable and is included in computing ZFW and C.G. calculations.
		ii)	A319/A320 With ACT(s)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Fuel quantity in center tank is verified after each refueling,</li> <li>b) All wing tank and ACT quantity indicators are operative,</li> <li>c) Both fuel used indicators operate normally,</li> <li>d) Forward transfer from ACT(s) to center tank is monitored during flight.</li> </ul>
				С	1	0	May be inoperative provided:  a) Center tank remains empty or fuel is considered unusable, and is included in ZFW and C.G. calculations, and b) There is no fuel in ACT.  (Continued)

U.S. DEPARTMENT	Γ OF TRANSPOR	TATIC	N		N 4		4.501	UDMENT LICT	
FEDERAL AVIATIO	N ADMINISTRAT	ION			IVI	ASTER MINIMUN	/I EQU	JIPMENT LIST	
AIRCRAFT:					REVISI	ON NO: 26b		PAGE:	
A318	3, A319, A320, A3	21			DATE:	11/22/2016		28-27	
SYSTEM &	1.	2.							
SEQUENCE NUMBERS	ITEM		3.	NUMB	ER REQI	JIRED FOR DISF	PATCI	H	
		-		4.	REMAR	(S OR EXCEPTION	ONS		
28 FUEL									
40-06 ECAM FUEI Indications (Cont'd)	Indications								
1) A318/A3 (Cont'd)	319/A320)								
	Quantity er Tank t'd)								
, W	319/A320 C Vith ACT(s) Cont'd)	1	0	b)	Center conside ZFW ar Fuel in and inc and the closed.  : This fa errone FUEL A transfer	inoperative provitank remains empered unusable, and C.G. calculation any ACT is consiluded in ZFW and ACT transfer valibure will result in ous triggering of IACT XFR FAULT is still operative	pty or and is in ons, ar dered d C.G. lve is set the in ECAM	icluded in ind unusable calculations secured hibition/or	

						-
		MENT OF TRANS			DΝ	MASTER MINIMUM EQUIPMENT LIST
		IATION ADMINIST	RAT	ION		DEVICION NO. 001
AIRCF	RAFT:	A318, A319, A320	) A3	21		REVISION NO: 26b PAGE:
		7010, 7013, 7020	), AO	1		DATE: 11/22/2016 28-28
SYSTI		ITEM	1.	2.		BER INSTALLED
SEQU NUMB		11 [11]			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
28 FU	EL					
40-06	ECAM Indicat (Cont'd					
		318/A319/A320) ont'd)				
	k)	Fuel Quantity Additional Center Tank(s) (A319/A320 with ACT(s))	С	-	-	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) All wing tanks, center tank and other ACT fuel quantity indicators are operative,</li> <li>b) Both fuel used indicators operate normally,</li> <li>c) Forward transfer from ACT(s) to center tank is monitored during flight, and</li> <li>d) Tank is serviced with a known quantity.</li> </ul>
			С	-	0	<ul><li>(M) May be inoperative provided ACT(s) is verified empty after each refueling.</li><li>NOTE: This failure will result in inhibition or erroneous display of the ECAM caution FUEL ACT XFR FAULT.</li></ul>
	I)	ACT to CTR Tank Transfer Indication (Arrow) Additional Center Tank (A319/A320 with ACT(s))	С	1	0	May be inoperative provided ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.
	m)	Engine LP Valve Indication	С	2	0	(M) May be inoperative provided associated LP valve(s) is checked operative before each flight.
***	n)	FUEL FLOW 1+2 (With Mod 30368/ MP P6578)	С	1	0	May be inoperative.
						(Continued)

FEDE	RAL AV	TATION ADMINIST	RAT	ION			MASTER MINIMUM	EQUIPMENT LIS
AIRC	RAFT:						REVISION NO: 26b	PAGE:
		A318, A319, A320	0, A3	21			DATE: 11/22/2016	28-29
	EM & JENCE	ITEM	1.	2.	<del></del>		STALLED ER REQUIRED FOR DISPA	ATCH
NUMBERS				4. I	REMARKS OR EXCEPTION	NS		
28 FU	EL							
0-06	ECAM Indica (Cont'							
	1) A3	318/A319/A320) Cont'd)						
	0)	FUEL USED	С	2	0		e inoperative provided asso ion on ENG SD page is cor ative.	
**	p)	FUEL USED 1+2 (with MP P7092)	С	1	0	May be	e inoperative.	
						(Conti	nued)	

U.S. D	EPART	MENT OF TRANS	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDE	RAL AV	TATION ADMINIST	TRAT	ION		MAGTER MINIMOW EQUI MENT EIGT
AIRCF	RAFT:					REVISION NO: 26b PAGE:
		A318, A319, A32	20, A3	21		DATE: 11/22/2016 28-30
SYSTI	EM &	ITEN A	1.	2.	NUMI	BER INSTALLED
SEQU NUMB	ENCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
28 FU	EL					
40-06	ECAM Indica (Cont'					
	2) A	321				
	a)	Wing Tank Pumps and Center Tank Transfer Valves	С	6	0	
	b)	APU LP Valve	С	1	0	(M)(O) May be inoperative provided:  a) Valve is secured closed, and b) VAPU is not used.
	c)	Cross Feed	С	1	0	(M) May be inoperative provided operation of the cross feed valve is verified before first flight of each day and for ER operations is verified before each flight.
	d)	Fuel Temperature	С	2	1	One may be inoperative.
	e)	Fuel On Board	С	1	0	May be inoperative provided:  a) Associated indication is available on the MCDU, and b) Fuel Used indications operate normally.
	f)	Fuel Quantity Wing Tank	С	2	1	(M) One may be inoperative provided:  a) Fuel quantity in associated tank is verified after each refueling, and  b) Associated fuel used indicator operates normally.
	g)	Fuel Quantity Indications (All Tanks)	D	-	-	<ul> <li>(O) The last two digits may be displayed dashed (degraded Mode) provided the loss of accuracy is accounted for in fuel planning.</li> <li>NOTE 1: Fuel quantity is considered operative.</li> <li>NOTE 2: Fuel On Board display will also be in degraded (dashed) Mode.</li> </ul>
						(Continued)

		ENT OF TRANS FION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
AIRCF	RAFT:					REVISION NO: 26b PAGE:
	A	318, A319, A32	0, A3	21		DATE: 11/22/2016 28-31
SYST	= N / Q		1.	2.	NUME	BER INSTALLED
SEQU	ENCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUME	BERS					4. REMARKS OR EXCEPTIONS
28 FU	EL					
40-06	ECAM Fl Indication (Cont'd)	JEL PAGE ns				
	2) A321 (Con					
		uel Quantity enter Tank				
	i)	A321 without ACT	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Fuel quantity in associated tank is verified after each refueling,</li> <li>b) All wing tank quantity indicators operate normally, and</li> <li>c) Both fuel used indicators operate normally.</li> </ul>
			С	1	0	May be inoperative provided the tank remains empty.
			С	1	0	May be inoperative provided fuel is considered unusable and is included in computing ZFW and C.G. calculations.
	ii)	A321 with ACT(s)	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Fuel quantity in center tank is verified after each refueling,</li> <li>b) All wing tank and ACT quantity indicators are operative,</li> <li>c) Both fuel used indicators operate normally, and</li> <li>d) Forward transfer from ACT(s) to center tank is monitored during flight.</li> </ul>
			С	1	0	May be inoperative provided:  a) Center tank remains empty or fuel is considered unusable, and is included in ZFW and C.G. calculations, and b) There is no fuel in any ACT.  (Continued)

	MASTER MINIMUM EQUIPMENT LIST	
ION		REVISION NO: 26b PAGE:
321		
1		DATE: 11/22/2016 28-32
2.	NUMI	BER INSTALLED
	3.	NUMBER REQUIRED FOR DISPATCH
		4. REMARKS OR EXCEPTIONS
1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Center tank remains empty or fuel is considered unusable, and is included in ZFW and C.G. calculations,</li> <li>b) Fuel in any ACT is considered unusable and included in ZFW and C.G. calculations, and</li> <li>c) The ACT transfer valve is secured closed.</li> <li>NOTE: This failure will result in inhibition or erroneous triggering of the ECAM caution</li> </ul>
		FUEL ACT XFR FAULT while automatic transfer is still operative.
-	-	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) All wing tanks, center tank and other ACT fuel quantity indicators are operative,</li> <li>b) Both fuel used indicators operate normally,</li> <li>c) Forward transfer from ACT(s) to center tank is monitored during flight, and</li> <li>d) Tank is serviced with a known quantity.</li> <li>(Continued)</li> </ul>
		2. NUM 3.

U.S. [	DEPART	MENT OF TRANS	POR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDE	RAL AV	IATION ADMINIST	RAT	ION		
AIRCI	RAFT:					REVISION NO: 26b PAGE:
		A318, A319, A320	0, A3	21		DATE: 11/22/2016 28-33
SYST	EM &		1.	2.	NUMI	IBER INSTALLED
SEQL	JENCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUME	DEKS					4. REMARKS OR EXCEPTIONS
28 FU	EL					
40-06	ECAM Indica (Cont'					
	2) A3	321 Cont'd)				
	i)	Fuel Quantity Additional Center Tank(s) (Cont'd)				
		i) A321 With ACT(s) (Cont'd)	С	-	0	(M) May be inoperative provided ACT(s) is verified empty after each refueling.
						NOTE: This failure will result in inhibition or erroneous display of the ECAM caution FUEL ACT XFR FAULT.
	j)	ACT to CTR Tank Transfer Indication (Arrow) Additional Center Tank				
		i) A321 with ACT(s)	С	1	0	May be inoperative provided ACT(s) and center tank fuel quantity indications on ECAM FUEL page are operative.
	k)	Engine LP Valve Indication	С	2	0	(M) May be inoperative provided associated LP valve(s) is checked operative before each flight.
***	I)	FUEL USED 1+2 with Mod 30368/ MP P6578	С	1	0	May be inoperative.
	m)	FUEL USED	С	2	0	May be inoperative provided associated fuel used indication on ENG SD page is considered inoperative.
***	n)	FUEL FLOW 1+2 with MP P7092	С	1	0	May be inoperative.

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	DEPARTMENT OF TRANS			NΝ	MASTER MINIMUM EQUIPMENT LIST				
	RAL AVIATION ADMINIST	ΓRΑΤ	ION						
AIRC	RAFT: A318, A319, A32	ο Δα	21		REVISION NO: 26b PAGE:				
1	7010, 7010, 702	0, 70	, <u>,</u>		DATE: 11/22/2016 28-34				
	SYSTEM & ITEM SEQUENCE NUMBERS		2.	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
28 FU	EL								
40-07	Manual Magnetic Indicators	С	-	0	One or more may be inoperative provided fuel quantity is determined by acceptable means.				
40-08 ***	Fuel Quantity Attitude Monitor	D	1	0	May be inoperative provided fueling and defueling procedures do not require its use.				
40-09	Cautions on ECAM								
	TK HI TEMP (Left, Right, Inner, Outer Wing Tank)								
	a) A318/319/A320	С	4	2	(O) One in each wing or both in one wing may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non-affected tank(s) and fuel temperature is monitored prior to takeoff and during the flight.				
					NOTE: For fuel temperature limitations, refer to AFM.				
		С	4	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during flight.				
					NOTE: For fuel temperature limitations, refer to AFM.				
	2) TK HI TEMP (Left, Right Wing Tank)								
	a) A321	С	2	1	(O) One may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non-affected tank and fuel temperature is monitored prior to takeoff and during the flight.				
					NOTE: For fuel temperature limitations, refer to AFM.				
					(Continued)				
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			MENT OF TRANS			Ν	MASTER MINIMUM EQUIPMENT LIST
			IATION ADMINIST	ΓRΑΤ	ION		
AIRCE	AIRCRAFT: A318, A319, A320, A3						REVISION NO: 26b PAGE:
			A316, A319, A32	.U, A3	1		DATE: 11/22/2016 28-35
SYST	EM 8	§.	ITEM	1.	2.	NUME	BER INSTALLED
SEQU NUME			I I LIVI			3.	NUMBER REQUIRED FOR DISPATCH
					_		4. REMARKS OR EXCEPTIONS
28 FU					ļ		
40-09		utio ont'	ns on ECAM d)				
,	2)	Ri	K HI TEMP (Left, ght Wing Tank) ont'd)				
		a)	A321 (Cont'd)				
				С	2	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during flight.
,							NOTE: For fuel temperature indications, refer to AFM.
	3)	Ri	CLO TEMP (Left, ght, Inner, Outer) /ing Tank)				
		a)	A318/A319/320	С	4	2	(O) One in each wing or both in one wing may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non-affected tanks and fuel temperature is monitored prior to takeoff and during the flight.
							NOTE: For fuel temperature indications, refer to AFM.
				С	4	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during flight.
							NOTE: For fuel temperature indications, refer to AFM.
							(Continued)

AL AVIATION ADMINIST  ATT:  A318, A319, A32  A & ITEM  RS  Cautions on ECAM (Cont'd)  4) TK LO TEMP (Left, Right, Wing Tank)		21	<b>-</b>	REVISION NO: 26b PAGE:  DATE: 11/22/2016 28-36  BER INSTALLED  NUMBER REQUIRED FOR DISPATCH
M & ITEM RS - Cautions on ECAM (Cont'd) 4) TK LO TEMP (Left,		T	<b>-</b>	BER INSTALLED  NUMBER REQUIRED FOR DISPATCH
NCE RS - Cautions on ECAM (Cont'd) 4) TK LO TEMP (Left,	1.	2.	<b>-</b>	NUMBER REQUIRED FOR DISPATCH
NCE RS - Cautions on ECAM (Cont'd) 4) TK LO TEMP (Left,			3.	
Cautions on ECAM (Cont'd) 4) TK LO TEMP (Left,				4 - DELIA DIGO OD EVOEDTIONO
Cautions on ECAM (Cont'd) 4) TK LO TEMP (Left,				4. REMARKS OR EXCEPTIONS
(Cont'd) 4) TK LO TEMP (Left,				
a) A321	С	2	1	(O) One may be inoperative provided fuel temperature indications on the ECAM FUEL system page are available for the non-affected tank and fuel temperature is monitored prior to takeoff and during the flight.
				NOTE: For fuel temperature indications, refer to AFM.
	С	2	0	(O) May be inoperative provided fuel temperature indications on the ECAM FUEL system page are available and fuel temperature is monitored prior to takeoff and during the flight.
				NOTE: For fuel temperature indications, refer to AFM.
5) ACT XFR FAULT Additional Center Tank(s)	С	1	0	(O) May be inoperative provided forward transfer from ACT(s) to center tank is monitored during flight if ACT(s) is fueled.
Indication on ECAM E/WD				
1) Fuel On Board (FOB)	С	1	0	May be inoperative provided:  a) Associated indication is available on the MCDU, and b) Fuel Used indications operate normally.
	Additional Center Tank(s)  Indication on ECAM  E/WD  Tuel On Board	i) ACT XFR FAULT C Additional Center Tank(s) Indication on ECAM EWD  Tuel On Board  C	i) ACT XFR FAULT C 1 Additional Center Tank(s) Indication on ECAM EWD  ) Fuel On Board C 1	i) ACT XFR FAULT C 1 0 Additional Center Tank(s) Indication on ECAM EWD  ) Fuel On Board C 1 0

	DEPARTMENT OF TRANSI			N	MASTER MINIMUM EQUIPMENT LIST			
	RAL AVIATION ADMINIST	RAII	ON		DEVISION NO. 26 DACE.			
AIRC	A318, A319, A320	) A31	21		REVISION NO: 26 PAGE:			
	7,010, 7,010, 7,020	J, 7102	- '		DATE: 03/11/2016 29-1			
SYST	EM &	1.	2.	NUME	IBER INSTALLED			
	SEQUENCE NUMBERS			3.	B. NUMBER REQUIRED FOR DISPATCH			
INOIVIE	DENO				4. REMARKS OR EXCEPTIONS			
29 HY	DRAULIC POWER							
29-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY							
	Pre Mod. 23119     Fault(s) Indicated     by BLUE RSVR		-	-	Dispatch not permitted with this MAINT. STATUS message displayed on ECAM.			
10-01	Engine Driven Pump Systems							
	Depressurization     Function	С	2	1	May be inoperative on one pump.			
10-02	Blue System Electric Pump							
	1) Automatic Control	C	1	0	(O) May be inoperative provided:  a) Pump can be manually operated, and b) Indications of blue hydraulic system are verified normal.			

	PEPARTMENT OF TRANS				MASTER MINIMUM EQUIPMENT LIST
AIRCF	RAFT:				REVISION NO: 26 PAGE:
	A318, A319, A32	20, A3	21		DATE: 03/11/2016 29-2
SYSTEM & JTEM			2.	NUM	BER INSTALLED
SEQU	SEQUENCE ITEM NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
29 HYDRAULIC POWER					4. REMARKS OR EXCEPTIONS
10-03	Hydraulic System Accumulators				
	1) Pre Mod. 21414	С	3	1	(M) One or two may be inoperative provided:  a) Blue hydraulic generation accumulator is operative, and  b) The affected accumulator is deactivated.
	2) Post Mod. 21414	С	3	0	(M) May be inoperative provided the affected accumulator is deactivated.
10-04	System Filters				Incorporated into item 29-10-07, sub item 1).
10-05	Case Drain Filters				Incorporated into item 29-10-07, sub item 2).
10-07	Filters				
	1) System Filters	С	8	7	One LP or one reservoir filling filter may be inoperative.
	2) Case Drain Filters	С	3	2	(M) One may be inoperative provided it is removed.

	DEPARTMENT OF TRANS  RAL AVIATION ADMINIST			/IN	MASTER MINIMUM EQUIPMENT LIST				
AIRCE		IXAI	1011		REVISION NO: 26 PAGE:				
7 (11 ( ) 1	A318, A319, A320	), A3	21						
	, ,		ı		DATE: 03/11/2016 29-3				
	SYSTEM & ITEM SEQUENCE NUMBERS		2.	NUMBER INSTALLED					
				3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
29 HY	DRAULIC POWER								
20-01	Hydraulic Reservoir Quantity Indicator (Green Servicing Panel)	С	1	0	(M) May be inoperative provided hydraulic fluid quantity is monitored during servicing of the hydraulic reservoir using the visual quantity gauge.				
20-02	Hydraulic Reservoir Four Way Selector Valve on Ground Service Panel	С	1	0	(M) May be inoperative provided associated system is serviced using the HP ground connection.				
23-01	Power Transfer Unit								
	Automatic     Activation Function	В	1	0	<ul> <li>(O) May be inoperative (PTU runs continuously) provided: <ul> <li>a) System pressure indication on ECAM operates normally,</li> <li>b) Power transfer can be stopped when PTU p.b sw is placed OFF, and</li> <li>c) Operation of the PTU in both directions is verified before first flight of each day.</li> </ul> </li> </ul>				
25-01	Yellow System Electric Pump	С	1	0	(M) May be inoperative provided associated p.b sw is selected off.				
30-01	Pump p.b Switch								
	1) FAULT Lights	С	4	0	May be inoperative provided the associated reservoir quantity indication operates normally.  (Continued)				

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SYST	EM 8	k ITEM	1.	2.	NUMBER INSTALLED					
SEQU NUME		E			3.	NUMBER REQUIRED FOR DISPATCH				
<del></del>		ULIC POWER		-		4. REMARKS OR EXCEPTIONS				
30-01		mp p.b Switch ont'd)								
	1)	FAULT Lights (Continued)				NOTE: Illumination of two lights (one from the Blue ELEC PUMP p.b and one from ENG 1(2) PUMP p.b), with engines off, may be due to a failed engine oil low pressure switch. In this case, the ENG OIL LO PRESS warning is inoperative.				
	2)	OFF Light	С	3	0					
ı	3)	ON Light	С	1	0					
30-02	PT	U p.b Switch								
	1)	FAULT Light	С	1	0	May be inoperative provided yellow and green reservoir quantity indicators operate normally.				
	2)	OFF Light	С	1	0					
30-03		AM HYD Page lications								
	1)	Reservoir Quantity	С	3	2	(M) One may be inoperative provided:  a) The associated reservoir quantity is verified adequate before each departure,				
						and b) Associated RSVR LO LVL caution on ECAM operates normally.				
	2)	Fire Valve	С	2	0					
	3)	Yellow Elec Pump	С	1	0					
	4)	PTU	С	1	0					
	·					(Continued)				

FEDE		AVIATION A	F TRANSF					MASTER MINIMUN	M EQUIPMENT LIST
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		A318, A	319, A320	), A3	21			DATE: 03/11/2016	29-5
SYSTI SEQU NUMB	ENC	E	EM	1.	2.	<b>-</b>	NUMB	STALLED  ER REQUIRED FOR DISI  REMARKS OR EXCEPTION	
29 HYDRAULIC POWER									
30-03	Ind	AM HYD Pa ications ont'd)	ge						
	5)	System Lab	oel	С	3	0	a)	ay be inoperative provided Associated system press before each departure, a Associated spoilers avai before each departure.	sure is verified and
	6)	System Pre	essure	С	3	2		ne may be inoperative pro m Label indication operate	
	7)	Pumps		С	3	0			
	8)	RAT		С	1	0		ay be inoperative provided d before each departure.	I RAT is verified
30-04		AM Warning d Cautions	S						
	1)	RSVR LO	AIR PR						
		a) A320 Pr Mod. 23 A320 Pc Mod. 23 27189, a A318/A3	119, ost 119 and and	С	3	2		ne may be inoperative pro fied on the reservoir befor	
		b) A320 Pc Mod. 23 Pre Mod	119 and	С	3	2	syster	ne may be inoperative for n provided air pressure is roir before each departure nued)	verified on the

U.S. D	)EP/	۱RT	MENT OF TRANS	POR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
			IATION ADMINIST	RAT	ION		
AIRC	RAF	Γ:	A040 A040 A00		.04		REVISION NO: 26 PAGE:
A318, A319, A320, A32					521		DATE: 03/11/2016 29-6
SYSTEM & ITEM		2.	NUME	BER INSTALLED			
SEQU NUME			ITEM			3.	NUMBER REQUIRED FOR DISPATCH
							4. REMARKS OR EXCEPTIONS
29 HY	'DR/	AUL	IC POWER				
30-04	an		/I Warnings autions d)				
	2)	R	SVR OVHT	С	3	2	Either green or yellow RSVR OVHT may be inoperative.
	3)	EI	LEC PUMP OVHT	С	2	0	
	4)	Ы	UMP LO PR				
		a)	ELEC PUMP LO PR	С	2	0	(O) May be inoperative provided:     a) Associated system pressure indication operates normally, and     b) Operation of electric pumps is checked before each departure.
		b)	ENG PUMP LO PR	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Associated system pressure indication operates normally, and</li> <li>b) Operation of engine pumps is checked before each departure.</li> </ul>
	5)	R	SVR LO LVL	С	3	2	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated reservoir quantity indication operates normally, and</li> <li>b) Quantity is verified adequate before each departure.</li> </ul>
							NOTE: If blue reservoir is affected, EMER GEN may appear on ECAM STATUS INOP SYS before engines are running.
							(Continued)

A318, A319, A320, A321	ERAL A	AVIATION ADMINI	ISTRATIO	ON			MASTER M	IINIMUM EQI	UIPMENT LIST
SYSTEM & SEQUENCE NUMBERS  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  30-04 ECAM Warnings and Cautions (Cont'd)  6) SYS LO PR  C 3 0 (O) May be inoperative provided: a) Associated system pressure is vibefore each departure, and b) Associated spoiler availability is before each departure.  7) PTU FAULT  C 1 0 (O) May be inoperative provided the PTI verified to operate normally before each departure.  8) RAT FAULT  C 1 0 (M) May be inoperative provided RAT in not affected.	CRAFT:	:					REVISION NO:	26	PAGE:
SYSTEM & SEQUENCE NUMBERS  29 HYDRAULIC POWER  30-04 ECAM Warnings and Cautions (Cont'd)  6) SYS LO PR  C  3 0 (O) May be inoperative provided: a) Associated system pressure is vibefore each departure, and b) Associated spoiler availability is before each departure.  7) PTU FAULT  C  1 0 (O) May be inoperative provided: a) Associated system pressure is vibefore each departure.  (O) May be inoperative provided the PTI verified to operate normally before each departure.  8) RAT FAULT  C  1 0 (M) May be inoperative provided RAT in not affected.	A318, A319, A320, A321						DATE: 03/11/20	)16	29-7
4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  4. REMARKS OR EXCEPTIONS  6. STAND AND TO SELECT A	SYSTEM & ITEM SEQUENCE		2.						
80-04 ECAM Warnings and Cautions (Cont'd)  6) SYS LO PR  C  3  0  (O) May be inoperative provided: a) Associated system pressure is vibefore each departure, and b) Associated spoiler availability is before each departure.  7) PTU FAULT  C  1  0  (O) May be inoperative provided: a) Associated spoiler availability is before each departure.  7) PTU FAULT  C  1  0  (M) May be inoperative provided RAT in not affected.	/IBERS					4.	REMARKS OR EX	CEPTIONS	
and Cautions (Cont'd)  6) SYS LO PR  C  3  0  (O) May be inoperative provided: a) Associated system pressure is vibefore each departure, and b) Associated spoiler availability is before each departure.  7) PTU FAULT  C  1  0  (O) May be inoperative provided the PTV verified to operate normally before each departure.  8) RAT FAULT  C  1  0  (M) May be inoperative provided RAT in not affected.	IYDRAUI	ULIC POWER							
a) Associated system pressure is vibefore each departure, and b) Associated spoiler availability is before each departure.  7) PTU FAULT C 1 0 (O) May be inoperative provided the PTI verified to operate normally before each departure.  8) RAT FAULT C 1 0 (M) May be inoperative provided RAT in not affected.  30-05 LEAK MEASUREMENT VALVE p.b Switches	and C	Cautions							
verified to operate normally before each departure.  8) RAT FAULT C 1 0 (M) May be inoperative provided RAT in not affected.  80-05 LEAK MEASUREMENT VALVE p.b Switches	6) S	SYS LO PR	С	3	0	a)	Associated syste before each depa Associated spoils	em pressure is arture, and er availability	
not affected.  Not affected.  Not affected.	7) F	PTU FAULT	С	1	0	verifie	d to operate norma		
VALVE p.b Switches	8) F	RAT FAULT	С	1	0			orovided RAT	integrity is
1) OFF Lights C 3 0			ΙΤ						
	1) C	OFF Lights	С	3	0				

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A318, A319, A320, A3										
		1.		N II I I I I I I I I I I I I I I I I I	DATE: 03/11/2016 30-1					
SYSTI	EM & ITEM JENCE	1.	۷.	NUMBER INSTALLED     NUMBER REQUIRED FOR DISPATCH						
NUMB				Э.	4. REMARKS OR EXCEPTIONS					
30 ICE	E AND RAIN PROTECTIO	N			ii nemiuude en eneeli neme					
30-00	CLASS II MAINTEANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY									
***	Fault(s) Indicated     by ICE DETECT	С	-	-						
	2) Fault(s) Indicated by ENG 1(2) A.ICE (A319neo/A320neo/ A321neo)	C	-	-	NOTE: Dispatch with this MAINT STS message displayed on ECAM is permitted without CFDS interrogation.					
11-01	Wing Anti-ice Control Valves	С	2	1	<ul> <li>(M)(O) RH valve may be inoperative in the OPEN position provided: <ul> <li>a) Engine No. 1 is started first,</li> <li>b) X BLEED selector is shut when starting the NO. 1 engine,</li> <li>c) "CROSS BLEED START" procedure is used when starting the NO. 2 engine,</li> <li>d) Alternate procedures are established and used, and</li> <li>e) Appropriate performance penalties are applied.</li> </ul> </li> </ul>					
		С	2	0	(M) Except for ER operations beyond 120 minutes, may be inoperative secured CLOSED provided the aircraft is not operated in known or forecast icing conditions.					

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SYSTI	EM &	1.	2.	NUMBER INSTALLED					
SEQU NUMB	ENCE			3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
30 ICE	E AND RAIN PROTECTIO	N							
11-02	Wing Anti-Ice								
	1) FAULT Light	С	1	0	(O) May be inoperative provided the anti-ice "arrow" on ECAM BLEED page operates normally.				
		С	1	0	(M) Except for ER operations beyond 120 minutes, may be inoperative provided:  a) Wing anti-ice control valves are deactivated closed and considered inoperative, and  b) Airplane is not operated in known or forecast icing conditions.				
	2) ON Light	С	1	0					
11-03	ECAM BLEED Page Indications								
	1) ANTI-ICE	С	2	0					
	2) ARROW	С	2	0					
21-01	Engine Anti-Ice Valves								
	(A318/A319ceo/ A320ceo/A321ceo)	С	2	1	(M) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided the airplane is not operated in known or forecast icing conditions.				
	(A318/A319ceo/ A320ceo/A321ceo)	С	2	0	(M)(O) May be inoperative open provided AFM performance penalties are applied.				
	(A319neo/A320neo/ A321neo)	С	4	2	(O) Except for ER operations beyond 120 minutes, one or two NAI valves on the same engine may be inoperative in the closed position provided the aircraft is not operated in known or forecast icing conditions.				
	(A319neo/A320neo/ A321neo)	С	4	2	(M) One NAI valve per engine may be inoperative provided it is deactivated in the open position.  (Continued)				

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	A318, A319, A32	0, A3	21		DATE: 03/11/2016 30-3				
SYST	FM &	1.	2.	NUMBER INSTALLED					
SEQU	JENCE ITEM			3. NUMBER REQUIRED FOR DISPATCH					
NUME	BERS				4. REMARKS OR EXCEPTIONS				
30 ICE	E AND RAIN PROTECTION	N							
21-01	Engine Anti-Ice Valves (Cont'd)								
	(A319neo/A320neo/ A321neo with CFM LEAP1-A engines)	С	4	2	<ul> <li>(M)(O) Except for ER operations beyond</li> <li>120 minutes, two may be inoperative on the same engine provided: <ul> <li>a) Affected NAI valves are deactivated in the closed position, and</li> <li>b) Aircraft is not operated in known or forecast icing conditions.</li> </ul> </li> </ul>				
21-02	Engine Anti-Ice				Ç .				
	1) FAULT Lights	С	2	0	May be inoperative.				
	2) ON Lights	С	2	0	(O) May be inoperative provided alternate procedures are established and used.				
21-03	ANTI-ICE ENG 1(2) CTL FAULT Cautions on ECAM E/WD (A319neo/A320neo/ A321neo)	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Associated ENG 1(2) A.ICE VALVE OPEN is displayed on the EWD, and</li> <li>b) AFM performance penalties are applied.</li> </ul>				
		С	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided:  a) Associated ENG 1(2) A.ICE MON FAULT is displayed on the EWD, and b) Aircraft is not operated in known or forecast icing conditions.				
31-01	Probe Heat Computers	С	3	2	(M) One may be inoperative provided associated heater is verified to operate normally prior to each flight.				
		С	3	2	<ul> <li>(M)(O) F/O's may be inoperative provided:</li> <li>a) ADRs, heaters and failure warnings associated with the operative units are verified to operate normally, and</li> <li>b) Takeoff in CONFIG 1+F is prohibited (in icing conditions) with ADR 2-Off.</li> <li>(Continued)</li> </ul>				

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SYSTI	1. =M &	2.	NUM	BER INSTALLED				
SEQUENCE NUMBERS			3.	3. NUMBER REQUIRED FOR DISPATCH				
NUMB	SEKS			4. REMARKS OR EXCEPTIONS				
30 ICE	AND RAIN PROTECTION							
31-01	Probe Heat Computers (Cont'd)							
	C	3	2	<ul> <li>(M) Except for ER operations beyond</li> <li>120 minutes, STBY may be inoperative provided: <ul> <li>a) ADRs, heaters, and failure warnings associated with operative units are verified to operate normally,</li> <li>b) Airplane is not operated in visible moisture, or known or forecast icing conditions, and</li> <li>c) Ambient temperature at the departure airport is above 5 degrees C when taxiways or runways are covered with water or slush.</li> </ul> </li> </ul>				
31-02	Pitot Heaters B	3	2	(M)(O) F/O's may be inoperative provided:  a) ADR, heaters, and failure warnings associated with CAPT and STBY probes (pitot static, AOA, TAT) are verified to operate normally, and b) Takeoff in CONF 1+F is prohibited (in icing conditions) with ADR 2-OFF.  (Continued)				

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7,010,7,010,7			DATE: 03/11/2016 30-5	
SYSTEM &	1.	2.	NUME	BER INSTALLED
SEQUENCE TI EIVI			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECT	ION			
31-02 Pitot Heaters (Cont'd)	В	3	2	<ul> <li>(M) Except for ER operations beyond</li> <li>120 minutes, CAPT heater may be inoperative provided: <ul> <li>a) ADR, heaters, and failure warnings associated with F/O and STBY probes (pitot, static, AOA, TAT) are verified to operate normally, and</li> <li>b) Airplane is not operated in visible moisture, or in known or forecast icing conditions.</li> </ul> </li> </ul>
	В	3	2	<ul> <li>(M) Except for ER operations beyond</li> <li>120 minutes, STBY heater may be inoperative provided: <ul> <li>a) ADR, heaters, and failure warnings associated with CAPT and F/O probes (pitot, static, AOA, TAT) are verified to operate normally, and</li> <li>b) Airplane is not operated in visible moisture, or in known or forecast icing conditions.</li> </ul> </li> </ul>
31-03 Static Port Heaters	С	6	5	One STBY heater may be inoperative.
	C	6	4	(M)(O) CAPT heaters may be inoperative provided:  a) ADR, heaters, and failure warnings associated with the operative units are verified to operate normally, and b) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.  (Continued)

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AIICI	A318, A319, A32	20 A3	21		REVISION NO. 20 FAGE.					
			-·		DATE: 03/11/2016 30-6					
SYSTE	EM &	1.	2.	NUMBER INSTALLED						
SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH					
NUMB	EKS				4. REMARKS OR EXCEPTIONS					
30 ICE	AND RAIN PROTECTIO	N								
31-03 Static Port Heaters (Cont'd)		С	6	4	<ul> <li>(M)(O) F/O's heaters may be inoperative provided:</li> <li>a) ADR, heaters, and failure warnings associated with the operative units are verified to operate normally, and</li> <li>b) Takeoff in CONF 1+F is prohibited (in icing conditions) with ADR 2-OFF.</li> </ul>					
		С	6	4	<ul> <li>(M) Except for ER operations beyond 120 minutes, STBY heaters may be inoperative provided: <ul> <li>a) ADR, heaters, and failure warnings associated with operative units are verified to operate normally, and</li> <li>b) Ambient temperature at the departure airport is greater than 5 degrees C when runway is contaminated with water or slush.</li> </ul> </li> </ul>					
31-04	Angle of Attack Probe Heaters	С	3	2	(M) F/O's heater may be inoperative provided ADR, heaters, and failure warnings associated with CAPT and STBY probes (pitot, static, AOA, TAT) are verified to operate normally.					
		С	3	2	(M) STBY heater may be inoperative provided ADR, heaters, and failure warnings associated with CAPT and F/O probes (pitot, static, AOA, TAT) are verified to operate normally.					
		С	3	2	<ul> <li>(M) Except for ER operations beyond</li> <li>120 minutes, CAPT's heater may be inoperative provided: <ul> <li>a) ADR, heaters, and failure warnings associated with F/O and STBY probes (pitot, static, AOA, TAT) are verified to operate normally, and</li> <li>b) Airplane is not operated in visible moisture, or in known or forecast icing conditions.</li> </ul> </li> </ul>					

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NUME	BEKS				4. REMARKS OR EXCEPTIONS					
30 ICE AND RAIN PROTECTION										
31-05	TAT Probe Heaters	С	2	1						
		С	2	0	Except for ER operations beyond 120 minutes, may be inoperative provided airplane is not operated in visible moisture, or in known or forecast icing conditions.					
42-01	Window Heat Computers	С	2	1	<ul> <li>(M) Except for ER operations beyond</li> <li>120 minutes, one may be inoperative provided: <ul> <li>a) All heaters and failure warnings on the front, and sliding windows associated with operative systems are verified to operate normally,</li> <li>b) Airplane is not operated in known or forecast icing conditions, and</li> <li>c) Approach minimums do not require its use.</li> </ul> </li> </ul>					
42-02	Fixed Lateral Window and Sliding Window Heating Systems	С	4	0						
42-03	Windshield Heating Systems	С	2	1	Except for ER operations beyond 120 minutes, one may be inoperative provided:  a) Airplane is not operated in known or forecast icing conditions, and b) Approach minimums do not require its use.					
42-04	Probes/Window Heat p.b. sw									
	1) AUTO Control	С	1	0	May be inoperative provided PROBES/WINDOW HEAT system is manually selected.					
	2) ON Light	С	1	0	May be inoperative provided the PROBES/WINDOW HEAT automatic system is operative.					

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SYST	SYSTEM & JTEM				NUMI	BER INSTALLED
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NUME	SEKS					4. REMARKS OR EXCEPTIONS
30 ICI	E AN	D RAIN PROTECTION	1			
45-01		ndshield Wiper stems	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Airplane is not operated in precipitation within 5 SM of the airport of takeoff or intended landing, and</li> <li>b) Approach minimums do not require its use.</li> </ul>
			В	2	1	One may be inoperative provided associated rain repellent system is installed and operative.
	1)	Fast Speed	С	2	0	May be inoperative provided slow speed operates normally and approach minimums do not require its use.
	2)	Slow Speed	С	2	0	May be inoperative provided fast speed operates normally.
***	3)	Intermittent Speed (Aircraft with Mod. 20319)	D	2	0	
	4)	PARK Function	С	2	0	May be inoperative provided affected wiper can be located in a position that will not obstruct forward vision.
			С	2	0	(M) May be inoperative provided affected wiper is removed and considered inoperative.
45-02 ***	Ra	in Repellant Systems	D	2	0	

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FEDERAL AVIATION ADMINISTRAT	ION		MASTER MINIMUM EQUIPMENT LI	51		
AIRCRAFT:		REVISION NO: 26 PAGE:				
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SYSTEM & ITEM	2.	NUMBER INSTALLED				
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	-		4. REMARKS OR EXCEPTIONS			
30 ICE AND RAIN PROTECTION						
71-01 Waste Water Drain C Mast Heating System	-	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Associated lavatory and galley water supplies are secured off,</li> <li>b) Associated galley sink and lavatory washbasin drains are blocked to prevent their use, and</li> <li>c) Procedures are established to periodically monitor associated galley sinks and lavatory washbasins to ensure they remain blocked.</li> </ul> </li> </ul>			
C		0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated galley and lavatory are not used, and</li> <li>b) The Pilot-in-Command will determine if flight duration is acceptable with a FWD lavatory unusable, and</li> <li>c) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE – DO NOT ENTER".</li> <li>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</li> </ul>			

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FEDE	RAL AVIATION ADMINIST	RAT	ION			MASTER MINIMUM E	QUIPMENT LIST			
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SYSTE	=M &	1.	2.	NUME	NUMBER INSTALLED					
SEQU NUMB	ENCE			3.	NUMB	NUMBER REQUIRED FOR DISPATCH				
					4.	REMARKS OR EXCEPTION	S			
30 ICE	E AND RAIN PROTECTION	1								
71-02 ***	Waste Water Drain Line Protection System	D	1	0						
71-03 ***	Cargo Compartment Drain Line and Drain Mast Ice Protection System	D	1	0						
81-01	Visual Ice Detector				Delete	ed, REV 13.				
81-02 ***	Ice Detection System	D	1	0						
81-03 ***	External Visual Ice Indicator Lighting	D	1	0						

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NUMB	EKS	•					4. REMARKS OR EXCEPTIONS
	OICA STE		IG/RECORDING				
31-00	CL MA ME DIS ST EC	ASS SSS SPL ATU					
***	1)		ault(s) Indicated QAR	D	-	-	
***	2)		ault(s) Indicated DMU	D	-	-	
***	3)		ault(s) Indicated DAR	D	-	-	
	4)		aults Indicated by FDIU	С	-	-	
***	5)		aults Indicated by CMS	D	-	-	
***	6)		aults Indicated by MC 1/3		-	-	
		a)	With Mod. 31283/ MP P7125	С	-	-	May be displayed provided DMC 2/3 MAINTENANCE message is not displayed simultaneously on ECAM STATUS page.
		b)	With Mod. 151269/ MP P11819	С	-	-	May be displayed on ECAM STATUS page.
,							(Continued)

	EPARTMENT OF TRANS			Ν	MASTER MINIMUM EQUIPMENT LIST					
	RAL AVIATION ADMINIST	RAT	ION		DEVICIONINO. COL DAGE					
AIRCF	A318, A319, A320	ο Δα	21	REVISION NO: 26b PAGE:						
	7010, 7013, 7020	o, 7.o.	DATE: 11/22/2016 31-2							
SYST	11 - 1/	1.	2.	NUMBER INSTALLED						
	SEQUENCE THEIVI NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
	DICATING/RECORDING STEMS									
31-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd)									
***	7) Faults indicated by DMC 2/3 (With Mod. 31283/MP P7125 or with Mod. 151269/MP P11819)	С	-	-	May be displayed on ECAM STATUS page.					
***	8) Faults indicated by DFDR ACCEL (With Mod. 161365/ MP P14629)	-	-	-	Refer to Item 31-30-02 1) FDR Recording Parameters Required By 14 CFR					
					NOTE: Dispatch with any of the above maintenance status messages displayed on ECAM is permitted without CFDS interrogation.					
21-01	Clock System	С	1	0	(O) May be inoperative provided:  a) Time base from CFDIU is available on ECAM, and  b) Chrono indication is available on one Navigation Display (ND).					
27-01	Flight Number Reminder	D	1	0						
30-01	Centralized Fault Display System (CFDS)	С	1	0	May be inoperative provided CFDS system is available when required for specified maintenance tasks.					

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AIRCE					REVISION NO: 26b PAGE:						
	A318, A319, A320	D, A3	21	DATE: 11/22/2016 31-3							
SYST	SYSTEM & TEM			NUME	NUMBER INSTALLED						
	ENCE			3.	NUMBER REQUIRED FOR DISPATCH						
					4. REMARKS OR EXCEPTIONS						
	31 INDICATING/RECORDING SYSTEMS										
30-02	Flight Data Recorder (FDR) System	С	-	1	Any in excess of those required by 14 CFR may be inoperative.						
	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	Α	-	0	<ul> <li>May be inoperative provided: <ul> <li>a) Cockpit voice Recorder (CVR) operates normally,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul> <li>1. The FDR failure occurs after pushback but prior to takeoff, or</li> <li>2. The FDR repair was attempted but was not successful.</li> <li>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul> </li> </ul></li></ul>						
	1) FDR Recording Parameters Required By 14 CFR	Α	-	-	Up to three parameters may be inoperative provided:  a) Cockpit voice recorder (CVR) operates normally, and  b) Repairs are made within 20 consecutive calendar-days.						
	2) FDR Recording Parameters not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to completion of next heavy maintenance visit.						

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SEQU NUME	EM & ITEM SERS			3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
	DICATING/RECORDING 'STEMS								
30-03	Flight Data Interface Unit (FDIU) or Flight Data Interface function of the Flight Data Interface and Management Unit (FDIMU)	A	-	0	<ul> <li>May be inoperative provided: <ul> <li>a) Cockpit voice Recorder (CVR) operates normally,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul> <li>1. The FDR failure occurs after pushback but prior to takeoff, or</li> <li>2. The FDR repair was attempted but was not successful.</li> <li>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul> </li> </ul></li></ul>				
30-04	RCDR System				Deleted, REV 3.				
30-05 ***	Quick Access Recorder	D	1	0					
30-06 ***	Digital AIDS Recorder System	D	1	0					
30-07	Data Management Unit (DMU) or Data Management function of the FDIMU	D	1	0					
30-08	Printer	D	1	0					

	RTMENT OF TRANSI	POR	TATIO	N							
RAI	U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: REVISION NO: 26b PAGE:											
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EM 8	S 17784	1.	2.	2. NUMBER INSTALLED							
ENC	E IIEM			3. NUMBER REQUIRED FOR DISPATCH							
					4. REMARKS OR EXCEPTIONS						
38-01 Up and down Data  *** Loading system  Acquisition/Interface											
1)	DATA LOADING SELECTOR	D	1	0							
2)	Multipurpose Disk Drive Unit (MDDU)	D	1	0							
3)	Data Loading Routing Box (DLRB)	D	1	0							
1)	Without Mod. 35542	В	2	1	FWC 2 may be inoperative provided approach minimums do not require its use.						
2)	With Mod. 35542	В	2	1	FWC 2 may be inoperative provided:  a) Steep approach function is not used, and b) Approach minimums do not require its use.						
Acc Co	quisition ncentrator Units	C	2	1	SDAC 2 may be inoperative.						
	EM & ENCERS DICASTE Up Loa Acc 1) 2) 3) Flig Coi 1) 2) Sys Acc Coi 2)	A318, A319, A320  EM & ITEM ENCE ERS  DICATING/RECORDING STEMS Up and down Data Loading system Acquisition/Interface  1) DATA LOADING SELECTOR  2) Multipurpose Disk Drive Unit (MDDU)  3) Data Loading Routing Box (DLRB)  Flight Warning Computers (FWC)  1) Without Mod. 35542	A318, A319, A320, A3.  EM & ITEM ENCE ERS  DICATING/RECORDING STEMS Up and down Data Loading system Acquisition/Interface  1) DATA LOADING SELECTOR  2) Multipurpose Disk Drive Unit (MDDU)  3) Data Loading Routing Box (DLRB)  Flight Warning Computers (FWC)  1) Without Mod. 35542 B  2) With Mod. 35542 B  System Data Acquisition Concentrator Units	A318, A319, A320, A321  EM & ITEM	A318, A319, A320, A321  EM & ITEM						

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AIRCR	RAFT						REVISION NO: 26b	PAGE:		
		A318, A319, A320	0, A3	21			DATE: 11/22/2016	31-6		
SYSTE	EM 8	). X	1.	2.	2. NUMBER INSTALLED					
SEQU NUMB	ENC	E			3. NUMBER REQUIRED FOR DISPATCH					
						4. I	REMARKS OR EXCEPTION	S		
	ICA STE	TING/RECORDING MS								
56-01	EC	AM Control Panel								
	1)	System Page MANUAL CALL p.b	С	11	0					
	2)	CLR p.b	С	2	1					
	3)	T/O CONFIG p.b	С	1	0		ay be inoperative provided T/ied before each departure.	O configuration		
58-01 Master Warn System										
	1)	Lights	С	2	1					
	2)	CANCEL Functions	С	2	1					
58-02	Ма	ster Caution System								
	1)	Lights	С	2	1					
	2)	CANCEL Functions	С	2	1					

U.S. DEF	PARTMENT OF TRA	ANSPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST					
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SYSTEM	1.8	1.	2.	2. NUMBER INSTALLED						
SEQUEN	ICE ITEM			3. NUMBER REQUIRED FOR DISPATCH						
NUMBER	<b>13</b>				4. REMARKS OR EXCEPTIONS					
31 INDIC	ATING/RECORDIN EMS	IG								
61-01 EIS Switching Systems										
1	) ATT HDG	С	1	0	(M) May be inoperative provided:  a) NORM Mode operates normally, and b) Switch remains in the normal position.					
2	) AIR DATA	С	1	0	(M) May be inoperative provided:  a) NORM Mode operates normally, and b) Switch remains in the normal position.					
3	) EIS DMC	С	1	0	<ul><li>(M) May be inoperative provided:</li><li>a) NORM Mode operates normally, and</li><li>b) Switch remains in the normal position.</li></ul>					
4	) ECAM/ND XFR	С	1	0	May be inoperative provided:  a) It operates normally in the Normal position, and b) Both ECAM DUs operate normally.					
5	) PFD/ND XFR	C	2	0	(O) May be inoperative provided:  a) PFD and ND units are operative, and b) PFD to ND automatic switching is checked operative on the flying pilot side before each flight.					

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SYST	EM &	17754	1.	2.	NUMBER INSTALLED					
SEQU	JENCE BERS	ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
NOIVII	DENO					4. REMARKS OR EXCEPTIONS				
	DICATI YSTEM	NG/RECORDING								
63-01		ay Units (DU)								
	1) F	PFDU 2	С	1	0	(O) May be inoperative provided:  a) PFDU1, NDU1, E/WDU, SDU, and NDU2 are operative, and b) Approach minimums do not require its use.				
	2) N	NDU 1	С	1	0	(O) May be inoperative provided:  a) PFDU1, NDU2, E/WDU, SDU, and PFDU2 are operative, and  b) Approach minimums do not require its use.				
	3) N	NDU 2	С	1	0	(O) May be inoperative provided:  a) PFDU1, NDU1, E/WDU, SDU, and PFDU2 are operative, and  b) Approach minimums do not require its use.				
	4) S	SDU								
	a)	Without Mod. 36414/ MP K11047 or Mod. 38111/ MP K11684	A	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) PFDU1, NDU1, E/WDU, PFDU2, and NDU2 are operative,</li> <li>b) AC ESS FEED control is verified operative once each day,</li> <li>c) AC ESS FEED FAULT light is verified operative once each day, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul> </li> <li>(Continued)</li> </ul>				

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AIRCRAFT		A318, A319, A32	<b>υ</b> Δ2	21			REVISION NO: 26b	PAGE:			
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SYSTEM 8	ß.	ITEM	1.	2.	NUMBER INSTALLED						
SEQUENC NUMBERS	NCE				3.	NUMBER REQUIRED FOR DISPATCH					
NOMBERS						4.	REMARKS OR EXCEPTIONS				
31 INDICA SYSTE		G/RECORDING									
63-01											
	,	SDU (Cont'd)									
		o) With  Mod. 36414/  MP K11047  or  Mod. 38111/  MP K11684	A	1	0	a) b)		ied operative verified ht days, and			

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U.S. DEPARTI	MENT OF TRANSPO	RTATIC	N	MASTER MININ	MUM EQUIPMENT LIST
	ATION ADMINISTRA	TION			
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SYSTEM &	1.	2.	NUME	R INSTALLED	
SEQUENCE	ITEM		3.	UMBER REQUIRED FOR D	DISPATCH
NUMBERS				4. REMARKS OR EXCE	PTIONS
31 INDICATING SYSTEMS	G/RECORDING				
63-02 Disp	olay Management nputers				
1)	DMC 1				
ε	Mod. 21678/ MP K1806 (AC/DC ESS PWR for ETOPS)	1	0	May be inoperative provided are operative.	I DMC 2 and DMC 3
t.	Mod. 21678 MP K1806 (AC/DC ESS PWR for ETOPS) and Mod 34571/ MP P8671 (EIS2 S4-2), or with Mod. 36725/ MP P9824 (EIS2 S7)	1	0	O) May be inoperative provi DMC 3 are operative.	ided DMC 2 and
				Continued)	

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FEDERAL AVIA	TION ADMINISTRA					
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ļ.	\318, A319, A320, A	.321		1	DATE: 11/22/2016	31-11
SYSTEM &	1.	2.	NUME	BER INS	ΓALLED	
SEQUENCE NUMBERS	ITEM		3.	NUMBEI	R REQUIRED FOR DISPA	TCH
NOWBERS				4. R	EMARKS OR EXCEPTION	IS
31 INDICATING SYSTEMS	/RECORDING					
63-02 Displ	ay Management outers 'd)					
2) 🛭	DMC 2					
a)	Aircraft with C Mod. 34571/ MP P8671 (EIS2 S4-2), or with Mod. 36725/ MP P9824 (EIS 2 S7), or without Mod. 37317/ MP P10098 (AC ESS FEED Auto Switching)	1	0	a) b)	May be inoperative provide AC ESS Feed Control is veonce each flight day, and AC ESS Feed Fault Light is operative once each flight DMC 1 and DMC 3 are operative	erified operative s verified day, and
b)	Aircraft C without Mod. 34571/ MP P8671 (EIS2 S4-2), or without Mod. 36725/ MP P9824 (EIS2 S7), or with Mod. 37317 MP P10098 (AC ESS FEED Auto Switching)	1	0	a) b)	y be inoperative provided: AC ESS Feed Control is veonce each flight day, AC ESS Feed Fault Light is operative once each flight operative once each flight of DMC 1 and DMC 3 are operative.	s verified day, and

U.S. DEI	PARTMENT OF TRANS	POR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
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AIRCRA			REVISION NO: 26b PAGE:		
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SYSTEM	1.8	1.	2.	NUME	BER INSTALLED
SEQUE! NUMBE	NCE TIEM			3.	NUMBER REQUIRED FOR DISPATCH
NOMBE	<b>13</b>				4. REMARKS OR EXCEPTIONS
	CATING/RECORDING TEMS				
63-02	Display Management Computers (Cont'd)				
	3) DMC 3				
		С	1	0	May be inoperative provided DMC 1 and DMC 2 are operative.
	a) Aircraft with Mod. 34571/ MP P8671 (EIS2 S4-2), or Mod. 36725/ MP P9824 (EIS2 S7)	С	1	0	(O) May be inoperative provided DMC 1 and DMC 2 are operative.
63-03	ECAM Memo Display	С	-	0	Indications may be inoperative.
63-04	ECAM Permanent Data Display	C	-	0	Indications may be inoperative provided TAT or SAT temperature is available.

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SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUME	BERS				4. REMARKS OR EXCEPTIONS
32 LAI	NDING GEAR				
32-00	CLASS II MAINTENACE MESSAGE DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY				
	Fault(s) Indicated     by BRAKES				Deleted, REV 21.
11-01 ***	Torque Link Dampers	Α	2	0	May be inoperative provided repairs are made within seven flight legs.
12-01	MAIN GEAR DOORS				
	Ground Opening     Cables	С	2	0	(M) May be broken or missing.
31-00	Landing Gear Retraction System	В	1	0	(M)(O) Except for ER operations, may be inoperative provided the airplane is operated with landing gear down in accordance with the AFM supplement for gear down flight.

	DEPARTMENT OF TRANSF RAL AVIATION ADMINISTI			/IN		MASTER MINIMUM E	QUIPMENT LIS	3T
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SYST SEQU NUME	JENCE ITEM	1.	2.		NUMB	STALLED ER REQUIRED FOR DISPA REMARKS OR EXCEPTION		
32 LA	NDING GEAR						. •	
31-01	Landing Gear Control and Interface Unit No. 2 (LGCIU 2)							
	(A318/A319ceo/ A320ceo/A321ceo)	A	1	0	a) b) c) d) e) f) g)	FACs operate normally, Flex takeoff is not used, Reverser No. 2 is consider LGCIU No. 2 is deactivated	e normally, SFCCs, and ed inoperative, d, stablished and ative the and flight day.	
	(A319neo/A320neo/ A321neo)	A	1	0	a) b) c) d) e) f) g)	normally, Both FCU channels operated All ELACs, SECs, ADIRs, FACs operate normally, Flex takeoff is not used, Reverser No. 2 is consider LGCIU No. 2 is deactivate	te normally, SFCCs, and red inoperative, d, established and ative to the flight day, and degrees C.	

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U.S. DEPARTMENT OF TRAN	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
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SYSTEM &	1.	2.	NUMI	BER INSTALLED
SEQUENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
32 LANDING GEAR				
33-01 Landing Gear Gravity Extension System	В	1	0	(M)(O) Except for ER operations, may be inoperative provided the airplane is operated with landing gear down in accordance with the AFM supplement for gear down flight.
41-01 Wheel Tie Bolts	A			<ul> <li>(M) One bolt may be broken or missing provided:</li> <li>a) Affected wheel is removed, checked for broken parts or damage, and replaced if broken parts or damage is found,</li> <li>b) For the main wheel, associated brake is checked for broken parts or damage, and is replaced or deactivated if broken parts or damage is found,</li> <li>c) After each landing, wheel is inspected for additional broken or missing tie bolts, and</li> <li>d) Repairs are made within five flight legs.</li> </ul>

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SYST	TEM 8.	1.	2.	NUME	BER INSTALLED
	JENCE JERS			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
32 LA	NDING GEAR				
42-01	Main Wheel Braking Systems	С	4	3	<ul> <li>(M)(O) One brake may be inoperative provided: <ul> <li>a) Minimum runway width is 148 feet</li> <li>(45 meters),</li> <li>b) Anti-skid system operates normally,</li> <li>c) Nose wheel steering operates normally,</li> <li>d) Affected brake is removed or deactivated,</li> <li>e) Both reversers operate normally,</li> <li>f) Green and yellow systems on operative brakes operate normally,</li> <li>g) Wheel tachometers are operative,</li> <li>h) AFM performance penalties are applied,</li> <li>i) Approach minimums do not require its use, and</li> <li>j) The AUTO/BRK Function is considered inoperative.</li> </ul> </li> </ul>
42-02	Green Braking System				
	1) Without Mod. 25410	C	1	1	<ul> <li>(M)(O) Braking on one wheel may be inoperative provided: <ul> <li>a) Minimum runway width is 148 feet (45 meters),</li> <li>b) Green hydraulic supply to affected brake is deactivated,</li> <li>c) Anti-skid system operates normally,</li> <li>d) Nose wheel steering operates normally,</li> <li>e) Both reversers operate normally,</li> <li>f) Wheel tachometers are verified to operate normally before each flight, and</li> <li>g) AFM performance penalties are applied.</li> </ul> </li> <li>(Continued)</li> </ul>

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FEDE	RAL AVIATION ADMINIS	TRAT	ION		
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SEQU NUME	ENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
32 LA	NDING GEAR				
42-02	Green Braking System (Cont'd)				
	2) With Mod. 25410	С	1	1	<ul> <li>(M)(O) Braking on one wheel may be inoperative provided: <ul> <li>a) Minimum runway width is 148 feet (45 meters),</li> <li>b) Green hydraulic supply to affected brake is deactivated,</li> <li>c) Anti-skid system operates normally,</li> <li>d) Nose wheel steering operates normally,</li> <li>e) Both reversers operates normally,</li> <li>f) Wheel tachometers are operative, and</li> <li>g) AFM performance penalties are applied.</li> </ul> </li> </ul>
42-03	Braking/ Steering Control Unit (BSCU) Channels/Systems  1) Channel 1/ System 1				
	a) Aircraft without Mod. 36853/ MP P9655 (BSCU STD L4.9) or with Mod. 36853/ MP P9655 and Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Alternate brake system is verified to operate normally before each departure,</li> <li>b) Brake pressure indicators operate normally,</li> <li>c) The affected channel/system is deactivated,</li> <li>d) Prior to each flight, the CFDS does not indicate a L/G SYS DISAGREE caution,</li> <li>e) Channel 2/System 2 is operative, and</li> <li>f) The AUTO/BRK (LO, MED, MAX) pb-sw DECEL lights and the AUTO/BRK (LO, MED, MAX) pb-sw ON lights are considered inoperative.</li> </ul> </li> <li>NOTE: These provisos apply to all BSCU standards except L4.9 only.</li> <li>(Continued)</li> </ul>

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SEQUI NUMB	ENCE	ITEM			3.	NUMB	ER REQ	UIRED FOR	DISPATC	Н
						4.	REMAR	KS OR EXC	EPTIONS	
32 LAN	NDING (	GEAR								
42-03	Contro Chann (Cont'o	g/Steering ol Unit (BSCU) els/Systems d) nannel 1/ estem 1 ont'd)								
	b)	Aircraft with Mod. 36853/ MP P9655 (BSCU STD L4.9) and Without Mod. 38973/ MP P10891 (BSCU STD L4.9B)	C	1	0	a) b) c) d) e) f) g)	Alterna operate Brake p normall The A/S cycled landing landing The aff deactiv Prior to indicate Channe The AL DECEL (LO, MI conside	S SKD and I to OFF and I gear is down in gear is down in ected channated, in each flight, and the inoperation of the inoperati	stem is verifiefore each icators ope N/W STRG back to ON vn and locked the CFDS is ODISAGRE 2 is operation, MED, Mathe AUTO/E b-sw ON lightive.	departure, rate  switch is I after the ed prior to s  does not E caution, ve, and AX) pb-sw BRK ghts are

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ON ADMINISTRAT			
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1.	2. 1	NUMBE	ER INSTALLED
IIEM		3. <u>N</u>	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
R			
eering it (BSCU) Systems			
el 2/ n 2			
rraft without C d. 36853/ P9655 CU STD d) or with d. 36853/ P9655 and d. 38973/ P10891 CU STD	1		<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Alternate brake system is verified to operate normally before each departure, and</li> <li>b) Brake pressure indicators operate normally.</li> <li>c) The affected channel/system is deactivated,</li> <li>d) Prior to each flight, the CFDS does not indicate a L/G SYS DISAGREE caution, and</li> <li>e) Channel 1/System 1 is operative.</li> </ul> </li> <li>NOTE: These provisos apply to all BSCU standards except L4.9.</li> </ul>
rraft with C d. 36853/ P9655 CU STD d) and nout d. 38973/ P10891 CU STD dB)	1		<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) Alternate brake system is verified to operate normally before each departure,</li> <li>b) Brake pressure indicators operate normally,</li> <li>c) The A/S SKD and N/W STRG switch is cycled to OFF and back to ON after the landing gear is down and locked prior to landing,</li> <li>d) The affected channel/system is deactivated,</li> <li>e) Prior to each flight, the CFDS does not indicate a L/G SYS DISAGREE caution, and</li> <li>f) Channel 1/System 1 is operative.</li> </ul> </li> <li>NOTE: These provisos apply to BSCU standard L4.9 only.</li> </ul>
	2N ADMINISTRAT  8, A319, A320, A3  1. ITEM  Regring t (BSCU) systems  el 2/ 2 raft without C 1. 36853/ P9655 CU STD 0) or with 1. 36853/ P9655 and 1. 38973/ P10891 CU STD 0) and 1. 38973/ P10891 CU STD 0) and 1. 38973/ P10891 CU STD 0) and 1. CU STD 0) and 1. CU STD 0) CU STD 0) CU STD 0) CU STD 0) CU STD 0) CU STD 0) CU STD 0) CU STD 0) CU STD 0) CU STD 0) CU STD 0) CU STD 0) CU STD	1.   2.   ITEM   1.   2.   ITEM   2.   ITEM   2.   ITEM   2.   ITEM   2.   ITEM   36853/ P9655   2.   2.   2.   36853/ P9655   1.	

DEPARTMENT OF TRANS	SDOD			I.				
	SFUR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST				
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JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
DEKO				4. REMARKS OR EXCEPTIONS				
NDING GEAR								
AUTO/BRK Function	С	1	0	<ul><li>(O) May be inoperative provided:</li><li>a) Approach minimums do not require its use, and</li><li>b) Normal braking is not affected.</li></ul>				
AUTO/BRK Panel     Mode Lights     (LO, MED, MAX)								
a) ON	С	3	0	May be inoperative provided Auto Brake Indications on ECAM WHEEL page normally.				
	С	3	0	May be inoperative provided associated Autobrake Mode is not used.				
b) DECEL	С	3	0	May be inoperative provided Auto Brake indications on ECAM WHEEL page operate normally.				
	С	3	0	May be inoperative provided associated autobrake Mode is not used.				
Tachometer				Deleted, REV 20.				
Nose Wheel Brake Pads (Without Mod. 28482)	С	2	0	(M) May be inoperative provided brake pads are removed.				
Yellow Brake System	С	1	1	(M) Braking on one wheel may be inoperative provided:  a) Yellow hydraulic supply of affected brake is deactivated, and b) Both reversers operate normally.				
	A318, A319, A32  EM & ITEM BERS  NDING GEAR  AUTO/BRK Function  1) AUTO/BRK Panel Mode Lights (LO, MED, MAX)  a) ON  b) DECEL  Tachometer  Nose Wheel Brake Pads (Without Mod. 28482)	A318, A319, A320, A3  EM & ITEM  BERS  NDING GEAR  AUTO/BRK Function C  1) AUTO/BRK Panel Mode Lights (LO, MED, MAX)  a) ON C  b) DECEL C  Tachometer  Nose Wheel Brake Pads (Without Mod. 28482)	A318, A319, A320, A321  EM & ITEM BERS  NDING GEAR AUTO/BRK Function C 1  1) AUTO/BRK Panel Mode Lights (LO, MED, MAX) a) ON C 3 b) DECEL C 3  Tachometer  Nose Wheel Brake Pads (Without Mod. 28482)	A318, A319, A320, A321  EM & ITEM BERS  NDING GEAR  AUTO/BRK Function C 1 0  1) AUTO/BRK Panel Mode Lights (LO, MED, MAX)  a) ON C 3 0  C 3 0  b) DECEL C 3 0  Tachometer  Nose Wheel Brake Pads (Without Mod. 28482)				

	DEPARTMENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST
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	IENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
INOIVIL	DEINO				4. REMARKS OR EXCEPTIONS
32 LA	NDING GEAR				
44-02	ACCU PRESS Indicator				
	1) Without Mod. 31441	С	1	0	(M) May be inoperative provided: <ul> <li>a) Both brake pressure indicators operate normally, and</li> <li>b) Pressure on both brake pressure indicators is verified with parking brake on.</li> </ul>
	2) With Mod. 31441	С	1	0	(M) May be inoperative provided: <ul> <li>a) Both brake pressure indicators operate normally, and</li> <li>b) Pressure on both brake pressure indicators is verified with parking brake on.</li> </ul>
		С	1	0	(O) May be inoperative provided:  a) ACCU PRESS/ACCU ONLY indication is available on ECAM WHEEL page, and b) Hydraulic pressure of the brake accumulator is checked on ECAM WHEEL page before each flight.
44-03	BRAKES Pressure Indicators	С	2	1	(O) One may be inoperative provided both BSCU channels/systems operate normally.
45-02	Parking Brake External Light	С	1	0	May be inoperative provided parking brake status is verified before moving aircraft.
47-01	Brake Temperature Monitoring Unit	С	2	0	(O) May be inoperative provided brake ground cooling time is applied.
48-01 ***	Brake Fan System	D	1	0	

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SYST	EM &	1.	2.	NUME	BER INSTALLED
	JENCE TI EM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
32 LA	NDING GEAR				
48-02 ***	BRAKE FAN HOT Light	D	1	0	
48-03 ***	BRK FAN ON Light	D	1	0	
***					NOTE: Brake Fan operation may be checked through the brake fan ECAM MEMO.
49-01 ***	ECAM Tire Pressure Indications	D	6	0	
49-02 ***	Tire Pressure Monitoring System	D	1	0	(M) May be inoperative on one or more wheels provided the tire pressure on affected wheel(s) is checked every 3 days.
49-03	Warning and Caution on ECAM EWD				
***	WHEEL TYRE LO     PR Caution on     ECAM EWD	D	1	0	(M) May be inoperative on one or more wheels provided:  a) Associated pressure monitoring channel is deactivated if the WHEEL TYRE LO PR caution was triggered erroneously, and b) Tire pressure on affected wheel is checked to be within limits every 3 days.
		D	1	0	<ul> <li>(M) May be inoperative on all wheels provided:</li> <li>a) The Tire Pressure Indicating Computer (TPIC) is deactivated if the WHEEL TYRE LO PR Caution was triggered erroneously, and</li> <li>b) The tire pressure on each wheel is checked to be within the limits every 3 days.</li> </ul>
51-01	Nose Wheel Steering System				Deleted, REV 20.

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SYSTE	EM 8	,	1.	2.	NUMI	BER INSTALLED
SEQU NUMB	ENC	E			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
32 LAN	NDIN	IG GEAR				
51-02	PE	DALS DISC p.b	С	2	0	(O) May be inoperative in the released position (No disconnection possible and NWS still available by rudder pedals).
51-03	Co De	se Wheel Steering ntrol System activation Device r A/C Towing)	С	1	0	(O) May be inoperative (no towing Mode when lever in TOWING position).
			С	1	0	(M)(O) May be inoperative provided the NWS electrical deactivation box is deactivated.
60-01	Pai Do	G Gear Indicator nel (UNLK and/or wn and Locked angle Indications)	В	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Both landing gear position indications</li> <li>(on ECAM wheel page) for all three landing gear operate normally, and</li> <li>b) Upper and lower ECAM display units operate normally.</li> </ul>
60-02		ar Not Down ication				
	1)	Red DOWN Arrow Light	В	1	0	(M) May be inoperative provided GEAR NOT DOWN caution on ECAM operates normally.
60-03		AM Wheel Page ications				
	1)	UP LOCK	С	3	0	
	2)	L/G Doors	С	3	0	May be inoperative provided MAX SPEED is limited to 250 kts/M .60.
	3)	L/G CTL	С	1	0	
	4)	REL	С	4	0	
	5)	ANTI SKID/ANTI SKID [1,2]	С	-	0	(M) May be inoperative provided antiskid system operates normally.
						(Continued)

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		A318, A319, A320	), A3	DATE: 11/22/2016 32-12		
SYSTE SEQU		11 - 11	1.	2.		BER INSTALLED  NUMBER REQUIRED FOR DISPATCH
NUMB					3.	4. REMARKS OR EXCEPTIONS
32 LAN	NDIN	IG GEAR				
60-03	Ind	AM Wheel Page ications ont'd)				
	6)	AUTO BRK	С	1	0	(O) May by inoperative provided Auto Brake Mode Lights operate normally.
			С	1	0	May be inoperative provided AUTO/BRK Function is not used.
	7)	Brakes Temperatures	С	4	0	(M)(O) May be inoperative provided ground brake cooling time is applied.
	8)	L/G Position	С	6	3	May be inoperative provided gear position indications are available on landing gear indicator panel.
	9)	[Y] N/W STEERING (With Mod. 31441)	С	2	0	
	10)	[G] NORM BRK (With Mod. 31441)	С	2	0	
	11)	[Y] ALTN BRK (With Mod. 31441)	С	2	0	
	12)	ACCU PRESS/ACCU ONLY (With Mod. 31441)	С	1	0	

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1.	2.	NII IN/IE	RED IN	STALLED	32-13
SYSTEM & ITEM SEQUENCE	۷.			ER REQUIRED FOR DISPA	TCH
NUMBERS		0.		REMARKS OR EXCEPTION	
32 LANDING GEAR					
60-04 Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM E/WD					
1) A318/A319ceo/ B A320ceo/A321ceo with Mod. 26925/ MP P4576 (Alt. Braking) and without Mod. 38973/ MP P10891 (BSCU STD L4.9B)	-	-		May be displayed provided BSCU system 1 and system normally, and It is checked prior to each of the following CFDS failure related to BRAKES N/WS If are not displayed:  A fault on the Alternate Control Unit (ABCU),  A fault on the Alternate Selector Valve,  A fault on the Alternate valve, or  A degraded pressure of Servo-valve.	m 2 operate departure that messages MINOR FAULT Braking Braking Braking
В	-	-	a) b) c)	May be displayed provided BRAKES pressure indicato normally, Alternate braking system is operative before the first fligand. It is checked prior to each of the following CFDS failure related to BRAKES N/WS I are not displayed:  A fault on the Alternate Control Unit (ABCU), A fault on the Alternate Selector Valve, A fault on the Alternate valve, A fault on the Alternate valve, A fault on the Alternate valve, A fault on the Alternate valve, A fault on the Alternate valve, Servo-valve.	rs operate checked ght of each day, departure that messages MINOR FAULT Braking Braking Braking Braking Servo- Pressure
			(Conti	nued)	

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U.S. D	DEPARTMENT OF TRANS	POR <sup>-</sup>	I ATIO	N	MASTER MINIMUM EQUIPMENT LIST
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AIRCF		<b>.</b>	24		REVISION NO: 26b PAGE:
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SYST	EM &	1.	2.	NUME	BER INSTALLED
	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
32 LAI	NDING GEAR				
60-04	Fault(s) Indicated by BRAKES N/WS MINOR FAULT Caution on ECAM E/WD (Cont'd)				
	2) A318/A319ceo/ A320ceo/A321ceo with Mod. 26925/ MP P4576 (Alt Braking) and with Mod. 38973/ MP P10891 (BSCU STD L4.9B) and A319neo/A320neo/ A321neo	В	-	-	May be displayed provided BSCU system 1 and system 2 operate normally.
		В	-	-	<ul> <li>(M)(O) May be displayed provided: <ul> <li>a) BRAKES pressure indicators operate normally,</li> <li>b) Alternate braking system is checked operative before the first flight of each day, and</li> <li>c) It is checked prior to each departure that the following CFDS failure message related to BRAKES N/WS MINOR FAULT is not displayed: <ul> <li>A fault on an Alternate Pressure Transducer, or</li> <li>A fault on a Normal Pressure Transducer.</li> </ul> </li> </ul></li></ul>
60-07	Integral Tire Pressure Indicators	D	-	0	

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SYSTEM & JTEM	2.	NUMI	BER INS	TALLED	
SEQUENCE TIEM		3.	NUMBE	R REQUIRED FOR DISPATC	Н
NUMBERS			4. R	EMARKS OR EXCEPTIONS	
33 LIGHTS					
10-01 Cockpit and Instrument Panel Lighting System					
1) Aircraft with C Mod. 27620/MP P5638 (ISIS)			a) b) c) d) NOTE	ral lights may be inoperative programmining lights are sufficient illuminate all required instrume controls, and other devices for are provided, Remaining lights are positioned direct rays are shielded from for members' eyes, Lighting configuration and interest acceptable to the flightcrew, a RH dome light is considered with a minimum of three bull illuminated in each assembly can be checked by selecting toggle switch from DIM to Bl ensure both functions operated?  Individual button/switch light annunciations and indication excluded from this relief.  Unaided operation (without light be permitted with inoperative supplemental lights; cracked filters.  ued)	to clearly ents, which they d so that lightcrew nsity is nd operative os y. The bulbs the DOME RT and te. s and/or as are NVGs) may e NVG

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SYSTEM & TEM	2.	NUM	BER INSTALLED
SEQUENCE ITEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
33 LIGHTS			
10-01 Cockpit and Instrument Panel Lighting System (Cont'd)			
2) Aircraft with C Mod. 27140/ MP P4801 (EEPGS) or with Mod. 37329/ MP P10166 or with Mod. 37330/ MP P10167 and without Mod. 27620/ MP P5638 (ISIS)			Individual lights may be inoperative provided:  a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,  b) Remaining lights are positioned so that direct rays are shielded from flightcrew members' eyes,  c) Lighting configuration and intensity is acceptable to the flightcrew,  d) RH dome light is operative, and  e) The left section of the center main panel flood light operates normally.  NOTE 1: RH dome light is considered operative with a minimum of three bulbs illuminated in each assembly The bulbs can be checked by selecting the DOME toggle switch from DIM to BRT and ensure both functions operate.  NOTE 2: Individual buttons/switch lights and/or annunciations and indications are excluded from this relief.  NOTE 3: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.  (Continued)

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1. SYSTEM & ITEM	2.			STALLED		
SEQUENCE THE WILLIAM SEQUENCE NUMBERS		3.		ER REQUIRED FOR D		1
33 LIGHTS			4.	REMARKS OR EXCE	PHONS	
10-01 Cockpit and Instrument Panel Lighting System (Cont'd)			Indivi	dual lights may be inop	erative pr	ovided:
3) Aircraft without Mod. 27140/ MP P4801 (EEPGS) or without Mod. 27620/ MP P5638 (ISIS) or without Mod. 37329/ MP P10166 or without Mod. 37330/ MP P10167			a) b) c) d) e) NOTE	direct rays are shield members' eyes, Lighting configuration acceptable to the flig Both dome lights are	sufficient dinstrume evices for positione led from fland intended from fland intended ecenter in formally.  Insidered three bulk assembly selecting DIM to Brons operations operations of the content of	to clearly ents, which they d so that ightcrew ensity is e, and enain panel ensity the DOME ensity and the DOME ensity and the DOME ensity and the ensity an

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SEQU NUME		<b>,</b> E			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
33 LIG	SHTS	3				
10-02	An	nunciator Lights				
	1)	Test Function	В	1	0	
	2)	Dim Function	С	1	0	May be inoperative for non-night operations.
	3)	Bright Function	С	1	0	May be inoperative:  a) For night operations, and b) Non-night operations are not conducted.
20-01	Ca	bin Light System				
	1)	Passenger Configurations Without Photoluminescent Escape Path Marking System	С	-	-	(O) Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendants to perform their duties.
	2)	Passenger Configuration With Photoluminescent Escape Path Marking Systems	C			<ul> <li>(O) Individual lights may be inoperative provided: <ul> <li>a) Remaining lighting is sufficient for cabin attendants to perform their duties, and</li> <li>b) Minimum acceptable lighting levels specified in one of the following documents are maintained: <ol> <li>FAA engineering approval letter,</li> <li>FAA-approved report or the Type Design holder,</li> <li>Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or</li> <li>An FAA-approved report incorporated in the Master Drawing List for the applicable STC.</li> </ol> </li> </ul></li></ul>

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	IENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUME	BERS				4. REMARKS OR EXCEPTIONS
33 LIG	SHTS				
20-02	Passenger Lighted Information Signs	С	-	-	(M) May be inoperative provided:  a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and  b) Associated seat or lavatory must be blocked and placarded "DO NOT OCCUPY".
					NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.
		С	-	1	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided:  a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.
	All Cargo,     Supernumerary/     Courier Area     Lighted Information     Signs	С	-	-	(O) May be inoperative provided alternate procedures are established and used to notify couriers/supernumeraries when associated sign(s) are placed on or off.
20-04	Passenger Lighted Information Signs AUTO Function	С	1	0	(O) May be inoperative provided Manual function operates normally.
30-01	Cargo and Service Compartment Lighting System	D	1	0	

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SYST	EM &	1.	2.	NUM	BER INSTALLED
SEQU NUME	JENCE ITEM BERS			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
33 LIC					
40-01	Navigation Lights Systems				
	Aircraft Equipped     With One     Navigation Lights     System	С	1	0	Must be operative between sunset and sunrise.
	a) Forward Navigation Lights LEDs (With Mod. 150780/ MPJ3140)	С	-	-	One LED in each Nav Light Assembly may be inoperative.
***	Aircraft Equipped     With Two     Navigation Lights     Systems	С	2	1	NAV 1 or NAV 2 system may be inoperative.
		С	2	0	Must be operative between sunset and sunrise.
***	3) Navigation Light System (STC ST10742SC)	С	1	0	Must be operative between sunset and sunrise.
	a) Forward Navigation Lights LEDs	С	8	6	One LED in each Nav Light Assembly may be inoperative.
	b) Tail Navigation Light Bulbs	С	2	1	One bulb may be inoperative.
40-02	Landing Lighting System				
	1) Landing Lights	С	2	1	One may be inoperative provided taxi and takeoff lights operate normally.
		С	2	0	May be inoperative for non-night operations.
					(Continued)

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	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
33 LIG	GHTS		-		4. REMARKS OR EXCEPTIONS
40-02	Landing Lighting System (Cont'd)				
	Extension/     Retraction Systems	С	2	0	(O) May be inoperative in the extended position provided a 1 percent fuel penalty is applied for each extended light.
		С	2	0	May be inoperative in the retracted position provided that the associated light is considered inoperative.
40-03	Runway Turn-Off Light Systems	С	2	0	
40-04	Taxi and Takeoff Light Systems	С	2	0	
40-05 ***	Logo Lights	D	2	0	
40-06	Anti-Collision Lights	С	2	0	Must be operative between sunset and sunrise
		С	2	0	May be inoperative for night operation provided wing/tail strobe lights operate normally.
40-07	Wing Scan Lights	С	2	0	(O) May be inoperative provided ground deicing procedures do not require their use.
40-08	Wing/Tail Strobe Light System	D	1	0	

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SYSTI	EM &	1.	2.	NUM	NUMBER INSTALLED				
SEQU	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH				
NUMB	DEKS				4. REMARKS OR EXCEPTIONS				
33 LIG	GHTS								
50-01	Exit Signs	С	-	0	<ul> <li>(O) May be inoperative or missing provided:</li> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and</li> <li>c) Alternate procedures are established and used.</li> </ul>				
	Wall Mounted Exit     (Marking) Signs	С	-	-	Up to three non-adjacent Bulbs or LEDs may be inoperative in individual signs.				
	Main Aisle     Overhead Exit     (Location) Signs	С	-	-	Up to three non-adjacent LEDs may be inoperative in individual signs.				
					NOTE: For main aisle overhead Exit (Location) Signs with Bulbs, all Bulbs must be operative.				
50-02	Overhead Emergency Lights								
	1) A318/A319	С	11	9	A maximum of two non-adjacent overhead emergency lights may be inoperative.				
	2) A320								
	a) Without Mod. 24399/ MP K3756	С	14	11	A maximum of three non-adjacent overhead emergency lights may be inoperative.				
	b) With Mod. 24399/ MP K3756	С	12	9	A maximum of three non-adjacent overhead emergency lights may be inoperative.				
	3) A321	С	19	15	A maximum of four non-adjacent overhead emergency lights may be inoperative.				
50-03	Floor Proximity Emergency Escape Path Marking System	С	-	-	<ul> <li>(O) May be inoperative or missing provided:</li> <li>a) No passengers are carried,</li> <li>b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and</li> <li>c) Alternate procedures are established and used.</li> </ul>				
					(Continued)				

	DEPARTMENT OF TRANS			N	MASTER MINIMUM EQUIPMENT LIST					
	RAL AVIATION ADMINIST	RAT	ION							
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	7010, 7013, 7020	o, 7.0	<u> </u>		DATE: 09/07/2016 33-9					
SYST	EM & ITEM	1.	2.	NUME	BER INSTALLED					
SEQU NUME	ENCE			3. NUMBER REQUIRED FOR DISPATCH						
					4. REMARKS OR EXCEPTIONS					
33 LIG	iH1S		ļ							
50-03	Floor Proximity Emergency Escape Path Marking System (Cont'd)									
	1) Individual Incandescent Bulbs, LEDs, or Photoluminescent Components	С	-	-	May be inoperative provided minimum acceptable lighting levels (specified in one of the following documents) are maintained:  a) FAA engineering approval letter, b) FAA-approved report of the Type Design holder, c) Limitations and Conditions section of the applicable Supplemental Type Certificate (STC), or d) An FAA-approved report incorporated in the Master Drawing List of the applicable STC.					
50-04	Overwing Escape Route Lighting (A318/A319/A320)									
	Overwing     Emergency Light	С	-	-	May be inoperative for non-night operations.					
	Overwing Exit     Handle Light	В	-	0						
50-05	Escape Slide Lighting	В	-	0	May be inoperative for non-night operations.					
50-06	Lavatory Auxiliary Lights	С	-	0						
50-07	EMER LIGHT TEST									
	1) SYS TEST				Moved to item 23-73-07 1).					
50-08	EMER EXIT LT OFF Light on SIGNS Overhead Panel	С	-	0						

	DEPARTMENT OF TRANS			DΝ	MASTER MINIMUM EQUIPMENT LIST
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,	A318, A319, A3	20, A3	21		DATE: 03/11/2016 33-10
		1.	2.	NI IM	BER INSTALLED
SYST SEQU	EM & ITEM		۷.		NUMBER REQUIRED FOR DISPATCH
NUME					4. REMARKS OR EXCEPTIONS
33 LIG	BHTS				
50-09	Interior and Exterior Emergency Lighting Systems	С	-	0	(O) May be inoperative or missing provided:  a) No passengers are carried,  b) A maximum of 19 persons authorized by 14 CFR for non-passenger-carrying operations are carried, and  c) Alternate procedures are established and used.
51-12	BAT TEST pb on the PTP	С	1	0	(M) May be inoperative provided that the batteries are verified correctly charged.
					NOTE: Battery tests required by the carrier's maintenance program cannot be exceeded.
81-01 ***	Visual Ice Detector Lighting				Deleted, REV18. (See item 30-81-03).

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		RTMENT OF TRANSI			N		MASTER MINIMUM EC	QUIPMENT LIST
		AVIATION ADMINIST	RAT	ION		T		
AIRCRAFT:							REVISION NO: 26a	PAGE:
		A318, A319, A320	), A3	Z1			DATE: 09/07/2016	34-1
SYSTI	EM 8	ITEM	1.	2.	NUME	BER INS	STALLED	
SEQU NUMB		E			3.	NUMBE	ER REQUIRED FOR DISPAT	СН
						4. I	REMARKS OR EXCEPTIONS	3
34 NA	VIG	ATION						
34-00	MA ME DIS ST	ASS II INTENANCE ISSAGES SPLAYED ON ECAM ATUS PAGE OF AM SYSTEM SPLAY						
	1)	Fault (s) Indicated by ADR	С	-	-			
	3)	Fault (s) Indicated by IR	С	-	-			
	3)	Fault(s) Indicated by RA 1(2)	С	-	-	NOTE	<ul> <li>Dispatch with either of the a STS messages displayed of permitted without CFDS interest</li> </ul>	n ECAM is
00-01	Au	totune Systems	C	2	1		permitted without GFD3 line	arrogation.

U.S. DEPARTMENT OF TRANSPO			']
FEDERAL AVIATION ADMINISTRA		<b>∵</b> 1 <b>∜</b>	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:			REVISION NO: 26a PAGE:
A318, A319, A320, A	321		DATE: 09/07/2016 34-2
SYSTEM & JTEM	2.	NUME	BER INSTALLED
SEQUENCE ITEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
34 NAVIGATION			
10-01 ADIRS			
1) IR 1			
a) Aircraft without Honeywell FMS2 (P1A or Release 1A standard) or without any of the following Mods:  • 35526/ MP P9126 (FMGC Standard P1110), or  • 37311/ MP P9823 (FMGC Standard P1111), or  • 37934/ MP P10439 (FMGC Standard P1C12), or  • 150370/ MP P11613 (FMGC Standard P1C12A), or  • 150370/ MP P10763 (FMGC Standard P1C12A), or  • 38779/ MP P10763 (FMGC Standard H2I11), or  • 38778/ MP P10762 (FMGC Standard H2I11), or	1	0	(O) NAV Mode of IR 1 may be inoperative provided:  a) NAV Mode of IR 2 and NAV Mode of IR 3 are operative, and b) Approach minimums do not require its use.  NOTE: The terrain function of TAWS is inoperative.  (Continued)

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U.S. DEPARTMENT OF TRANSPOR		ON		MASTER MINIMUM EC	UIPMENT LIST
FEDERAL AVIATION ADMINISTRATE AIRCRAFT:	ΓΙΟΝ			REVISION NO: 26a	PAGE:
A318, A319, A320, A	321				
		A III IA A D	ED INC	DATE: 09/07/2016	34-3
SYSTEM & ITEM SEQUENCE NUMBERS	2.		NUMBE	TALLED R REQUIRED FOR DISPATOR REMARKS OR EXCEPTIONS	
34 NAVIGATION					
10-01 ADIRS (Cont'd) 1) IR 1 (Cont'd)					
a) Aircraft with Honeywell FMS2 (P1A or Release 1A standard) and with any of the following Mods:  • 35526/ MP P9126 (FMGC Standard P1110), or  • 37311/ MP P9823 (FMGC Standard P1111), or  • 37934/ MP P10439 (FMGC Standard P1C12), or  • 150370/ MP P11613 (FMGC Standard P1C12A), or  • 150370/ MP P10763 (FMGC Standard P1C12A), or  • 38779/ MP P10763 (FMGC Standard H2I11), or  • 38778/ MP P10762 (FMGC Standard H2I11), or	1		provide a) b) c) d)	NAV Mode of IR 2 and NAV lare operative, Approach minimums do not ruse, The FMGC 1 is considered in and Repairs are made within three  The terrain function of TAWS inoperative.	Mode of IR 3 equire its hoperative, e flight legs.
			(Contir	nued)	

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U.S. DEPARTMENT OF TRANSPOR		ON	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRAT	ION		
AIRCRAFT: A318, A319, A320, A3	21		REVISION NO: 26a PAGE:
7010, 7019, 7020, 70			DATE: 09/07/2016 34-4
SYSTEM & ITEM	2.	NUM	BER INSTALLED
SEQUENCE NUMBERS		3.	NUMBER REQUIRED FOR DISPATCH
			4. REMARKS OR EXCEPTIONS
34 NAVIGATION			
10-01 ADIRS (Cont'd)			
2) IR 2			
a) Aircraft without Honeywell FMS2 (P1A or Release 1A standard) or without any of the following Mods:  35526/ MP P9126 (FMGC Standard P1I10), or  37311/ MP P9823 (FMGC Standard P1I11), or  37934/ MP P10439 (FMGC Standard P1C12), or  150370/ MP P11613 (FMGC Standard P1C12A), or  38779/ MP P10763 (FMGC Standard H2I11), or  38778/ MP P10762 (FMGC Standard H2I11), or	1	0	(O) NAV Mode of IR 2 may be inoperative provided:  a) NAV Mode of IR 1 and NAV Mode of IR 3 are operative, and b) Approach minimums do not require its use.
H2C12)	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) IR 1 and 3 are operative,</li> <li>b) Both FCU channels operate normally,</li> <li>c) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally.</li> </ul>
			(Continued)

U.S. DEP	ARTMENT OF TRANSPOR	TATIO	ON		MASTER MINIMUM EC	
FEDERAL	AVIATION ADMINISTRAT	ION			WAGIEN WIININIOW EG	
AIRCRAF	Т:				REVISION NO: 26a	PAGE:
	A318, A319, A320, A3	321			DATE: 09/07/2016	34-5
SYSTEM	<b>1</b> .	2.	NUMI	BER IN	STALLED	
SEQUEN	CE ITEM		3.	NUMB	ER REQUIRED FOR DISPATO	CH
NUMBER:	S			4.	REMARKS OR EXCEPTIONS	
34 NAVIG	ATION					
10-01 AE	ATION  DIRS ont'd)  IR 2 (Cont'd)  a) Aircraft without Honeywell FMS2 (P1A or Release 1A standard) or without any of the following Mods:  • 35526/ MP P9126 (FMGC Standard P1I10), or  • 37311/ MP P9823 (FMGC Standard P1I11), or  • 37934/ MP P10439 (FMGC Standard P1C12), or  • 150370/ MP P11613 (FMGC Standard P1C12A), or  • 150370/ MP P11613 (FMGC Standard P1C12A), or  • 38779/ MP P10763 (FMGC Standard H2I11), or  • 38778/ MP P10762 (FMGC Standard H2C12) (Cont'd)			d)	operative,	
				e) f)	Approach minimums do not re	
			1	(Conti	nued)	

U.S. DEPART	MENT OF TRANSPO	RTATIO	NC	MASTER MINIMUM EQUIPMENT LIST
	IATION ADMINISTRA			
AIRCRAFT:	A240 A240 A220 A	224		REVISION NO: 26a PAGE:
	A318, A319, A320, A	321		DATE: 09/07/2016 34-6
SYSTEM &	1. ITEM	2.	NUMI	BER INSTALLED
SEQUENCE NUMBERS	I I CIVI		3.	NUMBER REQUIRED FOR DISPATCH
				4. REMARKS OR EXCEPTIONS
34 NAVIGATIO	JN	ļ	ļ	
10-01 ADIRS (Cont'o				
2) IR (C	2 ont'd)			
	Aircraft with Honeywell FMS2 (P1A or Release 1A standard) and with any of the following Mods:  35526/ MP P9126(FMG C Standard P1110), or  37311/ MP P9823 (FMGC Standard P1111), or  37934/ MP P10439 (FMGC Standard P1C12), or  150370/ MP P11613 (FMGC Standard P1C12A), or  38779/ MP P10763 (FMGC Standard H2I11), or  38778/ MP P10762 (FMGC Standard H2I11), or	1	0	(O) NAV Mode of IR2 may be inoperative provided:  a) NAV Mode of IR 1 and NAV Mode of IR 3 are operative, b) Approach minimums do not require its use, c) The FMGC 2 is considered inoperative, and d) Repairs are made within three flight legs.

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U.S. DEPARTMENT OF TRANSPOR	RTATIO	NC		MASTER MINIMUM EC	UIPMENT LIST
FEDERAL AVIATION ADMINISTRAT					
AIRCRAFT:	204			REVISION NO: 26a	PAGE:
A318, A319, A320, A3	021			DATE: 09/07/2016	34-7
SYSTEM & ITEM	2.	NUME	BER IN	STALLED	
SEQUENCE ITEM NUMBERS		3.	NUMB	ER REQUIRED FOR DISPATO	CH
			4.	REMARKS OR EXCEPTIONS	
34 NAVIGATION					
10-01 ADIRS (Cont'd)					
2) IR 2 (Cont'd)					
b) Aircraft with Honeywell FMS2 (P1A or Release 1A standard) and with any of the following Mods:  • 35526/ MP P9126 (FMGC Standard P1110), or  • 37311/ MP P9823 (FMGC Standard P1111), or  • 37934/ MP P10439 (FMGC Standard P1C12), or  • 150370/ MP P11613 (FMGC Standard P1C12A), or  • 38779/ MP P10763 (FMGC Standard H2111), or  • 38778/ MP P10762 (FMGC Standard H2111), or	1	0		All ELACs, SECs, SFCCs, Frand RAs operate normally, All flight control acceleromete verified operative, Takeoff in CONF 1+F is prohapproach minimums do not ruse, The FMGC 2 is considered in and	normally, ACs, LGCIUs, ers are libited, require its

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U.S. D	EPARTM	ENT OF TRANS	POR	TATIC	N		MASTER MINIMUM EQ	UIPMENT LIST
FEDEF	RAL AVIA	TION ADMINIST	RAT			<u></u>		
AIRCR							REVISION NO: 26a	PAGE:
	, ,	A318, A319, A320	), A3	21			DATE: 09/07/2016	34-8
SYSTE	EM &	177.4	1.	2.	NUME	BER INS	TALLED	
SEQUI NUMB	ENCE	ITEM			3.	NUMBE	R REQUIRED FOR DISPATO	CH
INUIVID	ENO					4. F	REMARKS OR EXCEPTIONS	
34 NA\	VIGATIO	N						
10-01	ADIRS (Cont'd) 3) IR 3		С	1	0	provide a)	V Mode of IR 3 may be inopered: NAV Mode of IR 1 and NAV Nare operative, and Approach minimums do not ruse.	Mode of IR 2
			С	1	0	a)	May be inoperative provided: IR 1 and 2 are operative, Both FCU channels operate r All ELACs, SECs, SFCCs, FA and RAs operate normally, All flight control acceleromete verified operative, and Approach minimums do not reuse.	ACs, LĠCIUs, ers are
	(	Aircraft with any of the following Honeywell) ADIRU P/Ns: HG1150AC05 (Mod. 21206/ MP P1488/ SB A320-34- 1010), or HG1150AC06 (Mod. 24349/ MP P3510/ SB A320/34-1084 or HG1150AC07 (Mod. 30652/ MP P6739/ SB A320-34- 1231	В	1	0	a) b) c) d)	May be inoperative provided: IR 1 and 2 are operative, Both FCU channels operate r All ELACs, SECs, SFCCs, FA and RAs operate normally, All flight control acceleromete verified operative, and Approach minimums do not ruse.	ACs, LĞCIUs, ers are

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FEDE	RAL AVIATION ADMINIST	RAT	ION		
AIRC			REVISION NO: 26a PAGE:		
	A318, A319, A32	0, A3	21		DATE: 09/07/2016 34-9
SYST	EM &	1.	2.	NUM	BER INSTALLED
	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
34 NA	VIGATION				
10-01	ADIRS (Cont'd)				
	4) ADR 2 or 3 (IAE Engines, CFM Engines or PW 6000 Engines)	С	2	1	<ul> <li>(M)(O) Except where enroute operations require its use, one may be inoperative provided: <ul> <li>a) Both FCU channels operate normally,</li> <li>b) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally,</li> <li>c) All flight control accelerometers are verified operative,</li> <li>d) Takeoff in CONF 1+F is prohibited with ADR 2 inoperative, and</li> <li>e) Approach minimums do not require its use.</li> </ul> </li> <li>NOTE: Without Mod. 30416/MP P6635 or 31528/MP P7268, ADR 2 must be operative for RVSM operations.</li> </ul>
	(PW 1100G Engines)	C	2	1	<ul> <li>(M)(O) Except where enroute operations require its use, ADR 3 may be inoperative provided: <ul> <li>a) Both FCU channels operate normally,</li> <li>b) All ELACs, SECs, SFCCs, FACs, LGCIUs, and RAs operate normally,</li> <li>c) All flight control accelerometers are verified operative,</li> <li>d) Takeoff in CONF 1+F is prohibited with ADR 2 inoperative, and</li> <li>e) Approach minimums do not require its use.</li> </ul> </li> </ul>

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	RAL AVIATION ADMINIS	TRAT	ION						
AIRCF	RAFT: A318, A319, A3	ኃቦ ላ3	REVISION NO: 26a PAGE:						
	7510, 7519, 752	20, 73	DATE: 09/07/2016 34-10						
SYST	EM & ITEM	1.	2.	NUM	BER INSTALLED				
SEQU NUME	ENCE			3. NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS				
34 NA	VIGATION								
10-02	ADIRS CDU (Aircraft Pre. Mod. 36743)								
	Mode Rotary     Selectors	С	3	2	ADIRS 2 or 3 selector may be inoperative provided the associated ADIRS is considered inoperative.				
	2) Data Selector	С	1	0	May be inoperative provided MCDU 1 and MCDU 2 operate normally.				
	3) System Selector	С	1	0	May be inoperative provided:  a) MCDU 1 and MCDU 2 operate normally, and b) IRS initialization is available through FMGS.				
	4) Display	С	1	0	May be inoperative provided MCDU 1 and MCDU 2 operate normally.				
	5) ADR Fault Lights	С	3	0	May be inoperative provided ECAM display operates normally.				
	6) ADR OFF Lights	С	3	0	May be inoperative provided ECAM display operates normally.				
	7) IR FAULT Lights	С	3	0	May be inoperative provided ECAM display operates normally.				
	8) IR ALIGN Lights	С	3	0	May be inoperative provided ECAM display operates normally.				
	9) ON BAT Light	С	1	0					
	10) Keyboard	С	1	0	May be inoperative provided MCDU 1 and MCDU 2 operate normally.				
					(Continued)				

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			1.	2.	NUME	BER INSTALLED
SEQU	SYSTEM & ITEM SEQUENCE				3.	NUMBER REQUIRED FOR DISPATCH
NUME	BERS					4. REMARKS OR EXCEPTIONS
34 NA	VIGA	TION				
10-02		RS CDU (Aircraft Mod. 36743) nt'd)				
	11)	ADR 2 p.b Switch	С	1	0	(O) May be inoperative provided:  a) Mode Rotary Selector 2 is operative, and b) ADR 1, ADR 3, IR1 and IR3 are operative.
	12)	ADR 3 p.b Switch	С	1	0	(O) May be inoperative provided:  a) Mode Rotary Selector 3 is operative, and b) ADR 1, ADR 2, IR1 and IR2 are operative.
10-03		RS MSU (Aircraft t Mod. 36743)				
		Mode Rotary Selectors	С	3	2	ADIRS 2 or 3 selector may be in- operative provided the associated ADIRS is considered inoperative.
	2)	IR 2 p.b. Switch	С	1	0	(O) May be inoperative provided:  a) Mode Rotary Selector 2 is operative, and b) ADR 1, ADR 3, IR1 and IR3 are operative.
	3)	IR 3 p.b. Switch	С	1	0	(O) May be inoperative provided:  a) Mode Rotary Selector 3 is operative, and b) ADR 1, ADR 2, IR1 and IR2 are operative.
	4)	IR FAULT Lights	С	3	0	May be inoperative provided ECAM display operates normally.
	5)	IR OFF Lights	С	3	0	May be inoperative provided ECAM display operates normally.
						(Continued)

	DEPARTMENT OF TRANS			NΝ	MASTER MINIMUM EQUIPMENT LIST
	RAL AVIATION ADMINIST	RAT	ION		
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	A318, A319, A32	U, A3			DATE: 09/07/2016 34-12
SYST	EM &	1.	2.	NUM	BER INSTALLED
	SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
INOIVIE	DENO				4. REMARKS OR EXCEPTIONS
34 NA	VIGATION				
10-03	ADIRS MSU (Aircraft Post Mod. 36743) (Cont'd)				
	6) ADR 2 p.b Switch	С	1	0	(O) May be inoperative provided:  a) Mode Rotary Selector 2 is operative, and b) ADR 1, ADR 3, IR1 and IR3 are operative.
	7) ADR 3 p.b Switch	С	1	0	(O) May be inoperative provided:  a) Mode Rotary Selector 3 is operative, and b) ADR 1, ADR 2, IR 1 and IR 2 are operative.
	8) ADR FAULT Lights	С	3	0	May be inoperative provided ECAM display operates normally.
	9) ADR OFF Lights	С	3	0	May be inoperative provided ECAM display operates normally.
	10) ON BAT Light	С	1	0	
13-02	Mach numbers on PFD	С	2	1	
		С	2	0	(O) May be inoperative provided:     a) MMO black and red strips operate normally on both PFDs, and     b) Airplane remains at or below FL 250.
	(Aircraft with Mod. 27620)	С	2	0	May be inoperative provided ISIS Mach Number function is operative.

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AIRCF	RAFT: A318, A319, A320	n 12	21	REVISION NO: 26a PAGE:	
	A310, A319, A320	U, A3			DATE: 09/07/2016 34-13
SYST	EM &	1.	2.	NUM	BER INSTALLED
SEQU NUME	ENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NOIVIE	DENO				4. REMARKS OR EXCEPTIONS
34 NA	VIGATION				
13-05	Vertical Speed Indications on PFD				
	1) Inertial Mode	С	2	0	
13-06	Other Air Data Related Indicators (Except Airspeed and Altitude)				Deleted, REV 13.
13-07	Ground Speed Indications on ND	С	2	0	
13-08	True Airspeed Indications on ND (IAE, CFM, PW 6000 Engines)	С	2	0	
13-09	Wind Indications on ND	С	2	0	
14-02	EIS Heading	С	4	3	
14-03	Position				Deleted, REV 3.
14-04	Navigation Station Information	С	-	0	
14-05	Chrono	С	2	0	
15-01	Angle of Attack Indicator	D	-	0	May be inoperative provided operations/ procedures do not require its use.
21-01	Standby Airspeed Indicator				
	1) Airspeed Bugs	D	-	-	
21-02	Standby Altimeter				
	1) Altitude Bugs	D	-	-	

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AIRCE	RAFT:		REVISION NO: 26a PAGE:		
	A318, A319, A320	0, A3	21		DATE: 09/07/2016 34-14
SYST	EM &	1.	2.	NUM	BER INSTALLED
SEQU NUME	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
34 NA	VIGATION				
21-03 ***	Standby Metric Altimeter	D	1	0	
22-01	Standby Horizon (Attitude) (Aircraft with Honeywell ADIRUs or Aircraft with Litton ADIRUs P/N 465020-0303-0316 and Mod. 30650 or 30872)	В	1	0	May be inoperative provided: <ul> <li>a) Operations are conducted in Day VMC only, and</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions.</li> </ul>
22-02	Non-Stabilized Magnetic Compass (Standby) (Aircraft equipped with Honeywell ADIRUs or aircraft equipped with Litton ADIRUs P/N 465020-0303-316 and Mod. 30650 or 30872)	В	1	0	(O) May be inoperative provided:  a) Three IRs operate normally, and b) ATT/HDG, EIS DMS and PFD/ND switching capabilities operate normally.
		В	1	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Any combination of two IRs are operative, and</li> <li>b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on enroute portion of flight.</li> </ul> </li> </ul>
	Lighting (Aircraft equipped with Honeywell or Litton ADIRUs)	С	1	0	

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					DATE: 09/07/2016 34-15
SYSTE	11 - 11	1.	2.	NUMI	BER INSTALLED
SEQU NUMB	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
TYOIVID	EINO		_		4. REMARKS OR EXCEPTIONS
34 NA	VIGATION				
22-03	Integrated Standby Instrument System		<u>;</u>		
	Horizon (Attitude)     Function	В	1	0	May be inoperative provided:  a) Operations are conducted in Day VMC only, and
					<ul> <li>b) Operations are not conducted into known or forecast over-the-top conditions.</li> </ul>
	2) ILS Function	D	1	0	
	Mach Number     Function	D	1	0	
	4) Bugs Function	D	1	0	
30-01 ***	Head Up Display (HUD)	D	-	0	
36-01	ILS Navigation Systems	С	2	-	As required by 14 CFR.
					NOTE: GPWS Glideslope Deviation Light(s) will be inoperative with the loss of the ILS 1.
40-07	GPWS – G/S pb-sw for Aircraft with Mod. 21391/MP P1631 (PULL UP – GPWS), or Mod. 20522/MP P0811 (PULL UP –G/S pb-sw)	С	2	1	(O) One may be inoperative provided GPWS and TAWS aural and visual warnings are checked operative.
	For Aircraft with Mod. 21391/MP P1631 (PULL UP – GPWS), or Mod 20522/MP P0811 (PULL UP –G/S pb-sw)	Α	2	0	Both may be inoperative provided:  a) The GPWS and TAWS are considered inoperative, and b) Repairs are made within 2 flight days.

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				1		DATE: 09/07/2016 34-16
SYST		11 - 11	1.	2.	<u> </u>	BER INSTALLED
SEQU NUME		E			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
34 NA	VIGA	ATION				
40-09 Runway End Overrun D  *** Warning/Runway End Overrun Protection (ROW/ROP) (Mod. 155269/ MP P12511)			D	1	0	
41-01		eather Radar stems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
***	1)	Transceiver (Aircraft with dual transceivers)	D	2	1	May be inoperative.
	2)	Map Mode	С	-	0	
	3)	Automatic Gain Control (CAL)	С	-	0	May be inoperative provided radar gain can be manually tuned to receive satisfactory radar returns.
	4)	Turbulence Detection Mode	С	1	0	
	5)	Ground Clutter Suppression	С	1	0	
	6)	AUTO TILT Control	С	1	0	May be inoperative provided manual tilt function operates normally.
***	7)	Predictive Windshear Detection and Avoidance System	В	-	0	(O) May be inoperative provided alternate procedures are established and used.
						NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
			С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Windshear Warning and Guidance System (Reactive) operates normally.</li> </ul>

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JENCE TI EM			3.	NUMBER REQUIRED FOR DISPATCH				
DEKO				4. REMARKS OR EXCEPTIONS				
VIGATION								
42-01 Radio Altimeter (RA) A Systems		2	1	<ul> <li>(O) One may be inoperative provided: <ul> <li>a) Approach minimums do not require its use,</li> <li>b) Both FCU channels operate normally,</li> <li>c) All ELACs, SECs, ADIRS, SFCC, LGCIU, and FACs operate normally, and</li> <li>d) Repairs are made within 2 flight days for RA 1 and within 3 flight days for RA 2.</li> </ul> </li> <li>NOTE: For aircraft equipped with TCAS or T2CAS, inoperative RA 1 renders GPWS inoperative.</li> </ul>				
Automatic Call Out System	С	1	0	May be inoperative provided approach minimums do not require its use.				
Altitude Alerting System	A	-	0	<ul> <li>(O) May be inoperative provided: <ul> <li>a) Autopilot with altitude hold and altitude capture operates normally,</li> <li>b) Enroute operations (i.e., RVSM) do not require its use,</li> <li>c) Airplane does not depart from a designated airport (as listed in the operators MEL) where repair or replacement can be made, and</li> <li>d) Repairs are made within 3 flight days.</li> </ul> </li> </ul>				
	С	-	1					
1) Aural Alert	С	-	0	May be inoperative provided:  a) Visual alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.				
2) Visual Alert	С	-	0	May be inoperative provided:  a) Aural alert operates normally, and b) Autopilot with altitude hold and altitude capture operates normally.				
	EM & ITEM JENCE BERS  AVIGATION  Radio Altimeter (RA) Systems  Automatic Call Out System  Altitude Alerting System  1) Aural Alert	Automatic Call Out System A  Altitude Alerting System A  C  C  1) Aural Alert C	EM & JENCE BERS  AVIGATION  Radio Altimeter (RA) A 2 Systems  Automatic Call Out C 1  Altitude Alerting System A -  C -  1) Aural Alert C -	Automatic Call Out System A - 0  Altitude Alerting System A - 0  C - 1  1) Aural Alert C - 0				

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					4. REMARKS OR EXCEPTIONS			
34 NA	VIGATION							
43-01	Traffic Alert Collision Avoidance System (TCAS II)	В	1	0	(M) May be inoperative provided:  a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.			
		С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Not required by 14 CFR,</li> <li>b) System is deactivated and secured, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>			
					NOTE: For aircraft equipped with Mod. 34637/ MP P8454 (T2CAS), when the TCAS is deactivated, the TAWS is also inoperative.			
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System (s)	C	2	1	May be inoperative on the non-flying pilot side provided:  a) TA and RA visual display is operative on the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.  (Continued)			

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NOIVIE	DENC	)				4. REMARKS OR EXCEPTIONS
34 NA	VIG	ATION				
43-01	Avo	affic Alert Collision oidance System CAS II) ont'd)				
	2)	Resolution Advisory (RA) Display System(s)	С	2	1	(O) One may be inoperative on the non-flying pilot side.
			С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) All Traffic Alert (TA) visual display and audio functions are operative,</li> <li>b) TA only Mode is selected by the crew, and</li> <li>c) Enroute or approach procedures do not require its use.</li> </ul>
	3)	Traffic Alert Display System (s)	С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) RA visual display and audio functions are operative, and</li> <li>b) Enroute or approach procedures do not require its use.</li> </ul>
	4)	Audio Functions	В	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
***	5)	Airspace Selection Function	С	-	0	
48-01	Wa	ound Proximity arning System PWS)	A	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Alternate procedures are established and used, and</li> <li>b) Repairs are made within 2 flight days.</li> <li>(Continued)</li> </ul>

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				Ι.		DATE: 09/07/2016 34-20
SYSTEM & ITEM SEQUENCE		2.	<del></del>	BER INSTALLED		
NUME		,E			3.	NUMBER REQUIRED FOR DISPATCH
34 NA	VIC	ATION				4. REMARKS OR EXCEPTIONS
				ļ		
l8-01	Wa (Gl	ound Proximity arning System PWS) ont'd)				
	1)	Modes 1–4	A	4	0	(O) May be inoperative provided:     a) Alternate procedures are established and used, and     b) Repairs are made within 2 flight days.
	2)	Test Mode	Α	1	0	May be inoperative provided:  a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
	3)	Glideslope Deviation (Mode 5)	С	2	1	
			В	2	0	
**	4)	Advisory Callouts	В	-	0	(O) May be inoperative provided alternate procedures are established and used.
			С	-	0	(O) May be inoperative provided:  a) Advisory callout not required by 14 CFR, and  b) Alternate procedures are established and used.
	5)	Windshear Mode				Deleted, REV 18 (See item 22-66-03).
						(Continued)

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AIRCE	RAFT:				REVISION NO: 26a PAGE:
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SYST	EM &	1.	2.	NUME	BER INSTALLED
	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
34 NA	VIGATION				
48-01	Ground Proximity Warning System (GPWS) (Cont'd)				
***	Terrain Awareness     and Warning     System (TERR)				
	a) Terrain System- Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA Functions)	В	1	0	(O) May be inoperative provided alternate procedures are established and used.
	b) Terrain Displays (TERR ON ND)	С	2	1	
		В	2	0	
***	7) Runway Awareness and Advisory System (RAAS)	С	1	0	
48-02	GPWS FAULT Light	С	1	0	May be inoperative provided GPWS is verified to operate normally before each flight.
		Α	1	0	May be inoperative provided:  a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
51-01	DME	С	2	-	Any in excess of those required by 14 CFR may be inoperative.

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SYST	FM &	1.	2.	NUMBER INSTALLED				
SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH			
NUME	BERS				4. REMARKS OR EXCEPTIONS			
34 NA	VIGATION							
52-01	ATC Transponders and Automatic Altitude Reporting Systems	В	2	0	May be inoperative provided:  a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.			
		D	2	1	Any in excess of those required by 14 CFR may be inoperative.			
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	Α	-	0	May be inoperative provided:  a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.			
***	ADS-B Squitter     Transmissions	D	-	0	May be inoperative provided operations do not require its use.			
		С	-	0	(O) May be inoperative provided alternate procedures are established and used.			
					NOTE: Any ADS-B Out function that operates normally may be used.			
52-03	Windshear Detection and Guidance System				Moved to 22-66-03 in REV 13.			
53-01	ADF System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.			
55-01	VOR Navigation	С	-	-	As required by 14 CFR.			
55-02	Marker Beacon	D	-	0	May be inoperative provided approach minimums do not require its use.			
55-03	Long Range Navigation Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.			
55-04 ***	MLS	D	2	-	As required by 14 CFR.			

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						DATE: 03/11/2016 34-23
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24 NIA	WIG/	ATION				4. REMARKS OR EXCEPTIONS
				ļ		
57-01		RMI (Without d. 33503)				
	1)	Compass Card	С	1	0	
	2)	VOR Pointers	С	-	-	As required by 14 CFR.
	3)	DME Counters	С	-	0	As required by 14 CFR
	4)	ADF Pointers	D	-	0	As required by 14 CFR
57-02 ***	Sui	tomatic Dependent rveillance-Broadcast DS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.
						NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.
	1)	Cockpit display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic Information (CDTI) display of data from other aircraft systems may be used.
	2)	CDTI Control Panel	D	-	0	May be inoperative provided:  a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.
	3)	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft, the Data Link Transmission is an integral part of the transponder and relief is provided in that section.
	4)	Data Link Receivers	D	-	0	
	5)	ADS-B Applications	D	-	0	

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SYSTEM &	1.	2.	NUME	BER INSTALLED
SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH
34 NAVIGATION		-		4. REMARKS OR EXCEPTIONS
58-01 Global Positioning *** System	С	2	0	(O) May be inoperative provided alternate procedures are established and used.
	D	2	0	May be inoperative provided procedures do not require its use.
61-01 Navigation Databases	C	2	2	<ul> <li>(O) May be out of currency provided:</li> <li>a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch,</li> <li>b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and</li> <li>c) Approach Navigation Radios are manually tuned and identified.</li> </ul>

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	0, A3	21		DATE: 03/11/2016 35-1
EM & ITEM	1.	2.	NUMI	BER INSTALLED
ENCE TILIVI BERS			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS
YGEN				4. KEWAKKO OK EXCELLIONO
Quick Donning Cockpit Oxygen Mask and Mic				Deleted, REV 4. Item now covered under 25-11-06, First Observer's Sliding Seat.
Indications On DOOR/ OXY ECAM Page				Moved to 35-13-01, REV 20.
Exterior Oxygen Overpressure Indicator Disc (Green Disc)	С	1	0	(O) May be damaged or missing.
CREW SUPPLY p.b Switch				Moved to 35-13-02, REV 20.
Indications On DOOR/OXY ECAM Page				
OXY High Pressure Indication				
A318/A319/A320/A321 without Mod. 161337/ MP K17059	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) The oxygen pressure is verified by direct reading before each departure,</li> <li>b) The oxygen pressure is sufficient for the intended flight, and</li> <li>c) The REGUL LO PR indication is operative.</li> </ul>
A318/A319/A320/A321 with Mod. 161337/MP K17059	С	2	0	<ul> <li>(M)(O) May be inoperative provided: <ul> <li>a) The oxygen pressure is verified by direct reading before each departure,</li> <li>b) The oxygen pressure is sufficient for the intended flight, and</li> <li>c) The REGUL 1(2)(1+2) LO PR indication is operative.</li> </ul> </li> <li>(Continued)</li> </ul>
	A318, A319, A320  EM & ITEM ENCE BERS  YGEN  Quick Donning Cockpit Oxygen Mask and Mic Indications On DOOR/ OXY ECAM Page  Exterior Oxygen Overpressure Indicator Disc (Green Disc)  CREW SUPPLY p.b Switch  Indications On DOOR/OXY ECAM Page  1) OXY High Pressure Indication A318/A319/A320/A321 without Mod. 161337/ MP K17059  A318/A319/A320/A321 with Mod. 161337/MP	A318, A319, A320, A3  EM & ITEM  ENCE BERS  YGEN  Quick Donning Cockpit Oxygen Mask and Mic  Indications On DOOR/ OXY ECAM Page  Exterior Oxygen C Overpressure Indicator Disc (Green Disc)  CREW SUPPLY p.b Switch  Indications On DOOR/OXY ECAM Page  1) OXY High Pressure Indication  A318/A319/A320/A321 C without Mod. 161337/ MP K17059  A318/A319/A320/A321 C with Mod. 161337/MP	A318, A319, A320, A321  EM & ITEM ENCE BERS  YGEN  Quick Donning Cockpit Oxygen Mask and Mic  Indications On DOOR/ OXY ECAM Page  Exterior Oxygen C 1 Overpressure Indicator Disc (Green Disc)  CREW SUPPLY p.b Switch  Indications On DOOR/OXY ECAM Page  1) OXY High Pressure Indication  A318/A319/A320/A321 C 1 without Mod. 161337/ MP K17059  A318/A319/A320/A321 C 2 with Mod. 161337/MP	A318, A319, A320, A321  EM & ITEM ENCE SERS  YGEN  Quick Donning Cockpit Oxygen Mask and Mic Indications On DOOR/ OXY ECAM Page  Exterior Oxygen C 1 0 Overpressure Indicator Disc (Green Disc)  CREW SUPPLY p.b Switch  Indications On DOOR/OXY ECAM Page  1) OXY High Pressure Indication  A318/A319/A320/A321 C 1 0 without Mod. 161337/MP  A318/A319/A320/A321 C 2 0 with Mod. 161337/MP

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35 OX	YGEN		-		4. REWARKS OR EXCEPTIONS
13-01	Indications On DOOR/OXY ECAM Page (Cont'd)				
	2) REGUL LO PR Indication				
	A318/A319/A320/A321 without Mod. 161337/ MP K17059	С	1	0	(M)(O) May be inoperative provided the oxygen pressure is verified before each departure.
	3) REGUL 1(2)(1+2) LO PR Indication				
	A318/A319/A320/A321 with Mod. 161337/ MP K17059	С	3	0	(M)(O) One or more may be inoperative provided the oxygen pressure is verified each departure.
13-02	Crew Supply p.b Switch				
	1) OFF Light	С	1	0	
20-01	Automatic Control System				Moved to 35-23-02, REV 20.
20-02	Manual Control System				Moved to 35-23-01, REV 20.
20-03	Passenger Oxygen Storage				Moved to 35-21-01, REV 20.
20-04	Lavatory Module				Moved to 35-21-02, REV 20.
20-05	PASSENGER SYS ON Light				Moved to 35-23-03, REV 20.
20-06	Portable Oxygen Units (Bottle and Mask)				Moved to 35-31-01, REV 20.
20-07	Protective Breathing Equipment (PBE)				Moved to 35-32-01, REV 20.

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NUMB	EKS					4. REMARKS OR EXCEPTIONS
35 OX	YGE	EN				
21-01		ssenger Oxygen orage				
	1)	Passenger Oxygen Modules	В	-	-	May be inoperative provided associated seats are placarded "DO NOT OCCUPY".
			В	-	-	(O) Modules may be inoperative provided airplane remains at or below FL 250.
	2)	Flight Attendant Oxygen Module	В	-	-	May be inoperative provided associated flight attendant seat(s) are considered inoperative.
			В	-	-	(O) Modules may be inoperative provided airplane remains at or below FL 250.
***	3)	Galley Modules	В	-	-	(O) May be inoperative and associated galley occupied provided airplane remains at or below FL 250.
			В	-	-	May be inoperative and associated galley occupied provided a portable oxygen bottle and mask are available for the associated galley occupant.
21-02		vatory Oxygen dule	В	-	-	(M) May be inoperative provided lavatory is placarded "INOPERATIVE – DO NOT OCCUPY".
23-01		ssenger Oxygen nual Control System	С	1	0	(O) May be inoperative provided airplane remains at or below FL 250.

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SEQU	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUMB	BEKS				4. REMARKS OR EXCEPTIONS
35 OX	YGEN				
23-02	Passenger Oxygen AUTO Control System	С	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Airplane remains at or below FL 300, and</li> <li>b) Passenger oxygen manual control system is verified to operate normally.</li> </ul>
		С	1	0	(O) May be inoperative provided airplane remains at or below FL 250.
23-03	PASSENGER SYS ON	С	1	0	
23-04	Light HI ALT LANDING pb-sw	С	1	0	
*** 23-05	ON Light HI ALT LANDING pb-sw	С	1	0	(M)(O)May be inoperative provided that the
***	·				passenger oxygen AUTO control is verified operative.
		С	1	0	May be inoperative provided that the passenger oxygen AUTO control is considered inoperative.
31-01	Portable Oxygen Units (Bottle and Mask)	D	-	-	<ul> <li>(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: <ul> <li>a) Required distribution of serviceable bottles is maintained throughout the aircraft, and</li> <li>b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.</li> </ul> </li> </ul>
32-01	Protective Breathing Equipment (PBE)	С	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

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OVOTE	N 4 0		1.	2.	NUME	BER IN	STALLED	
SYSTE SEQUE		ITEM			3.	NUMB	ER REQUIRED FOR DISPA	ATCH
NUMBE	ERS					4.	REMARKS OR EXCEPTION	NS
36 PNE	UMAT	IC		-				
	MESS DISPL STATI ECAM DISPL	TENANCE AGES AYED ON ECAM JS PAGE OF SYSTEM AY						
		ult (s) Indicated AIR BLEED						
	a)	A318/A319ceo/ A320ceo/ A321ceo aircraft with Mod. 36595/ MP P9594	С	-	-	the C	lay be displayed provided it in FDS does not report a fault of tion loop.	
			С	-	-		pe displayed provided APU L s considered inoperative.	eak detection
							E: Dispatch with this mainten message displayed on EC without CFDS interrogation	CAM is permitted
						(Cont	inued)	

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NUMB	ERS					4. REMARKS OR EXCEPTIONS
36 PN	EUMAT	TIC				
36-00	MESS DISPL STAT	TENANCE FAGES LAYED ON ECAM US PAGE OF I SYSTEM LAY				
	by	ault(s) indicated AIR BLEED Cont'd)				
	b)	A318/A319ceo/A 320ceo/ A321ceo without Mod. 36595/ MP P9594	С	-	-	(M) May be displayed provided it is verified that the CFDS does not report a fault on APU Leak detection loop.
			С	-	-	<ul> <li>(M) May be displayed provided:</li> <li>a) Verify CFDS does not report faults on BMC 1, LH pylon leak detection loop or the APU Leak detection loop,</li> <li>b) If CFDS reports a fault on BMC 2, BMC 2 is considered inoperative, and</li> <li>c) If CFDS reports a fault on RH pylon leak detection loop, RH pylon leak detection loop is considered inoperative.</li> </ul>
			С	-	_	<ul> <li>(M) May be displayed provided: <ul> <li>a) Verify CFDS does not report faults on BMC 2 or RH pylon leak detection loop,</li> <li>b) If CFDS reports a fault on BMC 1, BMC 1 is considered inoperative,</li> <li>c) If CFDS reports a fault on LH pylon leak detection loop, LH pylon leak detection loop is considered inoperative, and\</li> <li>d) If CFDS reports a fault on APU leak detection loop, APU leak detection loop is considered inoperative.</li> </ul> </li> <li>(Continued)</li> </ul>

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U.S. DEPA	RTMENT OF TRANSI	POR'	TATIO	N	MASTER MINIMUM EQUIPMENT LIS
FEDERAL	AVIATION ADMINIST	RAT	ION		
AIRCRAFT			REVISION NO: 26 PAGE:		
	A318, A319, A320	), A3	21		DATE: 03/11/2016 36-3
SYSTEM 8	2	1.	2.	NUME	BER INSTALLED
SEQUENC	E			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS	5				4. REMARKS OR EXCEPTIONS
36 PNEUM	1ATIC				
MA ME DIS ST. EC. DIS (Co	ASS II AINTENANCE ESSAGES SPLAYED ON ECAM ATUS PAGE OF EAM SYSTEM SPLAY Ont'd) Fault(s) indicated by AIR BLEED (Cont'd) c) A319neo/ A320neo/ A321neo	С	-	-	NOTE: Dispatch with this maintenance status message displayed on ECAM is permitted without CFDS interrogation.
Sys 1)	eed Air Supply stems A318/A319ceo/ A320ceo/A321ceo Aircraft with or Without Mod. 31283/ MP P7125 or A319neo/A320neo/ A321neo  A318/A320ceo/ A321ceo with Mod. 31283/ MP P7125 or A320neo/A321neo	С	2	1	<ul> <li>(O) Except for ER operations beyond 120 minutes, one may be inoperative provided: a) The associated ENG BLEED p.b sw is selected OFF,</li> <li>b) The aircraft is not operated in known or forecast icing conditions,</li> <li>c) Airplane remains at or below FL 310,and</li> <li>d) The X-BLEED valve selector switch is selected OPEN.</li> <li>(O) Except for ER operations beyond</li> <li>120 minutes, one may be inoperative provided: a) The associated ENG BLEED p.b sw is selected OFF,</li> <li>b) The aircraft is not operated in known or forecast icing conditions,</li> <li>c) The speed brakes are operative, and</li> <li>d) The X-BLEED valve selector switch is selected OPEN.</li> </ul>
					(Continued)

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AIRCI	A318, A319, A32	20. A3	21		
			ı		DATE: 03/11/2016 36-4
SYST	1.	2.	<u> </u>	BER INSTALLED	
SEQU NUME	ENCE ITEM BERS			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
36 PN	EUMATIC				
11-01	Bleed Air Supply Systems (Cont'd)				
	3) A319ceo with Mod. 31283/ MP P7125 or A319neo	С	2	1	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, one may be inoperative provided: <ul> <li>a) The associated ENG BLEED p.b sw is selected OFF,</li> <li>b) The aircraft is not operated in known or forecast icing conditions,</li> <li>c) Airplane remains at or below FL 370,</li> <li>d) The speedbrakes are operative, and</li> <li>e) The X-BLEED valve selector switch is selected OPEN.</li> </ul> </li> </ul>
	4) A318 with Mod. 31283/MP P7125	С	2	1	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, one may be inoperative provided: <ul> <li>a) The associated ENG BLEED p.b sw. is selected OFF,</li> <li>b) The aircraft is not operated in known or forecast icing conditions,</li> <li>c) Airplane remains at or below FL 350,</li> <li>d) The speedbrakes are operative, and</li> <li>e) The X-BLEED valve selector switch is selected OPEN.</li> </ul> </li> </ul>
11-02	Bleed Valves (PRV)	С	2	1	(M)(O) Except for ER operations beyond 120 minutes, one may be inoperative secured closed provided associated bleed air supply system is considered inoperative.
11-03	Overpressure Valves				
	1) A318/A319ceo/ A320ceo/A321ceo	С	2	1	(O) One may be inoperative closed provided associated bleed air supply system is considered inoperative.
		С	2	0	May be inoperative in open position provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.
					(Continued)

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	RAL AVIATION ADMINIST	RAT	ION							
AIRC	RAFT: A318, A319, A32	0 A2	24		REVISION NO: 26 PAGE:					
	A310, A319, A32	U, A3	<u> </u>		DATE: 03/11/2016 36-5					
SYST	EM &	1.	2.	2. NUMBER INSTALLED						
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36 PN	EUMATIC									
11-03	Overpressure Valves (Cont'd)									
	2) A319neo/A320neo/ A321neo with PW 1100G Engines	С	2	1	(O) One may be inoperative in the open position provided associated bleed air supply system is considered inoperative.					
		С	2	0	May be inoperative in open position provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.					
	3) A319neo/A320neo/ A321neo with CFM LEAP-1A Engines	С	2	1	(O) One may be inoperative in open position provided associated bleed air supply system is considered inoperative.					
		С	2	0	May be inoperative in open position provided ENG BLEED FAULT or ENG BLEED ABNORM PR cautions were not triggered during previous flight.					
		С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Affected valve is deactivated in open position, and</li> <li>b) Associated bleed air supply system is considered inoperative.</li> </ul>					
11-04	Fan Air Valves (FAV)	С	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided associated bleed air supply system is not used.					
11-05	Bleed Air Precooler Exchangers	С	2	1	(O) Except for ER operations beyond 120 minutes, one may be inoperative provided associated bleed air supply system is not used.					
11-06	Intermediate Pressure Check Valves (IP)	С	2	1	(O) One may be inoperative provided associated bleed air supply system is considered inoperative.					
		С	2	1	<ul> <li>(M)(O) One may be inoperative in open position provided:</li> <li>a) Associated HP valve is secured closed, and</li> <li>b) Opposite bleed air supply system is operative.</li> </ul>					

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		AVIATION ADMINIST 	RAI	ION		DEVICIONINO: 20 DAGE:
AIRCI	KAF I	A318, A319, A320	ገ Δ3	21		REVISION NO: 26 PAGE:
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CVCTEM &			1.	2.	NUME	BER INSTALLED
SEQL NUME					3.	NUMBER REQUIRED FOR DISPATCH
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36 PN	IEUN	IATIC				
1-07 High pressure Valves C (HPV)		С	2	1	(O) One may be inoperative in closed position provided associated bleed air supply system is considered inoperative.	
			С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Affected HP valve is secured closed, and</li> <li>b) Opposite bleed air supply system is operative.</li> </ul>
11-08		ed Monitoring mputers (BMC)				
	1)	A318/A319ceo/ A320ceo/A321ceo aircraft fitted with Mod. 33844, or Mod. 33647, or Mod. 33687 or A319neo/A320neo/ A321neo	С	2	1	One may be inoperative provided:  a) Associated Bleed air supply system is considered inoperative, and b) If BMC 1 is inoperative, APU leak detection loop is considered inoperative.
	2)	A318/A319ceo/ A320ceo/A321ceo aircraft fitted without Mod. 33844, or Mod. 33687	С	2	1	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, one may be inoperative provided: <ul> <li>a) The associated BLEED p.b-sw is set to OFF,</li> <li>b) The associated PACK p.b-sw is set to OFF,</li> <li>c) The X-BLEED selector is set to SHUT,</li> <li>d) If BMC 1 is inoperative, APU bleed leak detection loop is considered inoperative,</li> <li>e) The aircraft is not operated in known or forecast icing conditions, and</li> <li>f) Airplane remains at or below FL 310.</li> </ul> </li> <li>(Continued)</li> </ul>

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,	RAL AVIATION ADMINIST	RAT	ION		
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	A316, A319, A32	U, A3	Z I		DATE: 03/11/2016 36-7
SYST	EM & ITEM	1.	2.	NUME	BER INSTALLED
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					4. REMARKS OR EXCEPTIONS
36 PN	EUMATIC				
11-08	Bleed Monitoring Computers (BMC) (Cont'd)				
	3) A320ceo/A321ceo aircraft fitted with Mod. 31283/ MP P7125 and without Mod. 33844 or 33847	С	2	1	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, one may be inoperative provided: <ul> <li>a) The associated BLEED p.b-sw is set to OFF,</li> <li>b) The associated PACK p.b-sw is set to OFF,</li> <li>c) The X-BLEED selector is set to SHUT,</li> <li>d) If BMC 1 is inoperative, APU bleed leak detection loop is considered inoperative,</li> <li>e) The aircraft is not operated in known or forecast icing conditions, and</li> <li>f) The speedbrakes are operative.</li> </ul> </li> <li>(O) Except for ER operations beyond</li> </ul>
	fitted with Mod. 31283/ MP P7125 and without Mod. 33844 or 33847				120 minutes, one may be inoperative provided:  a) The associated BLEED p.b-sw is set to OFF,  b) The associated PACK p.b-sw is set to OFF,  c) The X-BLEED selector is set to SHUT,  d) If BMC 1 is inoperative, APU bleed leak detection loop is considered inoperative,  e) The aircraft is not operated in known or forecast icing conditions,  f) Airplane remains at or below FL 370, and g) The speedbrakes are operative.  (Continued)

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AIRCF	KAFT: A318, A319, A32	0 A3	REVISION NO: 26 PAGE:		
	7,010,7,010,7,02		DATE: 03/11/2016 36-8		
SYST	11 - 11	1.	2.	<del></del>	BER INSTALLED
SEQU NUME	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
<del></del>			-		4. REMARKS OR EXCEPTIONS
36 PN	EUMATIC		ļ		
11-08	Bleed Monitoring Computers (BMC) (Cont'd)				
	5) A318 aircraft fitted with Mod. 31283/MP P7125 and without Mod. 33844, or Mod. 33687	С	2	1	<ul> <li>(O) Except for ER operations, one may be inoperative provided: <ul> <li>a) The associated BLEED p.b-sw is set to OFF,</li> <li>b) The associated PACK p.b-sw is set to OFF,</li> <li>c) The X-BLEED selector is set to SHUT,</li> <li>d) If BMC 1 is inoperative, APU bleed leak detection loop is considered inoperative,</li> <li>e) The aircraft is not operated in known or forecast icing conditions,</li> <li>f) Airplane remains at or below FL 350, and</li> <li>g) The speedbrakes are operative.</li> </ul> </li> </ul>
12-01	APU Bleed Air Supply System	С	1	0	(O) May be inoperative provided APU BLEED switch remains OFF.  NOTE: APU can be used for electrical power.
12-02	APU Bleed Valve	С	1	0	(M) May be inoperative deactivated in the closed position provided APU bleed switch is selected OFF.  NOTE: APU can be used for electrical power.
		С	1	0	(O) May be inoperative in the open position provided APU is not used in flight.

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	A318, A319, A32	20, A3	21		DATE: 03/11/2016 36-9
		1.	2.	NII IN AI	BER INSTALLED
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36 PN	IEUMATIC				4. REMARKS OR EXCEPTIONS
12-03	APU Bleed Check Valve	С	1	0	(O) May be inoperative closed provided APU bleed switch is selected OFF.
		С	1	0	(O) May be inoperative open and APU used provided:  a) Airplane remains at or below FL 200, and b) X BLEED selector is selected SHUT and ENG 1 bleed is selected OFF if engine bleed is used.
		С	1	0	(O) May be inoperative open provided APU is not used.
12-04	Cross Bleed Valve				
	1) Automatic Control	С	1	0	(O) May be inoperative provided manual control operates normally.
	2) Manual Control	C	1	0	<ul> <li>(O)Except for ER operations beyond 120 minutes, may be inoperative provided: <ul> <li>a) Automatic control is verified to operate normally before each flight,</li> <li>b) APU bleed is operative for engine start,</li> <li>c) Aircraft is not operated in known or forecast icing conditions,</li> <li>d) Both bleed air supply systems operate normally, and</li> <li>e) Both air conditioning packs operate normally.</li> </ul> </li> </ul>

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AIRCR	RAFT					REVISION NO: 26 PAGE:
		A318, A319, A320	0, A3	21		DATE: 03/11/2016 36-10
SYSTE	 EM 8		1.	2.	NUME	BER INSTALLED
SEQU NUMB					3.	NUMBER REQUIRED FOR DISPATCH
				-		4. REMARKS OR EXCEPTIONS
36 PN						
20-01	EN	IG BLEED p.b Switch				
	1)	FAULT Lights	С	2	0	May be inoperative provided alternate procedures are established and used.
	2)	OFF Lights	С	2	0	
20-02	AP	U BLEED p.b Switch				
	1)	FAULT Light	С	1	0	
	2)	On Light	С	1	0	
20-03		AM BLEED Page lications				
	1)	ENG BLEED Pressure	С	2	0	
	2)	ENG BLEED Temperature	С	2	0	
	3)	ENG BLEED Valve	С	2	0	
	4)	ENG HP Valve	С	2	0	
	5)	APU BLEED Valve	С	1	0	May be inoperative provided the Cross bleed valve automatic control is considered inoperative.
	6)	X BLEED Valve	С	1	0	

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		AVIATION ADMINIS				MAST	ER MINIMUM EQI	UIPMENT LIST
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A318, A319, A320, A321						DATE: 03/	11/2016	36-11
			1.	2.	NUME	R INSTALLED	11/2010	00 11
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NUMB	ERS	3				4. REMARKS O	R EXCEPTIONS	
36 PNI	EUM	IATIC						
22-15		on Leak Detection ops						
	1)	A318/A319ceo/ A320ceo/A321ceo aircraft fitted with Mod. 33844/ MP P8341, or Mod. 33847/ MP P8340, or Mod. 33687/ MP P8297	С	2	1	is deactivate b) The caution is confirmed troubleshoo	ited pylon leak deted, AIR ENG 1(2) BL I to be false by ting, and d bleed air supply	tection loop
	2)	A318/A319ceo/ A320ceo/A321ceo aircraft without Mod. 33844/ MP P8341, or Mod. 33847/ MP P8340, or Mod. 33687/ MP P8297	C	2	1	is deactivate b) The associa OFF, c) The associa OFF, d) The X-BLEE e) The APU BL LH side is a f) The aircraft forecast icin	nay be inoperative ted pylon leak defed, ated BLEED p.b-swated PACK p.b-swateD selector is set to LEED p.b-sw is se	provided: tection loop  w is set to is set to to SHUT, tt to OFF if known or

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	RAL AVIATION ADMINIST			<b>71</b>	MASTER MINIMUM EQUIPMENT LIST
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	A318, A319, A32	0, A32	DATE: 03/11/2016 36-12		
		1.	2.	NUMI	BER INSTALLED
	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NUME	BERS				4. REMARKS OR EXCEPTIONS
36 PN	EUMATIC				
22-15	Pylon Leak Detection Loops (Cont'd) 3) A318/A320ceo/ A321ceo aircraft fitted with Mod. 31283/ MP P7125 and without Mod. 33844/ MP P8341, or Mod. 33847/ MP P8340	С	2	1	<ul> <li>(M)(O) Except for ER operations beyond 120minutes, one may be inoperative provided: <ul> <li>a) The associated pylon leak detection loop is deactivated,</li> <li>b) The associated BLEED p.b-sw is set to OFF,</li> <li>c) The associated PACK p.b-sw is set to OFF,</li> <li>d) The X-BLEED selector is set to SHUT,</li> <li>e) The APU BLEED p.b-sw is set to OFF if LH side is affected,</li> <li>f) The aircraft is not operated in known or forecast icing conditions, and</li> <li>g) The speedbrakes are operative.</li> </ul> </li> </ul>
	4) A319ceo aircraft fitted with Mod. 31283/MP P7125 and without Mod. 33844/MP P8341, or Mod. 33847/MP P8340	С	2	1	<ul> <li>(M)(O) Except for ER operations, one may be inoperative provided: <ul> <li>a) The associated pylon leak detection loop is deactivated,</li> <li>b) The associated BLEED p.b-sw is set to OFF,</li> <li>c) The associated PACK p.b-sw is set to OFF,</li> <li>d) The X-BLEED selector is set to SHUT,</li> <li>e) The APU BLEED p.b-sw is set to OFF if LH side is affected,</li> <li>f) The aircraft is not operated in known or forecast icing conditions,</li> <li>g) The speedbrakes are operative, and</li> <li>h) Airplane remains at or below FL 370.</li> </ul> </li> <li>(Continued)</li> </ul>

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AIRC				REVISION NO: 26 PAGE:		
	A318, A319, A320	, A321		DATE: 03/11/2016 36-13		
SYST	EM & ITEM	1. 2	. NUM	BER INSTALLED		
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				4. REMARKS OR EXCEPTIONS		
36 PN	EUMATIC					
22-15	Pylon Leak Detection Loops (Cont'd)					
	5) A318 aircraft fitted with Mod. 31283/MP P7125 and Mod. 33844/MP P8341, or Mod. 33847/MP P8340, or Mod. 33687/MP P8297	C 2	2 1	<ul> <li>(M)(O) Except for ER operations, one may be inoperative provided: <ul> <li>a) The associated pylon leak detection loop is deactivated,</li> <li>b) The associated BLEED p.b-sw is set to OFF,</li> <li>c) The associated PACK p.b-sw is set to OFF,</li> <li>d) The X-BLEED selector is set to SHUT,</li> <li>e) The APU BLEED p.b-sw is set to OFF if LH side is affected,</li> <li>f) The aircraft is not operated in known or forecast icing conditions,</li> <li>g) The speedbrakes are operative, and</li> <li>h) Airplane remains at or below FL 350.</li> </ul> </li> </ul>		
	6) A319neo/A320neo/ A321neo			Incorporated into item 36-36-00.		
22-16	Wing Leak Detection Loops			Deleted, REV 20. Incorporated into item 36-36-00.		
22-17	APU Leak Detection Loop	C 1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) APU check valve is removed and replaced by a cover plate, and</li> <li>b) APU air supply system is considered inoperative.</li> </ul>		
	1) A320ceo/A321ceo with Mod. 31283/ MP P7125	C 1	0	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, may be inoperative provided: <ul> <li>a) AIR APU BLEED LEAK was not displayed during the previous flight,</li> <li>b) ENG 1 BLEED p.b-sw is set to OFF,</li> <li>c) PACK 1 p.b-sw is set to OFF,</li> <li>d) X-BLEED selector is set to SHUT,</li> <li>e) APU BLEED p.b-sw is set to OFF,</li> <li>f) Aircraft is not operated in known or forecast icing conditions, and</li> <li>g) Speedbrakes are operative.</li> </ul> </li> <li>(Continued)</li> </ul>		

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,	A318, A319, A32	20, A3	21	DATE: 03/11/2016 36-14						
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36 PN	EUMATIC									
22-17	APU Leak Detection Loop (Cont'd)									
	2) A319ceo with Mod. 31283/ MP P7125	С	1	0	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, may be inoperative provided: <ul> <li>a) AIR APU BLEED LEAK was not displayed during the previous flight,</li> <li>b) ENG 1 BLEED p.b-sw is set to OFF,</li> <li>c) PACK 1 p.b-sw is set to OFF,</li> <li>d) The X-BLEED selector is set to SHUT,</li> <li>e) The APU BLEED p.b-sw is set to OFF,</li> <li>f) The aircraft is not operated in known or forecast icing conditions,</li> <li>g) The speedbrakes are operative, and</li> <li>h) Airplane remains at or below FL 370.</li> </ul> </li> </ul>					
	3) A318 with Mod. 31283/MP P7125	С	1	0	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, may be inoperative provided: <ul> <li>a) The AIR APU BLEED LEAK was not displayed during the previous flight,</li> <li>b) The ENG 1 BLEED p.b-sw is set to OFF,</li> <li>c) The PACK 1 p.b-sw is set to OFF,</li> <li>d) The X-BLEED selector is set to SHUT,</li> <li>e) The APU BLEED p.b-sw is set to OFF,</li> <li>f) The aircraft is not operated in known or forecast icing conditions,</li> <li>g) The speedbrakes are operative, and</li> <li>h) Airplane remains at or below FL 350.</li> </ul> </li> </ul>					
	4) A318/A319ceo/ A320ceo/A321ceo	С	1	0	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, may be inoperative provided: <ul> <li>a) The AIR APU BLEED LEAK was not displayed during the previous flight,</li> <li>b) The ENG 1 BLEED p.b-sw is set to OFF,</li> <li>c) The PACK 1 p.b-sw is set to OFF,</li> <li>d) The X-BLEED selector is set to SHUT,</li> <li>e) The APU BLEED p.b-sw is set to OFF,</li> <li>f) The aircraft is not operated in known or forecast icing conditions, and</li> <li>g) Airplane remains at or below FL 310.</li> </ul> </li> <li>(Continued)</li> </ul>					

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36 PN	IEUMATIC				
22-17	APU Leak Detection Loop (Cont'd)				
	5) A320neo/A321neo	С	1	0	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, may be inoperative provided: <ul> <li>a) AIR APU BLEED LEAK and the APU LEAK FED BY ENG subtitle were not displayed during the previous flight,</li> <li>b) ENG 1 BLEED p.b-sw is set to OFF,</li> <li>c) PACK 1 p.b-sw is set to OFF,</li> <li>d) X-BLEED selector is set to SHUT,</li> <li>e) APU BLEED p.b-sw is set to OFF,</li> <li>f) Aircraft is not operated in known or forecast icing conditions, and</li> <li>g) Speedbrakes are operative.</li> </ul> </li></ul>
	6) A319neo	С	1	0	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, may be inoperative provided: <ul> <li>a) The AIR APU BLEED LEAK and the APU LEAK FED BY ENG were not displayed during the previous flight,</li> <li>b) The ENG 1 BLEED p.b-sw is set to OFF,</li> <li>c) The PACK 1 p.b-sw is set to OFF,</li> <li>d) The X-BLEED selector is set to SHUT,</li> <li>e) The APU BLEED p.b-sw is set to OFF,</li> <li>f) The aircraft is not operated in known or forecast icing conditions,</li> <li>g) The speedbrakes are operative, and</li> <li>h) Airplane remains at or below FL 370.</li> </ul> </li> </ul>
	7) A319neo/A320neo/ A321neo	С	1	0	<ul> <li>(O) Except for ER operations beyond</li> <li>120 minutes, may be inoperative provided: <ul> <li>a) The AIR APU BLEED LEAK and the APU LEAK FED BY ENG were not displayed during the previous flight,</li> <li>b) The ENG 1 BLEED p.b-sw is set to OFF,</li> <li>c) The PACK 1 p.b-sw is set to OFF,</li> <li>d) The X-BLEED selector is set to SHUT,</li> <li>e) The APU BLEED p.b-sw is set to OFF,</li> <li>f) The aircraft is not operated in known or forecast icing conditions, and</li> <li>g) Airplane remains at or below FL 310.</li> </ul> </li> </ul>

U.S. DEPARTMENT OF TRANSF			N	MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT:		REVISION NO: 26a PAGE:		
A318, A319, A320	, A321	1		DATE: 09/07/2016 38-1
	1.	2. I	NUME	BER INSTALLED
SEQUENCE TI EM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS				4. REMARKS OR EXCEPTIONS
38 WATER/WASTE				
10-01 Potable Water Systems	C	-	-	<ul> <li>(M) Individual components may be inoperative provided:         <ul> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul> </li> <li>NOTE: Any portion of system which operates</li> </ul>
	С	-	-	normally may be used.  (M) May be inoperative provided:  a) System is drained, and b) Procedures are established to ensure that system is not serviced.
30-01 Lavatory Waste Systems	C			<ul> <li>(M) Individual components may be inoperative provided: <ul> <li>a) Associated components are deactivated or isolated, and</li> <li>b) Associated system components are verified not to have leaks.</li> </ul> </li> <li>NOTE: Any portion of system which operates normally may be used.</li> <li>(Continued)</li> </ul>

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AIRCRAFT: A318, A319, A320, A3	221		REVISION NO: 26a PAGE:
A010, A019, A020, A0	) <u> </u>		DATE: 09/07/2016 38-2
SYSTEM & ITEM	2.	NUME	BER INSTALLED
SEQUENCE TIEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
38 WATER/WASTE			
30-01 Lavatory Waste Systems (Cont'd)			
C	-	-	<ul> <li>(M) Associated lavatory system(s) may be inoperative provided: <ul> <li>a) Associated components are deactivated or isolated to prevent leaks, and</li> <li>b) Associated lavatory door (s) is secured closed and placarded, "INOPERATIVE – DO NOT ENTER".</li> </ul> </li> <li>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</li> </ul>
Vacuum Generator C     Systems (Toilet)	2	0	(M)(O) May be inoperative provided:  a) Vacuum generator is deactivated, and b) Procedures are established and used to only allow use of the associated lavatory at or above 16,000 feet MSL.

		ARTMENT OF TRANS  AVIATION ADMINIS				MASTER MINIMUM EQUIPMENT LIST
AIRC			IKAI	ION		REVISION NO: 20 PAGE:
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						DATE: 03/19/2008 46-1
SYST	EM 8	. ITEM	1.	2.	NUME	BER INSTALLED
SEQL NUME		JE .			3.	NUMBER REQUIRED FOR DISPATCH
INOIVIL						4. REMARKS OR EXCEPTIONS
46 IN	FORI	MATION SYSTEMS				
20-01 ***		ectronic Flight Bag stems (EFBs)				
***	1)	Class 3 EFBs	С	-	-	(O) May be inoperative provided alternate procedures are established and used.
						NOTE: Any function, program or document which operates normally may be used.
			D	-	0	May be inoperative provided procedures do not require its use.
***	2)	Data Connectivity (Class 2)	С	-	-	(O) May be inoperative provided alternate procedures are established and used.
			D	-	0	May be inoperative provided procedures do not require its use.
***	3)	Power Connection (Class 1 and 2)	С	-	-	(O) May be inoperative provided alternate procedures are established and used.
			D	-	0	May be inoperative provided procedures do not require its use.
***	4)	Mounting Device (Class 2)	С	-	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and</li> <li>b) Alternate procedures are established and used.</li> </ul>
						(Continued)

U.S. E	DEPARTMENT OF TRANS	SPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST			
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	A318, A319, A32	:0, A3	DATE: 03/19/2008 46-2					
SYST	EM &	1.	2.	NUM	BER INSTALLED			
SEQU NUME	JENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS OR EXCEPTIONS			
46 INF	FORMATION SYSTEMS							
20-01 ***	Electronic Flight Bag Systems (EFBs) (Cont'd)							
***	4) Mounting Device (Class 2) (Cont'd)	D	-	0	(M) May be inoperative provided:  a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and  b) Procedures do not require its use.			
21-01 ***			1	0	(O) May be inoperative provided alternate procedures are established and used.			
		D	1	0	May be inoperative provided procedures do not require its use.			
					NOTE: Any ATSU function or Mode that operates normally may be used.			
21-02 ***	Data-Link Control Display Units (DCDU)	С	2	1				
		С	2	0	(O) May be inoperative provided alternate procedures are established and used.			
		D	2	0	May be inoperative provided procedures do not require its use.			
21-03	ATC Msg. p.b	С	2	1				
~ ^ ^		С	2	0	(O) May be inoperative provided alternate procedures are established and used.			
		D	2	0	May be inoperative provided procedures do not require its use.			
	1) ATC MSG Lights	D	2	0				

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U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIST										
	RAL AVIATION ADMINIST	RAT	ION							
AIRCE		1 A 2	21		REVISION NO: 25 PAGE:					
	A318, A319, A320	), A3		DATE: 06/23/2014 47-1						
SYST	EM & ITEM	1.	2.	NUME	BER INSTALLED					
SEQU NUME	ENCE			3.	NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS OR EXCEPTIONS					
47 INE	ERT GAS SYSTEM									
47-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY									
	1) Faults indicated by FUEL INERT (A318/A319/A320/ A321 aircraft fitted with Mod. 38062/ MP J2879)	Α	-	-	May be displayed provided repairs are made within 20 flight days.					
					NOTE: Dispatch with associated MAINT STS message displayed on ECAM is permitted without CFDS interrogation.					
10-01	Fuel Tank Inerting System (A318/A319/A320/A321 aircraft fitted with Mod. 38062/MP J2879 and Mod 151269/ MP P11819)	A	1	0	May be inoperative provided repairs are made within 20 flight days.					

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AIRCE					REVISION NO: 20 PAGE:					
	A318, A319, A32	0, A3	321	DATE: 03/19/2008 49-1						
OVOT	ENA 0	1.	2.	2. NUMBER INSTALLED						
SYST SEQU	EM & ITEM			3.	NUMBER REQUIRED FOR DISPATCH					
NUME	BERS				4. REMARKS OR EXCEPTIONS					
	RBORNE AUXILIARY									
49-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY									
	Fault (s) indicated     by APU	С	-	-						
					NOTE: Dispatch with this maintenance status message displayed on ECAM is permitted without CFDS interrogation.					
10-01	APU System	С	1	0	(O) Except for ER operations, may be inoperative.					
	1) A318/A319/A321 (A320 with Mod. 27189 or Mod. 33972)	Α	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative for four flights.					
10-02	APU Air Intake Flap	Α	1	0	(M) May be inoperative secured open and APU used provided repairs are made within 10 flight days.					
		С	1	0	May be inoperative closed or partially closed provided APU is not used.					
30-01	APU Fuel Pump	С	1	0	Except for ER operations, may be inoperative provided both engine driven generators are operative.					
	1) A318/A319/A321 (A320 with Mod. 27189 or Mod. 33972)	Α	1	0	(O) Except for ER operations beyond 120 minutes, may be inoperative for four flights.					
					NOTE: APU may be started using A.C. boost pump feeding the left fuel manifold.					

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SYSTE	M &	ITEM	1.	2.	NUMBER INSTALLED				
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						4. REMARKS OR EXCEPTIONS			
	BORI WER	NE AUXILIARY							
30-02	AP	U LP Valve	С	1	0	(M) May be inoperative secured closed provided APU is not used.			
			С	1	0	(O) May be inoperative in closed position provided:         a) Valve is indicated closed on ECAM, and b) APU is not used.			
70-01	MA Lig	ASTER Switch ON	С	1	0				
70-02	_		С	1	0	May be inoperative provided N and EGT indications are available on ECAM APU page.			
70-03	3 START ON Light C		1	0					
70-04	-04 START/AVAIL Light C		С	1	0	May be inoperative provided N indication is available on ECAM APU page.			
70-05		AM APU Page lications							
	1)	APU Indications	С	-	0	May be inoperative provided procedures do not require their use.			
	2)	APU GEN Parameters	С	-	0	Except for ER operations, may be inoperative provided both Engine Driven Generators are operative.			
	3)	LOW OIL LEVEL Message	В	-	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Oil level is verified before each refueling, and</li> <li>b) There is no evidence of abnormal consumption or leakage.</li> </ul>			

U.S. DE	PARTMENT OF TRANSI	POR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST				
FEDER	AL AVIATION ADMINIST	RAT	ION						
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	A318, A319, A320	), A3	DATE: 06/23/2014 52-1						
SYSTEM & TEM			2.	NUMBER INSTALLED					
	SEQUENCE NUMBERS			3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
52 DOO	DRS								
10-03	Passenger Exit Stop Fitting	С	-	-	(O) One per exit may be inoperative provided the airplane is flown in an unpressurized configuration.				
10-04	Emergency Operation Cylinder Damper Functions	С	-	0					
10-05 ***	Door Bottle Pressure Indication (On PTP/FAP)				Moved to items 23-73-07 3) for aircraft without Mod. 30354 and 23-73-08 7) for aircraft with Mod. 30354.				
30-01	Cargo Door Actuators								
	1) Without A Mod. 25044		4	2	<ul> <li>(M) One per door may be inoperative provided:</li> <li>a) Integrity of Yellow hydraulic system is not affected,</li> <li>b) Wind velocity does not exceed 30 knots,</li> <li>c) Operation of the door with a single actuator is limited to seven flight cycles, and</li> <li>d) Inspection Service Bulletin ISB 52-1070 has been successfully performed.</li> </ul>				
		C	4	0	(M) May be inoperative provided:  a) Integrity of Yellow hydraulic system is not affected, and b) Door(s) is manually closed and locked.  (Continued)				

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	RAFT:				REVISION NO: 25 PAGE:					
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SYST		1.	2.							
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52 DC	OORS									
30-01	Cargo Door Actuators (Cont'd)									
	2) With Mod. 25044 A		4	2	<ul> <li>(M) One per door may be inoperative provided:</li> <li>a) Integrity of yellow hydraulic system is not affected,</li> <li>b) Wind velocity does not exceed 30 knots, and</li> <li>c) Operation of the door with a single actuator is limited to 75 flight cycles.</li> </ul>					
		С	4	0	(M) May be inoperative provided:  a) Integrity of yellow hydraulic system is not affected, and  b) Door(s) is manually closed and locked.					
30-02	Cargo Door Locking Hooks And Spools System	С	-	-	<ul> <li>(M)(O) One locking hook or one spool per door may be inoperative provided:</li> <li>a) The remainder are normal, and</li> <li>b) The airplane is flown in an unpressurized configuration.</li> </ul>					
30-03	Hand Pump	C	1	0	(M) May be inoperative provided the integrity of the yellow hydraulic system is not affected.					

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SYST	FM &	1.	2.	NUM	BER INSTALLED							
SEQU	ENCE			3.	3. NUMBER REQUIRED FOR DISPATCH							
NUME	BERS				4. REMARKS OR EXCEPTIONS							
52 DO	ORS											
30-04	Cargo Doors Electrical Control	С	-	0	(O) May be inoperative provided the affected cargo door(s) is verified closed on ECAM door page prior to each departure.							
					NOTE: Any cargo door control function that operates normally may be used.							
С			-	0	May be inoperative provided:  a) Hand pump operates normally, and b) Cargo doors are fully open during loading and unloading.							
,					NOTE: Any cargo door control function that operates normally may be used.							
	Open and Locked (Green) Lights	D	2	0	(O) May be inoperative and associated cargo compartment used, provided cargo door is fully open during loading and unloading.							
33-01	Bulk Cargo Door Balance mechanism	С	1	0	<ul> <li>(M) May be inoperative or damaged provided:</li> <li>a) A safety hold device is used to maintain the door in the open position, and</li> <li>b) A visual check is made to confirm that the door is correctly closed and locked after each use.</li> </ul>							
50-01	Flight Deck Door Lock Solenoid	С	1	0	<ul> <li>(M) May be inoperative provided:         <ul> <li>a) Door can be locked and unlocked manually, and</li> <li>b) Latch shearing function is not impaired.</li> </ul> </li> </ul>							

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		1.	2.	NII IN /I	BER INSTALLED
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NUME				٥.	4. REMARKS OR EXCEPTIONS
52 DC	OORS				4. REMARKS ON EXCEPTIONS
50-02	Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) CFR 25.795 Compliant	A	1	0	<ul> <li>(M)(O) May be inoperative provided:</li> <li>a) Automatic locking system is deactivated,</li> <li>b) Door dead bolt operates normally and is used to lock the door,</li> <li>c) Alternate procedures are established and used for locking and unlocking the door using the deadbolt, and</li> <li>d) Repairs are made within 2 flight days.</li> </ul>
	Cockpit Door     Toggle Switch				
	a) UNLOCK Function	С	1	0	(O) May be inoperative provided alternate procedures are established and used.
	b) LOCK Function	С	1	0	(M)(O) May be inoperative provided:     a) The cockpit door locking system keypad is deactivated, and     b) Alternate procedures are established and used.
	2) OPEN Light	С	1	0	
					(Continued)

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SYSTI	EM 8	k ITEM	1.	2.	2. NUMBER INSTALLED								
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						4. REMARKS OR EXCEPTIONS							
52 DO	ORS	5											
50-02 Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) CFR 25.795 Compliant (Cont'd)													
,	3)	FAULT Light	С	1	0	(O) May be inoperative provided all LEDs on CKPT DOOR CONT Panel are operative.							
	4)	Buzzer	С	1	0	(M)(O) May be inoperative provided:  a) Keypad is deactivated, and b) Alternate procedures are established and used.							
•	5)	Keypad	С	1	0	(M)(O) May be inoperative provided:  a) Keypad is deactivated, and b) Alternate procedures are established and used.							
		a) Green and Re LEDs	d C	2	0	(O) May be inoperative provided Alternate procedures are established and used.							
,	6)	Pressure Rate Sensors	С	2	1								
,			Α	2	0	May be inoperative provided repairs are made within 2 flight days.							
						(Continued)							

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SYST	FM &	1.	2.	2. NUMBER INSTALLED								
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52 DO	ORS											
50-02 Cockpit Door Locking System (Automatic System) (Mod. 32088 and 32090) CFR 25.795 Compliant (Cont'd)												
	7) Door Release Strikes (Catch Spring, Solenoid, Bolt)	С	3	2	One may be inoperative provided that the associated door release strike is failed in the open/unlocked position.							
		С	3	2	(M) One may be inoperative provided associated door release strike is deactivated or removed.							
	8) Control Unit LEDs	С	5	0	(O) May be inoperative provided associated FAULT light is verified to operate normally.							
50-03	Cockpit Door Secondary Locking System (Deadbolt) (Mod. 33777) CFR 25.795 Compliant	С	1	0	May be inoperative provided automatic lock controls operate normally.							
60-01	Entrance Stairs (With Mod. 23308)	D	1	0								

FEDERAL AVIATION ADMINISTRATION  AIRCRAFT: REVISION NO: 25  A318, A319, A320, A321  DATE: 06/23/2014	JM EQUIPMENT LIST											
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NUMBERS  4. REMARKS OR EXCEPT	TIONS											
52 DOORS												
70-01 ECAM DOOR Page Indications												
1) Passenger Doors												
a) Open Indication C - (O) May be inoperative provid a) A visual check is made departure to ensure the door(s) is closed and led b) White SLIDE ARMED door does not illuminate closed and locked and	e before each at the affected ocked, and light on the affected e when the door is											
C - (O) May be inoperative for nor provided a visual check is made departure to ensure that the acclosed and locked.	de before each											
B - (O) May be inoperative provid a) A visual check is made departure to ensure the door(s) is closed and let b) White SLIDE ARMED remains illuminated when closed and locked and (Continued)	e before each at the affected ocked, and light on the door nen the door is											

U.S. DEPARTMENT OF TRANSPORTATION  MASTER MINIMUM EQUIPMENT LIFE FEDERAL AVIATION ADMINISTRATION											
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ENCE	ITEM			3.	NUMBI	UMBER REQUIRED FOR DISPATCH					
EKS					4.	REMARKS OR EXCEPTIONS					
ORS											
Indicat	tions										
b) Closed C Indication		С	-	-	a)	<ul> <li>A)(O) May be inoperative provided:</li> <li>a) A visual check is made before each departure to ensure that the affected door(s) is closed and locked, and</li> <li>b) Control circuit of affected door slide lighting system is verified to operate normally.</li> </ul>					
		C	-		provid depart closed	ed a visual check is made before the cure to ensure that the affected and locked.	re each				
	EM & ENCE ERS  ORS  ECAM Indicat (Cont'd (C	RAL AVIATION ADMINIS RAFT:  A318, A319, A32 EM & ITEM ENCE ERS ORS  ECAM DOOR Page Indications (Cont'd)  1) Passenger Doors (Cont'd)  b) Closed	RAL AVIATION ADMINISTRAT RAFT:  A318, A319, A320, A3  I.  EM & ITEM ERS  ORS  ECAM DOOR Page Indications (Cont'd)  1) Passenger Doors (Cont'd)  b) Closed C Indication	AST:  A318, A319, A320, A321  EM & ITEM ERS  ORS  ECAM DOOR Page Indications (Cont'd)  1) Passenger Doors (Cont'd)  b) Closed C - Indication	RAL AVIATION ADMINISTRATION RAFT:  A318, A319, A320, A321  T. 2. NUME EM & ITEM ENCE ERS  ORS  ECAM DOOR Page Indications (Cont'd)  1) Passenger Doors (Cont'd)  b) Closed Indication  C	RAL AVIATION ADMINISTRATION  RAFT:  A318, A319, A320, A321  T.  EM & ENCE ERS  ORS  ECAM DOOR Page Indications (Cont'd)  1) Passenger Doors (Cont'd)  b) Closed Indication  C (M)(O) a)  C (O) Ma provid depart closed	RAL AVIATION ADMINISTRATION  AFT:  A318, A319, A320, A321  TEM & ITEM ERS  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATC  4. REMARKS OR EXCEPTIONS  ORS  ECAM DOOR Page Indications (Cont'd)  1) Passenger Doors (Cont'd)  b) Closed C Indication  C - (M)(O) May be inoperative provided:  a) A visual check is made before departure to ensure that the aid door(s) is closed and locked, a b) Control circuit of affected door lighting system is verified to on normally.				

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SYSTEM &		1.	2.	NUME	BER IN	STALLED	
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NUMBERS					4.	REMARKS OR EXCEPTION	NS
52 DOORS							
Ind	AM DOOR Page ications ont'd)						
2)	Overwing Emergency Exits (A318/A319/ A320)						
	a) Open Indication	С	-	-		) May be inoperative provious A visual check is made be departure to ensure that the exit(s) is closed and locked SLIDE Indication on ECA illuminates white when the and locked.	efore each the affected ed, and M DOOR page
		С	-	-	opera each	) May be inoperative for no tions provided a visual checkeparture to ensure that the sed and locked.	ck is made before
	b) Closed Indication	C	-	-	opera each is clos	) May be inoperative for no tions provided a visual che departure to ensure that the sed and locked. nued)	ck is made before

		TMENT OF TRAN: VIATION ADMINIS				MASTER	MINIMUM EQ	UIPMENT LIST
AIRCR	AFT:					REVISION NO:	: 25	PAGE:
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SYSTE		ITEM	1.	2.	<del></del>	R INSTALLED		
SEQUE NUMB		11 2101			3.	JMBER REQUIRED F 4. REMARKS OR E		H
52 DO	ORS							
70-01	Ind	AM DOOR Page ications ont'd)						
	3)	Cargo Door	С	-	-	M)(O) Indications may isual check is made bonfirm that doors are	efore each de	parture to
	4)	Avionics Compartment Access Door	С	-	-	M)(O) Indications may isual check is made bonfirm that doors are	efore each de	parture to
***	5)	Airstairs Door	С	1	0	M)(O) Indication may lisual check is made bonfirm that door is clo	efore each de	parture to
70-02		BIN PRESSURE ht (on doors)	С	-	0	O) May be inoperative rocedures are establis		

	EPARTMENT OF TRANSPO RAL AVIATION ADMINISTRA		אוכ		MASTER MINIMUM	EQUIPMENT LIST
AIRCR		111011			REVISION NO: 21	PAGE:
,	A318, A319, A320, A	A321				
					DATE: 06/17/2009	56-1
SYSTE		. 2.			STALLED	
SEQUE NUMBI	ENCE		3.		ER REQUIRED FOR DISPA	
=0.14/11	ID 0.14.0			4.	REMARKS OR EXCEPTION	NS
56 WIN	IDOWS					
11-01	Front Windshields			Delet	ed, REV 21.	
				NOTE	E: Refer to Aircraft Maintena Structural Repair Manual Aircraft Flight Manual.	
11-02	Fixed Lateral Windows			Delete	ed, REV 21.	
				NOTE	E: Refer to Aircraft Maintena Structural Repair Manual Aircraft Flight Manual.	
12-01	Sliding Windows			Delet	ed, REV 21.	
				NOTE	E: Refer to Aircraft Maintena Structural Repair Manual Aircraft Flight Manual.	
21-01	Cabin Windows			Delet	ed, REV 21.	
				NOTE	E: Refer to Aircraft Maintena Structural Repair Manual Aircraft Flight Manual.	

U.S. DEPAF	RTMENT OF TRANSP	POR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL A	VIATION ADMINIST	RAT	ION		Wite Extination Eggi MENT Eigh
AIRCRAFT:				REVISION NO: 26b PAGE:	
	A318, A319, A320	), A3	21		DATE: 11/22/2016 71-1
SYSTEM &		1.	2.	NUME	BER INSTALLED
SEQUENCE NUMBERS	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS					4. REMARKS OR EXCEPTIONS
71 POWER	PLANT				
M/ MI DI EC P/	ASS II AINTENANCE ESSAGES SPLAYED ON CAM STATUS AGE OF ECAM (STEM DISPLAY				
1)	Fault (s) Indicated by ENG (1 and/or 2) FADEC				
	a) Except for CFM56-5B affected by CFM VSB 73-0241	Α	2	-	May be inoperative for 10 consecutive calendar-days.
	b) For CFM 56-5B affected by CFM VSB 73-0241 Only	Α	2	-	(M)May be inoperative for 10 consecutive calendar-days provided it is verified before the first flight of each day that the CFDS does not report any fault on a T12 sensor.
		Α	2	-	May be inoperative for 25 flight-hours or 3 flight days, whichever occurs first.
2)	Fault (s) indicated by ENG (1 and/or 2) EIU	С	2	-	
3)	Fault (s) Indicated by EVMU	С	2	-	
					NOTE: Dispatch with any of the above maintenance status messages displayed on ECAM is permitted without CFDS interrogation.
					(Continued)

U.S. DE	PARTMENT OF TRANSPOR	RTATIC	)N			т
FEDER/	AL AVIATION ADMINISTRA	ΓΙΟΝ			MASTER MINIMUM	EQUIPMENT LIST
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	A318, A319, A320, A	321			DATE: 11/22/2016	71-2
SYSTEM	1.	2.	NUME	BER IN	STALLED	1
SEQUE	NCE ITEM		3.	NUMB	ER REQUIRED FOR DISPA	ATCH
NUMBE	RS 			4.	REMARKS OR EXCEPTIO	NS
71 POW	ERPLANT					
71-00	CLASS II MAINTENANCE MESSAGES DISPLAYED ON ECAM STATUS PAGE OF ECAM SYSTEM DISPLAY (Cont'd)  4) Fault(s) Indicated by ENG (1 and 2) EIU					
	a) Aircraft Without Mod. 22327			Delete	ed, REV 21.	
10-01	ENG 1(2) FAN COWL C NOT CLSD Alert (A319neo/A320neo/ A321neo)	2	0		ay be inoperative provided a	

U.S. DI	EPARTM	IENT OF TRANS	SPOR	TATIC	N		MASTER MINIMUM E	EQUIPMENT LIST
		ATION ADMINIS	TRAT	ION				1
AIRCRAFT: A318, A319, A320, A321							REVISION NO: 26b	PAGE:
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SYSTE	M &		1.	2.	NUME	BER IN	STALLED	
SEQUENCE NUMBERS				3.	NUMB	ER REQUIRED FOR DISPA	TCH	
		EL AND CONTE				4.	REMARKS OR EXCEPTION	IS
/3 ENC	SINE FU	EL AND CONTF	ROL					
10-01		Switches 00 Engines Only)	)			Incorp	orated into item 71-00.	
10-02	Valve	Return-to-Tank s 00 engines Only)				Incorp	orated into item 71-00.	
11-01	systei Engin	Recirculation m (CFM 56-5B es and CFM -1A Engines)						
	1) V	alves	С	2	1		nay be inoperative in the closingine provided that the APU tive.	
			С	2	0	position	or both may be inoperative in provided that the four wing perative.	the open g tank pumps
	2) S	olenoids				Incorp	orated into item 73-20-01.	
		il Temperature ensors				Incorp	orated into item 73-20-01.	

E ITEM  E FUEL AND CONTRO  Burner Staging valve  System (CFM  Engines Only)	1.	21	<del></del>	REVISION NO: 26b PAGE: DATE: 11/22/2016 73-2  BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  (M) May be inoperative open.  Incorporated into item 73-20-01.
E FUEL AND CONTRO  Burner Staging valve  System (CFM Engines Only)  Valves (Without Mod. 25887, 26338, 26577, 27725, or 28307)  Valves (With Mod. 25887, 26338, 26577, 27725, or 28307)	1. DL	2.	3.	BER INSTALLED  NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  (M) May be inoperative open.
E FUEL AND CONTRO  Burner Staging valve System (CFM Engines Only)  Valves (Without Mod. 25887, 26338, 26577, 27725, or 28307)  Valves (With Mod. 25887, 26338, 26577, 27725, or 28307)	)L		3.	A. REMARKS OR EXCEPTIONS  (M) May be inoperative open.
E FUEL AND CONTRO Burner Staging valve System (CFM Engines Only)  Valves (Without Mod. 25887, 26338, 26577, 27725, or 28307)  Valves (With Mod. 25887, 26338, 26577, 27725, or 28307)		2		4. REMARKS OR EXCEPTIONS  (M) May be inoperative open.
E FUEL AND CONTRO Burner Staging valve System (CFM Engines Only)  ) Valves (Without Mod. 25887, 26338, 26577, 27725, or 28307)  2) Valves (With Mod. 25887, 26338, 26577, 27725, or 28307)		2	0	(M) May be inoperative open.
Burner Staging valve System (CFM Engines Only)  ) Valves (Without Mod. 25887, 26338, 26577, 27725, or 28307)  2) Valves (With Mod. 25887, 26338, 26577, 27725, or 28307)		2	0	
System (CFM Engines Only)  ) Valves (Without Mod. 25887, 26338, 26577, 27725, or 28307)  2) Valves (With Mod. 25887, 26338, 26577, 27725, or 28307)	С	2	0	
Mod. 25887, 26338, 26577, 27725, or 28307) 2) Valves (With Mod. 25887, 26338, 26577, 27725, or 28307)	С	2	0	
Mod. 25887, 26338, 26577, 27725, or 28307)				Incorporated into item 73-20-01.
3) Solenoid Wraps				
				Incorporated into item 73-20-01.
Fuel Metering Valve System				
Feedback System				Incorporated into item 73-20-01.
Engine FADEC System				Incorporated into item 71-00 sub item 1).
RESERVED				DELETED, REV 1.
Minimum Idle on Ground	С	2	0	(O) May be inoperative provided the Airplane Flight Manual performance penalties are applied.
				NOTE: Continuous ignition is permanently ON. (IAE Engines only)
EPR Control Modes (IAE Engines Only)	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) N1 rated control Mode operates normally on both engines,</li> <li>b) Approach minimums do not require their use, and</li> <li>c) AFM performance penalties are applied.</li> </ul> NOTE: Autothrust and alpha floor are inoperative.
= S	Engine FADEC System  RESERVED  Minimum Idle on Ground	Engine FADEC System  RESERVED  Minimum Idle on C  Ground  CPR Control Modes C	Engine FADEC System  RESERVED  Minimum Idle on C 2  Ground  EPR Control Modes C 2	Engine FADEC System  RESERVED  Minimum Idle on C 2 0  Ground  PR Control Modes C 2 0

FEDERA	L AVIATION ADMINIST	RAT	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCRAI					REVISION NO: 26b PAGE:
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SYSTEM	11 HM	1.	2.		BER INSTALLED NUMBER REQUIRED FOR DISPATCH
	SEQUENCE TEM NUMBERS			3.	4. REMARKS OR EXCEPTIONS
73 ENGI	NE FUEL AND CONTRO	OL			
20-05	Flex Temp Function	С	2	0	May be inoperative provided takeoff is performed in TOGA or de-rated Mode.
20-06	De-rated Takeoff Mode	D	2	0	May be inoperative on one or both engines provided takeoff is performed in TOGA or FLX Mode.
20-09	Aircraft 28V Power Supply (IAE Engines Only)	С	4	2	Channel B power supply may be inoperative on one or both engines.
20-10 ***	Engine Bump	С	2	0	May be inoperative provided benefit of bump is not utilized for determination of takeoff performance.
20-11	Engine Overthrust Protection System (A318 or A319neo/A320neo/ A321neo)	Α	2	1	One may be inoperative for six flights.
30-02	Fuel Used Indications				
	Aircraft without Mod. 30368/ MP P6578	С	2	0	(M) May be inoperative provided: <ul> <li>a) Associated tank fuel quantity indication system operates normally, and</li> <li>b) Fuel-On-Board indication operates normally.</li> </ul>
	Aircraft with Mod. 30368/ MP P6578	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated tank fuel quantity indication system operates normally,</li> <li>b) Fuel-On-Board indication operates normally, and</li> <li>c) F. USED 1+2 indication is considered inoperative.</li> </ul>

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	AL AVIATION ADMINIST				MASTER MINIMUM EQUIPMENT LIST
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0)/075		1.	2.	NUME	BER INSTALLED
SYSTE! SEQUE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
NUMBE	RS				4. REMARKS OR EXCEPTIONS
73 ENG	INE FUEL AND CONTRO	OL			
30-03	Fuel Filter Clog Cautions on ECAM E/WD				
	1) IAE Engines and CFM Engines with Mod. 28397 or Mod. 28398 and CFM LEAP-1A Engines	С	2	1	(M) One may be inoperative provided associated filter is changed before the next flight and then once each flight day.
	2) PW 6000 Engines	С	2	1	(M) One may be inoperative provided associated filter is changed before the next flight and then once each flight day or every 15 flight-hours, whichever occurs first.
	4) PW 1100G Engines	С	2	1	(M) One may be inoperative provided associated filter is changed before the next flight and then every 50 flight-hours.
30-04	Fuel Filter Clog Indication on ECAM System Display	С	2	0	
30-05	MINOR FAULT Cautions on ECAM E/WD (A319neo/A320neo/ A321neo)	С	2	1	One may be inoperative.
30-06	FUEL FILTER DEGRAD Cautions on ECAM E/WD				
	(A319neo/A320neo/ A321neo with PW 1100G Engines)	С	2	1	(M) One may be inoperative provided associated filter is replaced before the next flight and then every 50 flight-hours.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	Α	2	1	One may be inoperative for a maximum of three flights or 6 flight-hours, whichever occurs first, provided <u>ENG 1(2)</u> FUEL SENSOR FAULT alert is not displayed on the EWD for the opposite engine.
İ					(Continued)

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AIRCRA					REVISION NO: 26b PAGE:
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SYSTEI	\	1.	2.	NUM	BER INSTALLED
SEQUE	SEQUENCE NUMBERS				NUMBER REQUIRED FOR DISPATCH
INUIVIDE	:K3				4. REMARKS OR EXCEPTIONS
73 ENG	INE FUEL AND CONTR	OL			
30-06	FUEL FILTER DEGRAD Cautions on ECAM E/WD (Cont'd)				
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	С	2	1	(M) One may be inoperative provided associated filter is replaced before the next flight and then every 100 flight-hours.
30-07	FUEL SENSOR FAULT Cautions on ECAM E/WD				
	(A319neo/A320neo/ A321neo with PW1100G Engines)	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and</li> <li>b) Associated filter is replaced before the next flight and then every 50 flight-hours.</li> </ul>
	(A319neo/A320neo/ A321neo with PW1100G)	С	2	0	May be inoperative provided associated IDG FOC SENSOR subtitle is displayed on the EWD.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	A	2	1	One may be inoperative for a maximum of three flights or 6 flight-hours, whichever occurs first, provided:  a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and b) Associated ENG 1(2) FUEL FILTER DEGRAD alert was not displayed on the previous flight.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated FUEL FILTER SENSOR subtitle is displayed on the EWD, and</li> <li>b) Associated filter is replaced before the next flight and then every 100 flight-hours.</li> <li>(Continued)</li> </ul>

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SYSTE	M &	1.	2.	NUM	BER INSTALLED
	UENCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
73 ENG	SINE FUEL AND CONTR	OL			4. REMARKS OR EXCEPTIONS
30-07	FUEL SENSOR FAULT Cautions on ECAM E/WD (Cont'd)				
	(A319neo/A320neo/ A321neo with CFM LEAP-1A)	A	2	1	One may be inoperative for a maximum of three flights or 6 flight-hours, whichever occurs first, provided:  a) Associated FUEL STRAINER SENSOR subtitle is displayed on the EWD,  b) Associated ENG 1(2) FUEL STRAINER CLOG alert was not displayed on the previous flight, and  c) ENG 1(2) FUEL FILTER DEGRAD alert and ENG 1(2) FUEL SENSOR FAULT alert are not displayed on the opposite engine.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A)	С	2	1	(M) One may be inoperative provided:  a) Associated FUEL STRAINER SENSOR subtitle is displayed on the EWD, and b) Associated filter is replaced.
	(A319neo/A320neo/ A321neo with CFM LEAP-1A)	С	2	0	One or both may be inoperative provided:  a) Associated TEMP SENSORS subtitle is displayed on the EWD, and b) Four wing tank pumps are operative.
30-08	HEAT SYS DEGRAD Cautions on ECAM E/WD				
	(A319neo/A320neo/ A321neo with PW1100G)	С	2	1	One may be inoperative provided APU and APU generator are operative.
	(A319neo/A320neo/ A321neo with PW1100G)	С	2	0	Except for ER operations, may be inoperative provided APU and APU generator are operative.

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FEDER	AL AVIATION ADMINIST	ΓRΑΤ	ION		MASTER MINIMUM EQUIPMENT LIST					
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SYSTE	SYSTEM & ITEM			NUMBER INSTALLED						
SEQUE NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH					
	INE FUEL AND CONTR	<u> </u>			4. REMARKS OR EXCEPTIONS					
73 ENG		OL								
30-09	FUEL STRAINER CLOG Cautions on ECAM E/WD (A319neo/A320neo/ A321neo with CFM LEAP-1A)	A	2	1	One may be inoperative for 10 consecutive calendar-days provided: a) Associated ENG 1(2) FUEL FILTER DEGRAD alert is not displayed on the EWD, and b) ENG 1(2) FUEL SENSOR FAULT alert is not displayed on the EWD on the opposite engine.					
30-10	HP FUEL VALVE Cautions on ECAM E/WD (A319neo/A320neo/ A321neo with CFM LEAP-1A)	С	2	1	One may be inoperative provided:  a) Associated HP FUEL VALVE NOT OPEN subtitle is displayed on the EWD, and b) Affected engine can be started.					
30-11	FADEC IDENT FAULT Cautions on ECAM E/WD (A319neo/A320neo/ A321neo with CFM LEAP-1A)	C	2	0	(M) One or both may be inoperative provided there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.					

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AIRCR						REVISION NO: 26a PAGE:
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SYSTE	-M &		1.	2.	NUME	BER INSTALLED
SEQUE	ENCE	ITEM			3.	NUMBER REQUIRED FOR DISPATCH
INUIVID	ENS					4. REMARKS OR EXCEPTIONS
74 IGN	IITION					
31-01	Ignitio	n Systems				
	1) C	FM Engines				
	a)	System A	С	2	2	(M) NOTE: A and B input or output from the exciter boxes may be swapped in order to restore System A operative.
	b)	System B (CFM 56-5A Engines With Mod. 22333 or CFM 56-5B Engines or CFM LEAP-1A Engines)	C	2	0	(O) May be inoperative provided System A is operative.
	c)	(ČFM 56-5A Engines Without Mod. 22333	С	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Engine relight envelope with System B inoperative is observed, and</li> <li>b) System A operates normally.</li> </ul>
		E Engines and				
	a)	System A	С	2	1	(O) Except for ER operations, may be inoperative on one engine only.
	b)	System B	С	2	0	(O) May be inoperative provided System A operates normally.
	c)	System A and B	С	4	2	<ul><li>(O) Except for ER operations, two igniters may be inoperative provided they are not on the same engine.</li><li>(Continued)</li></ul>

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SYSTE	M &	1.	2.	NUME	BER INSTALLED
SEQUE NUMBI	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
NOMBI	ENG				4. REMARKS OR EXCEPTIONS
74 IGN	ITION				
31-01	Ignition Systems (Cont'd) 2) IAE Engines and PW Engines (Cont'd)				
					NOTE: On IAE and PW engines, system A must be considered inoperative on both engines if the common power supply line from 401XP 115VAC ESS BUS is inoperative as a result of either a loss of electrical continuity or a short circuit (C/B Engine/1 AND 2 IGN/SYS A (49VUA03) tripped).
31-02	ECAM Indications (Lower Display)				
	1) Selected Igniter	С	4	0	(M) May be inoperative provided IGN FAULT warning is verified to operate normally on ECAM.
31-03	IGN FAULT Caution on ECAM				
	1) CFM Engines	С	4	3	(M) One may be inoperative provided associated ignition system is verified to operate normally once each flight day.
		С	4	2	(M) Two may be inoperative provided associated ignition system is verified to operate normally before each departure.
	IAE Engines and PW Engines	С	4	2	One or two may be inoperative.

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	PARTMENT OF TRANSP			N	MASTER MINIMUM EQUIPMENT LIST
	L AVIATION ADMINISTR	RATIO	N		DEVICIONANO DO DAGE
AIRCRA	F1: A318, A319, A320,	A321	1		REVISION NO: 26a PAGE:
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SYSTEM	1& <sub>I⊤⊏M</sub>	1.	2.		BER INSTALLED
SEQUEN NUMBER				3.	NUMBER REQUIRED FOR DISPATCH
75 BLEE	D AIR				4. REMARKS OR EXCEPTIONS
21-01	HP Turbine Active Clearance Control System (CFM 56 Engines Only)				
	1) HPTC Valves				Incorporated into item 73-20-01.
	2) Feedback Systems				Incorporated into item 73-20-01.
	3) HPTC Torque Motor Wraps				Incorporated into item 73-20-01.
	4) HPTC Thermocouples				Incorporated into item 73-20-01.
21-01	HP Turbine Active Clearance Control System (CFM LEAP-1A Engines Only)	С	2	0	(M) One or both may be inoperative provided the affected HPTACC valve is deactivated in the closed position.
21-02	Active Clearance Controls Actuators (V2500 Engines Only)				Incorporated into item 73-20-01.
22-01	LP Turbine Active Clearance Control (CFM Engines Only)				
	1) LPTC Valves				Incorporated into item 73-20-01.
,	2) Feedback Systems				Incorporated into item 73-20-01.
	3) LPTC Torque Motors				Incorporated into item 73-20-01.
22-02	Buffer Air Check Valve (A319neo/A320neo/ A321neo with PW 1100G engines)	С	2	1	One may be inoperative in open position.
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FEDER <i>A</i>	L AVIATION ADMINISTRAT	ION		MACI ER IMMUNICINI E GON INIERT E EST
AIRCRA				REVISION NO: 26a PAGE:
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SYSTEM	1.	2.	NUME	BER INSTALLED
SEQUE	ITEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBEI	<del>1</del> 5			4. REMARKS OR EXCEPTIONS
75 BLEE	D AIR			
23-01	Rotor Active Clearance Control (CFM Engines Only)			
	1) RACC Valves			Incorporated into item73-20-01.
	2) Feedback Systems			Incorporated into item 73-20-01.
	3) RACC Torque Motors			Incorporated into item 73-20-01.
25-01	TCC/TACC Valve			
	a) A318 with B PW 6000 Engines	2	1	(O) One may be inoperative in closed position provided the affected engine takeoff EGT margin is greater than 18 degrees C.
	b) A319neo/ C A320neo/ A321neo with PW 1100G Engines	2	1	(O) One may be inoperative in closed position provided the affected engine takeoff EGT margin is greater than 16 degrees C.
25-02	TCA Valve (PW 6000 C Engines only)	4	3	(M) One may be failed closed provided TCA pipes are verified to have no cracks.
30-01	Compressor Control System			
	1) VSV (V2500 Engines Only)			Incorporated into item 73-20-01.
	2) VSV (CFM Engines Only)			
	a) Torque Motors			Incorporated into item 73-20-01.
	b) Feedback System			Incorporated into item 73-20-01.

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	L AVIATION ADMINISTRAT				MASTER MINIMUN	M EQUIPMENT LIST
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CVCTEN	1.	2.	NUME	BER IN	STALLED	
SYSTEM SEQUEN	ICE ITEM		3.	NUMB	ER REQUIRED FOR DISI	PATCH
NUMBER	RS			4.	REMARKS OR EXCEPTION	ONS
75 BLEE	D AIR					
30-02	Compressor Control System VBV (CFM Engines Only)					
	1) Feedback Systems			Incorp	porated into item 73-20-01.	
	2) Torque Motors			Incorp	porated into item 73-20-01.	

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FEDERAL AVIATION ADMINISTRATI	ION			IVI	ASTER IVI	IINIIVIOIVI EQ	OIFINENT LIST
AIRCRAFT:				REVISI	ON NO:	22	PAGE:
A318, A319, A320, A32	21			DATE:	05/15/20	12	76-1
SYSTEM & ITEM	2.	NUME	BER INS	TALLE	)		
SEQUENCE TEM		3.	NUMBE	R REQ	UIRED FC	R DISPATO	CH
NUMBERS			4. F	REMAR	KS OR EX	CEPTIONS	
76 ENGINE CONTROL							
1-01 Thrust Lever Position A Sensor	4	3	a)	The A/1 Both LC	THR is ope GCIUs are		ne provided: and ght days.

FEDER	ΔΙΔ	VIATION ADMINIST	ΓΡΔΤ	ION		MASTER MINIMUM EQUIPMENT LIST
AIRCR		VIATION ADMINIS		1014		REVISION NO: 26 PAGE:
AIICOIC	AI 1.	A318, A319, A32	0, A3	21		
				T		DATE: 03/11/2016 77-1
SYSTEM & ITEM		1.	2.		BER INSTALLED	
SEQUE NUMBE		I I LIVI			3.	NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
77 ENG	SINE	NDICATING				
00-01	EC	AM Indications				
	1)	Fuel Flow (Upper Display)				
		a) Aircraft without Mod. 30368/ MP P6578	В	2	1	
		b) Aircraft with Mod. 30368/ MP P6578	В	2	1	May be inoperative provided the total fuel flow indication is considered inoperative.
	2)	Total Fuel Flow Indication (Fuel Page) (With Mod. 30368/ MP P6758)	В	1	0	May be inoperative or replaced by XX.
	3)	Bleed Configuration Indication on the EWD (PACKS, NAI, WAI) (A319neo/ A320neo/ A321neo)	С	3	0	May be inoperative.
			D	3	0	May be inoperative provided procedures do not require its use.
00-02		AM Indications wer Display)				
	1)	Nacelle Temperature	С	2	0	
	2)	N1 Vibration	С	2	1	
	3)	N2 Vibration	С	2	1	

FEDER	RAL AVIATION ADMINIS	TRAT	ION		MASTER MINIMUM EQUIPMENT LIST					
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	A318, A319, A32	20, A3	21		DATE: 09/07/2016 78-1					
SYSTEM & JTEM		1.	2.	2. NUMBER INSTALLED						
SEQUE NUMBI	ENCE			3.	NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS					
78 ENC	GINE EXHAUST		-		4. REMARKS OR EXCEPTIONS					
11-09	T/R Door Tertiary Lock									
	A318 with PW 600 Engines	С	8	4	One or more may be failed locked provided the associated T/R is considered inoperative.					
	A319neo/ A320neo/ A321neo with PW 1100G Engines	С	4	2	One or both on the same engine may be failed locked provided the associated T/R is considered inoperative.					
		С	4	0	(M)(O) One or more may be inoperative provided the associated thrust reverser door tertiary lock is secured in the open position.					
	A319neo/ A320neo/ A321neo with CFM LEAP-1A Engines	С	2	1	One may be failed locked provided the associated T/R is considered inoperative.					
		С	2	0	<ul> <li>(M)(O) One or both may be inoperative provided:         <ul> <li>a) Associated thrust reverser door tertiary lock is secured in the open position, and</li> <li>b) ENG 1(2) REV LOCKED alert associated with the affected thrust reverser is not displayed on the EWD after deactivation.</li> </ul> </li> </ul>					
11-10	T/R Tertiary Lock Valve (PW 6000 Engines Only)	С	2	0	One or both may be failed open.					

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U.S. DEPARTMENT OF TRANSPOR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
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SYSTEM & ITEM	2.	NUME	BER INSTALLED
SEQUENCE TIEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST			
30-01 Thrust Reverser Systems			
(A318/A319ceo/ A320ceo/A321ceo) C	2	1	<ul> <li>(M)(O) One may be inoperative provided: a) Inoperative reverser is deactivated and secured in the stowed position, and no operations or procedures require its use,</li> <li>b) All stow and deploy switches on the inoperative reverser operate normally (CFM 56 only),</li> <li>c) Both LVDT on the inoperative reverser are checked operative (IAE only),</li> <li>d) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation (PW 6000 only),</li> <li>e) ENG 1 (2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation (PW 6000 only),</li> <li>f) ENG 1 (2) REV PRESSURIZED caution is not present on ECAM E/WD after deactivation,</li> <li>g) Wheel brake tachometers operate normally,</li> <li>h) Main wheel braking system operates normally,</li> <li>i) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure, etc.):</li> <li>"For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both thrust levers to reverse when applying reverse thrust", and</li> <li>j) Appropriate performance adjustments are applied.</li> <li>(Continued)</li> </ul>

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U.S. DEPARTMENT OF TRANSPORT	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATI	ION		
AIRCRAFT:			REVISION NO: 26a PAGE:
A318, A319, A320, A32	21		DATE: 09/07/2016 78-3
SYSTEM & ITEM	2.	NUME	BER INSTALLED
SEQUENCE TIEM		3.	NUMBER REQUIRED FOR DISPATCH
NUMBERS			4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST			
30-01 Thrust Reverser Systems (Cont'd)			
(A319neo/A320neo/ C A321neo)	2	1	<ul> <li>(M)(O) One may be inoperative provided: a) Inoperative reverser is deactivated and secured in the stowed position, and no operations or procedures require its use,</li> <li>b) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation,</li> <li>c) ENG 1 (2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation,</li> <li>d) ENG 1 (2) REV PRESSURIZED caution is not present on ECAM E/WD after deactivation,</li> <li>e) Wheel brake tachometers operate normally,</li> <li>f) Main wheel braking system operates normally,</li> <li>g) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure, etc.):</li> <li>"For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both thrust levers to reverse when applying reverse thrust", and</li> <li>h) Appropriate performance adjustments are applied.</li> <li>(Continued)</li> </ul>

U.S. DE	PARTMENT OF TRANS	POR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
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AIRCRA	AFT:				REVISION NO: 26a PAGE:
	A318, A319, A32	0, A3	21		DATE: 09/07/2016 78-4
SYSTE	M &	1.	2.	NUMI	BER INSTALLED
SEQUE NUMBE	NCE			3.	NUMBER REQUIRED FOR DISPATCH
INOIVIDE	:NO				4. REMARKS OR EXCEPTIONS
78 ENG	INE EXHAUST				
30-01	Thrust Reverser Systems (Cont'd)				
	(A319neo/A320neo/ A321neo with CFM LEAP-1A Engines)	C	2	1	<ul> <li>(M)(O) One may be inoperative provided: a) Inoperative reverser is deactivated and secured in the stowed position, and no operations or procedures require its use,</li> <li>b) ENG 1 (2) REV INHIBITED caution is displayed on ECAM E/WD after deactivation,</li> <li>c) ENG 1 (2) REV UNLOCKED caution is not present on ECAM E/WD after deactivation,</li> <li>d) The ICV is checked closed before each flight,</li> <li>e) Wheel brake tachometers operate normally,</li> <li>f) Main wheel braking system operates normally,</li> <li>g) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure, etc.):</li> <li>"For a landing conducted with one deactivated thrust reverser, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both thrust levers to reverse when applying reverse thrust", and</li> <li>h) Appropriate performance adjustments are applied.</li> </ul>
30-02	Thrust Reverser Inhibition Relay Contacts (CFM) (Thrust Reverser Permission Switches (V2500))	С	4	2	(M) Two contacts may be inoperative provided they are on the same engine and the associated reverser is deactivated.

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FEDER	RAL AVIATION ADMINIST	RATI	ION		
AIRCR					REVISION NO: 26a PAGE:
	A318, A319, A320	), A3	21		DATE: 09/07/2016 78-5
SYSTE	M & ITEM	1.	2.	NUM	BER INSTALLED
SEQUE NUMBI	ENCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
78 ENC	GINE EXHAUST				
30-03	T/R Directional Valve Solenoid Wraps (CFM Engines Only)				Incorporated into item 73-20-01.
30-04	T/R Pressure Switches (CFM Engines Only)				Incorporated into item 73-20-01.
30-05	T/R Stow Switches (CFM Engines Only)				Incorporated into item 73-20-01.
30-06	T/R Deploy Switches (CFM Engines Only)				Incorporated into item 73-20-01.
30-07	T/R INDICATIONS (IAE, CFM, and PW Engines)	С	2	1	One may be inoperative provided the associated T/R is considered inoperative.
30-08	Thrust Reverser Stow and Lock Sensors (V2500 Engines Only)				Incorporated into item 73-20-01.
30-09	T/R Pressurizing Valve Solenoid Wraps (CFM Engines Only)				Incorporated into item 73-20-01. (Formerly 30-02), REV 10.
31-01	REVERSER CTL FAULT Caution on ECAM EWD (A319neo/A320neo/ A321neo)	С	2	1	<ul> <li>(O) One may be inoperative provided: <ul> <li>a) Wheel brake tachometers operate normally,</li> <li>b) Main wheel braking system operates normally,</li> <li>c) Flightcrew is provided with the following statement via appropriate means (e.g., dispatch release, MEL (O) procedure, etc.):</li> </ul> </li> </ul>
					<ul> <li>"For a landing conducted with REVERSER CTL FAULT on one side, ensure that both engine thrust levers are retarded to the IDLE detent for the flare and the touchdown. Select both thrust levers to reverse when applying reverse thrust", and</li> <li>d) Appropriate performance adjustments are applied.</li> </ul>

FEDERAL AVIATION ADMINISTRATION  AIRCRAFT:  A318, A319, A320, A321  SYSTEM & SEQUENCE NUMBERS  78 ENGINE EXHAUST  31-02 REV MINOR FAULT C Caution on ECAM EWD (A319neo/A320neo/ A321neo)  CAUTE OBJOR OF AUCT OF A SENSIBLE OF A S	U.S. DEPARTMENT OF TRANSPOR	TATIC	ON		MACTED M		IIDMENIT LIST
A318, A319, A320, A321  SYSTEM & SEQUENCE NUMBERS  78 ENGINE EXHAUST  31-02 REV MINOR FAULT C Caution on ECAM EWD (A319neo/A320neo/  (A319, A320, A321)  1.	FEDERAL AVIATION ADMINISTRAT	ION			MASTER IVI		JIPIVIENI LIST
SYSTEM & SEQUENCE NUMBERS  1. 2. NUMBER INSTALLED  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  31-02 REV MINOR FAULT C Caution on ECAM EWD (A319neo/A320neo/					REVISION NO:	26a	PAGE:
SYSTEM & SEQUENCE NUMBERS  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  31-02 REV MINOR FAULT C C 2 May be inoperative.  Caution on ECAM EWD (A319neo/A320neo/	A318, A319, A320, A3	21			DATE: 09/07/20	16	78-6
SEQUENCE NUMBERS  3. NUMBER REQUIRED FOR DISPATCH  4. REMARKS OR EXCEPTIONS  31-02 REV MINOR FAULT C Caution on ECAM EWD (A319neo/A320neo/	CVCTEM 9	2.	NUME	BER IN	STALLED		
78 ENGINE EXHAUST  31-02 REV MINOR FAULT C 2 0 May be inoperative. Caution on ECAM EWD (A319neo/A320neo/	SEQUENCE TEM		3.	NUMB	ER REQUIRED FC	R DISPATC	H
31-02 REV MINOR FAULT C 2 0 May be inoperative. Caution on ECAM EWD (A319neo/A320neo/				4.	REMARKS OR EX	CEPTIONS	
Caution on ECAM EWD (A319neo/A320neo/	78 ENGINE EXHAUST						
	Caution on ECAM EWD (A319neo/A320neo/	2	0	May t	pe inoperative.		

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	RAL AVIATION ADMINIST	KAI	ION		REVISION NO: 26b PAGE:				
AIRCR	AFT: A318, A319, A320	η Δα	21		REVISION NO: 260 PAGE:				
	7,010,7,010,7,020	0, 710			DATE: 11/22/2016 79-1				
SYSTE	M & ITEM	1.	2.	NUMBER INSTALLED					
SEQUE NUMBI	ENCE			3.	NUMBER REQUIRED FOR DISPATCH				
					4. REMARKS OR EXCEPTIONS				
79 EN	GINE OIL								
20-01	Air Exchanger Air Valves (V2500 Engines Only)	С	2	1	(O) One may be inoperative open provided the tank fuel temperature is above -20 degrees C at takeoff.				
20 <b>-</b> 02 ***	EMCD Visual Pop-Out Indicator (CFM-5B)	D	2	0					
20-03	Air Oil Cooler Valve (PW 6000 Engines Only)	С	2	1	(O) One may be inoperative in the open position provided:  a) The associated IDG operates normally, b) The inner tank fuel temperature on the affected side is checked above -20 degrees C before each flight, and c) Appropriate performance adjustments are applied.				
23-01	<u>ENG 1(2)</u>	С	2	1	<ul> <li>(O) One may be inoperative in the open position provided: <ul> <li>a) The inner tank fuel temperature on the affected side is checked above -10 degrees C before each flight, and</li> <li>b) Appropriate performance adjustments are applied.</li> </ul> </li> </ul>				
	BEARING 4 OIL SYS Alert								
	(IAE Engines With Mod. 24871/ MP P3704)	A	2	0	May be inoperative provided:  a) HI PRESS message is not displayed under ENG 1 (2) BEARING 4 OIL SYS caution on ECAM E/WD, and b) Repairs are made within 3 flight days.				

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		TMENT OF TRANS			ON	MASTER MINIMUM EQUIPMENT LIST
		VIATION ADMINIST	RAT	ION	DEVICION NO. 001	
AIRCRA	<b>\</b> F1:	A318, A319, A320	η Δα	.21	REVISION NO: 26b PAGE:	
		7,010,7,010,7,020	J, 710			DATE: 11/22/2016 79-2
SYSTE		ITEM	1.	2.		BER INSTALLED
SEQUE NUMBE		I I LIVI			3.	NUMBER REQUIRED FOR DISPATCH
		011				4. REMARKS OR EXCEPTIONS
79 ENG	INE	OIL		ļ		
31-01		Quantity ications	В	2	1	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Associated oil quantity is verified before each departure,</li> <li>b) There is no evidence of abnormal consumption or leakage, and</li> <li>c) Associated ENG OIL PRESS, OIL TEMP indications operate normally.</li> </ul> </li> </ul>
33-02	on	LO PR Warning ECAM (IAE or M56 Engines Only)	С	2	1	1
			С	2	0	May be inoperative provided RCDR GND CTL is verified ON after engines are started.
35-01	Ind	FILTER CLOG ications on ECAM gine System Page				
	1)	CFM or IAE Engines Excluding Those With S/Ns V10600 to V11304 and V11315, V11330, V11335 (Not Including V11280, V11302)	С	2	1	
	2)	IAE Engines S/Ns V10600 to V11304 and V11315, V11330, V11335 (Not Including V11280, V11302) Without #3 FAG Bearing P/N 2A1165 Installed	С	2	1	
						(Continued)

		TMENT OF TRANS					MASTER MINIMUM E	EQUIPMENT LIST
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0)/075			1.	2.	NUME	BER IN	STALLED	I
SYSTE SEQUE	NCE	ITEM			3.	NUMB	ER REQUIRED FOR DISPA	TCH
NUMBE	ERS					4.	REMARKS OR EXCEPTION	NS
79 ENG	SINE	OIL						
35-01	Ind En	FILTER CLOG ications on ECAM gine System Page ont'd)						
	3)	IAE Engines S/N V10600 to V11304 and V11315, V11330, V11335 (Not Including V11280 V11302) With #3 FAG Bearing P/N 2A1165 Installed	С	2	1	screei are ch	ne may be inoperative provion and chip detector on associated and verified clear of	ciated engine
	4)	PW Engines	С	2	1			

		TMENT OF TRANS			N	1	MASTER MINIMU	IM EQUIPMENT LIS	ŝΤ
		VIATION ADMINIST	KAI	ION		DEVI	CIONINO: OCH	DACE:	
AIRCR	AFT:	A318, A319, A320	1 A2	21		REVI	SION NO: 26b	PAGE:	
		A310, A319, A320	J, AJ			DATE	: 11/22/2016	79-4	
SYSTE		1.	2.	NUME	ER INSTALL	ED			
SEQUE	ENCE	ITEM			3.	NUMBER RE	QUIRED FOR DIS	SPATCH	
NUMBI	ERS					4. REMAI	RKS OR EXCEPT	TONS	
79 ENG	SINE	OIL							
35-02		_ FILTER CLOG ution on ECAM /D							
	1)	CFM 56-5A Engines	С	2	1	a) Association flight b) Chip filter i prese	be inoperative priciated filter is repladay, and detectors are inspected and doesned of metal chipsiminants.	ected when the not reveal the	
	2)	CFM 56-5B Engines	С	2	1	a) Assor flight b) Visua maste filter i prese		aced once each  ut) on the electrical inspected when the bes not reveal the	
	3)	PW 6000 Engines	С	2	1	a) The a first d b) The a inspe	lay and every sevent associated master cted when the filted not reveal the pre	changed within the en days, and chip detector is	
	4)	PW 1100G and CFM LEAP-1A Engines	С	2	1	a) Associant for and b) Associant for an and b) Associant for an analysis for	be inoperative priciated filter is replated filter is replated then ever ciated magnetic character when the filter treveal the prese	aced before the ery 150 flight-hours, nip detectors are er is replaced and	

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	EPARTMENT OF TRAN			Ν	MASTER MINIMUM EQUIPMENT LIST
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AIRCRA	AFT: A318, A319, A3	20 V3	21	REVISION NO: 26b PAGE:	
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SYSTE	M & ITEM	1.	2.	NUME	BER INSTALLED
SEQUE NUMBE	INCE			3.	NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
/9 ENG	SINE OIL				
35-02	OIL FILTER CLOG Caution on ECAM EWD (Cont'd)				
	4) PW 1100G and CFM LEAP-1A Engines	С	2	1	(M) One may be inoperative provided:  a) Associated filter is replaced before the next flight and then every 150 flight-hours, b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and  c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.
		Α	2	1	(M) One may be inoperative for a maximum of 3 days or 30 flight-hours, whichever occurs first, provided:  a) Associated ENG 1(2) OIL FILTER  DEGRAD was not displayed on the EWD during the previous flight, and  b) Associated magnetic chip detectors are inspected and do not reveal the presence of chips.
		A	2	1	<ul> <li>(M) One may be inoperative for a maximum of 3 days or 30 flight-hours, whichever occurs first, provided: <ul> <li>a) Associated ENG 1(2) OIL FILTER</li> <li>DEGRAD was not displayed on the EWD during the previous flight,</li> <li>b) Associated ENG 1(2) OIL CHIP</li> <li>DETECTED was not displayed on the EWD during the previous flight, and</li> <li>c) Associated Oil Debris Monitoring System is verified operative.</li> </ul> </li> </ul>

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SYSTE	M &	1.	2.	NUMI	BER INSTALLED
SEQUE NUMBE	NCE ITEM			3.	NUMBER REQUIRED FOR DISPATCH
79 ENG	SINE OIL				4. REMARKS OR EXCEPTIONS
35-03	OIL FILTER DEGRAD Caution on ECAM EWD	)			
	(PW 1100G and CFM LEAP-1A Engines)	Α	2	1	One may be inoperative for a maximum of 3 days, or 30 flight-hours, whichever occurs first.
		С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated filter is replaced before the next flight and then every 150 flight-hours, and</li> <li>b) Associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.</li> </ul>
		C	2	1	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Associated filter is replaced before the next flight and then every 150 flight-hours,</li> <li>b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and</li> <li>c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.</li> </ul> </li> </ul>

EPARTMENT OF TRANS	POR	TATIC	N	MASTER MINIMUM EQUIPMENT LIST
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-KS				4. REMARKS OR EXCEPTIONS
GINE OIL				
OIL SENSOR FAULT Caution on ECAM EWD (PW 1100G and CFM LEAP-1A Engines)	Α	2	1	One may be inoperative for a maximum of 3 days, or 30 flight-hours, whichever occurs first, provided associated ENG 1(2) OIL FILTER DEGRAD was not displayed during the previous flight on the EWD.
	С	2	1	<ul> <li>(M) One may be inoperative provided:</li> <li>a) Associated filter is replaced before the next flight and then every 150 flight-hours, and</li> <li>b) Associated magnetic chip detectors are inspected when the filter is replaced and do not reveal the presence of chips.</li> </ul>
	С	2	1	<ul> <li>(M) One may be inoperative provided: <ul> <li>a) Associated filter is replaced before the next flight and then every 150 flight-hours,</li> <li>b) Associated Oil Debris Monitoring System is verified operative when the filter is replaced, and</li> <li>c) Associated ENG 1(2) OIL CHIP DETECTED was not displayed on the EWD during the previous flight.</li> </ul> </li> </ul>
OIL CHIP DETECTED Caution on ECAM EWD				
(PW1100G and CFM LEAP-1A Engines)	Α	2	1	One may be inoperative on the EWD for   10 flight-hours.
	Α	2	1	(M) One may be inoperative on the EWD for 300 flight-hours or 20 consecutive calendar-days, whichever occurs first, provided associated magnetic chip detectors are inspected and do not reveal the presence of chips.
	AAL AVIATION ADMINIST  AFT:  A318, A319, A320  M & ITEM  ENCE ERS  GINE OIL  OIL SENSOR FAULT Caution on ECAM EWD (PW 1100G and CFM LEAP-1A Engines)  OIL CHIP DETECTED Caution on ECAM EWD  (PW1100G and CFM LEAP-1A	ARAL AVIATION ADMINISTRAT  AFT:  A318, A319, A320, A3  1.  IM & ITEM ERS  SINE OIL  OIL SENSOR FAULT A Caution on ECAM EWD (PW 1100G and CFM LEAP-1A Engines)  C  OIL CHIP DETECTED Caution on ECAM EWD  (PW1100G and CFM LEAP-1A Engines)	AFT:  A318, A319, A320, A321  ASTERNATION  AFT:  A318, A319, A320, A321  1. 2. ITEM  ERS  SINE OIL  OIL SENSOR FAULT A 2 Caution on ECAM EWD (PW 1100G and CFM LEAP-1A Engines)  C 2  OIL CHIP DETECTED Caution on ECAM EWD  (PW1100G and CFM LEAP-1A Engines)  C 2	AFT:  A318, A319, A320, A321  1.

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SYSTE	M &	1.	2.	2. NUMBER INSTALLED						
SEQUE NUMBI	ENCE			3.	NUMBER REQUIRED FOR DISPATCH					
NOIVIDI	LNO				4. REMARKS OR EXCEPTIONS					
80 STA	ARTING									
1-01	Start Valve System									
	1) Valves									
	a) CFM/IAE Engines	С	2	1	(M)(O) One may be inoperative provided:  a) Valve is manually closed after engine start, and  b) Associated igniter system operates normally.					
	b) PW 6000 Engines	С	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) Valve is manually closed after engine start,</li> <li>b) Associated igniter system operates normally, and</li> <li>c) Associated ENG 1 (2) START VALVE FAULT START VALVE NOT CLOSED caution is not displayed on ECAM E/WD after engine start.</li> </ul>					
	2) Solenoids				Incorporated into item 73-20-01.					
1-02	ENG MAN START Controls	С	2	0						
1-03	FAULT light on ENGINE MASTER Panel	С	2	0						
1-04	ECAM Start Valve Position Indicators (Lower Display) (IAE Engines, CFM Engines or PW 6000 Engines)	С	2	0	(M) May be inoperative provided start valve is verified closed after engine start.					
1-05	AUTOSTART Controls	С	2	0	(O) May be inoperative provided manual start procedures are used.					